



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: June 15, 2018

The attached materials include:

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



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions
DATE: June 14, 2018

At its meeting on June 1, the TPB Steering Committee approved the following resolutions to amend the FY 2017-2022 Transportation Improvement Program (TIP):

- SR21-2018: To include \$23 million in Urbanized Area Formula Program (S. 5307) funding, \$50 million in State of Good Repair Grant (S. 5337-SGR) funding, and \$400,000 in Alternatives Analysis (S. 5339) funding for seven transit projects, requested by the Virginia Department of Transportation (VDOT) on behalf of the Potomac and Rappahannock Transportation Commission (PRTC); and to include \$18 million in Congestion Mitigation and Air Quality (CMAQ) program funding and \$11 million in Regional Surface Transportation Program (RSTP) funding for four transit projects, as requested by VDOT on behalf of the Virginia Department of Rail and Public Transportation (DRPT). These projects are exempt from the air quality conformity requirement.
- SR22-2018: To reduce state funding by \$1.97 million and add \$6.55 million in Surface Block Transportation Grant (STBG) funding for the MD 355 Little Bennett Creek Bridge Replacement project, as requested by the Maryland Department of Transportation. This project is exempt from the air quality conformity requirement.
- SR23-2018: To reprogram \$681,000 in Surface Transportation Program (STP) funding from the Condition Assessment project to the On-Call Subsurface Pavement Investigation, Engineering project and to rename it as Subsurface Investigation & AM Program Support. as requested by the Department of Transportation

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

- TPB Steering Committee Attendance
- SR21-2018
- SR22-2018
- SR23-2018

**TPB STEERING COMMITTEE
ATTENDANCE – JUNE 1, 2018**

MEMBERS

Kelly Russell	City of Frederick
Mark Rawlings	DDOT
Kari Snyder	MDOT
Norman Whitaker	VDOT
Bob Brown	Loudoun County

PARTICIPANTS

Matt Baker	MDOT/SHA
Gary Erenrich	Montgomery County DOT
Todd Horsley	VDRPT
Chris Lakowski	DC Council (
Betsy Massie	PRTC
Regina Moore	VDOT
Malcolm Watson	Fairfax County DOT

COG STAFF

Kanti Srikanth, DTP
Lyn Erickson, DTP
Tim Canan, DTP
Andrew Meese, DTP
Ron Milone, DTP
Andrew Austin, DTP
Eric Randall, DTP
John Swanson, DTP
Dusan Vuksan, DTP

OTHER

Bill Orleans

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

RESOLUTION ON AN AMENDMENT TO THE FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR ELEVEN TRANSIT PROJECTS, AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)

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

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

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

WHEREAS, in the attached letters of May 22, VDOT has requested that the FY 2017-2022 TIP be amended to include:

- Adding \$19.8 million in Urbanized Area Formula Program (S. 5307) funding and \$19.1 million in State of Good Repair Grant (S. 5337-SGR) funding between FY 2017 and FY 2019 for the VRE Storage Yards Improvements project (TIP ID 4070);
- Adding \$676,000 in S. 5337-SGR funding between FY 2017 and FY 2018 for the Security Enhancements Systemwide project (TIP ID 4277);
- Adding \$18.4 million in S. 5337-SGR funding between FY 2018 and FY 2020 for the VRE Stations and Facilities project (TIP ID 4310);
- Removing \$10.3 million in FY 2017 and adding \$3.6 million in FY 2018 in Alternatives Analysis (S. 5339) funding, and adding \$3.75 million in S. 5307 funding between FY 2018 and FY 2021 for the PRTC – Bus Acquisition/Preplacement Program (TIP ID 4506);
- Change of funding source for \$3.116 million from S. 5307 to S. 5337-SGR between FY 2017 and FY 2020 for the Rolling Stock Acquisition project (TIP ID 4534);
- Adding \$12 million in S. 5337-SGR funding between FY 2018 and FY 2018 for the Rolling Stock Modifications and Overhauls project (TIP ID 4818);
- Adding \$7.1 million in S. 5339 funding between FY 2017 and FY 2021, adding \$2.1 million in S. 5307 funding between FY 2018 and FY 2021, and removing \$2.6 million in S. 5337-SGR funding between FY 2018 and FY 2021 for the PRTC – Preventative Maintenance project (TIP ID 5601);
- \$600,000 in Congestion Mitigation and Air Quality (CMAQ) program funding in FY 2021 for the Transit Store Funding – Alexandria project (TIP ID 6626);
- \$13.228 million in CMAQ funding and \$11.044 million in Regional Surface Transportation Program (RSTP) funding between FY 2019 and FY 2022 for the Commuter Assistance Program (TIP ID 6627);

- \$2.46 million in CMAQ funding between FY 2019 and FY 2022 for the Fairfax Countywide Transit Stores project (TIP ID 6628); and
- \$1.35 million in CMAQ funding between FY 2019 and FY 2022 for the PRTC Commuter Assistance Program (TIP ID 6629), as described in the attached materials; and

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

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2017-2022 TIP to include:

- Adding \$19.8 million in S. 5307 funding and \$19.1 million in S. 5337-SGR funding between FY 2017 and FY 2019 for the VRE Storage Yards Improvements project (TIP ID 4070);
- Adding \$676,000 in S. 5337-SGR funding between FY 2017 and FY 2018 for the Security Enhancements Systemwide project (TIP ID 4277);
- Adding \$18.4 million in S. 5337-SGR funding between FY 2018 and FY 2020 for the VRE Stations and Facilities project (TIP ID 4310);
- Removing \$10.3 million in FY 2017 and adding \$3.6 million in FY 2018 in S. 5339 funding, and adding \$3.75 million in S. 5307 funding between FY 2018 and FY 2021 for the PRTC – Bus Acquisition/Preplacement Program (TIP ID 4506);
- Change of funding source for \$3.116 million from S. 5307 to S. 5337-SGR between FY 2017 and FY 2020 for the Rolling Stock Acquisition project (TIP ID 4534);
- Adding \$12 million in S. 5337-SGR funding between FY 2018 and FY 2018 for the Rolling Stock Modifications and Overhauls project (TIP ID 4818);
- Adding \$7.1 million in S. 5339 funding between FY 2017 and FY 2021, adding \$2.1 million in S. 5307 funding between FY 2018 and FY 2021, and removing \$2.6 million in S. 5337-SGR funding between FY 2018 and FY 2021;
- \$600,000 in CMAQ program funding in FY 2021 for the Transit Store Funding – Alexandria project (TIP ID 6626);
- \$13.228 million in CMAQ funding and \$11.044 million in RSTP funding between FY 2019 and FY 2022 for the Commuter Assistance Program (TIP ID 6627);
- \$2.46 million in CMAQ funding between FY 2019 and FY 2022 for the Fairfax Countywide Transit Stores project (TIP ID 6628); and
- \$1.35 million in CMAQ funding between FY 2019 and FY 2022 for the PRTC Commuter Assistance Program (TIP ID 6629), as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on June 1, 2018



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

Stephen C. Brich, P.E.
COMMISSIONER

May 23, 2018

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

RE: National Capital Region FY 2017-2022 Transportation Improvement Program Amendments

Dear Mr. Allen:

On behalf of the Potomac & Rappahannock Transportation Commission (PRTC), the Virginia Department of Transportation (VDOT) requests amendments to the FY 2017-2022 Transportation Improvement Program (TIP) to update funding for the following existing TIP projects:

- VRE Storage Yard Improvements (TIP ID 4070, Agency ID VRE0009)
- VRE Stations and Facilities (TIP ID 4310, Agency ID VRE0011)
- VRE Security Enhancements System wide (TIP ID 4277, Agency ID VRE0003)
- VRE Rolling Stock Modifications (TIP ID 4818, Agency ID VRE0001)
- VRE Rolling Stock Acquisition (TIP ID 4534, Agency ID VRE0009)
- PRTC Bus Acquisition/Replacement (TIP ID 4506, Agency ID PRTC0005)
- PRTC Preventive Maintenance (TIP ID 5601, Agency ID PRTC0004).

These funding adjustments represent a net addition of approximately \$33 million to the TIP. Funding for the projects comes from the FTA Section 5307, 5337, 5337 SGR, and 5339 programs, as well as various discretionary grants. More detailed information is included in the attached TPB TIP Tables and PRTC cover letter. All of these projects are included in the adopted CLRP and are consistent with the 2014 CLRP Financial Analysis. The projects are exempt from Air Quality Conformity Analysis requirements. The requested amendments reflect the Commonwealth Transportation Board's latest priorities, cost estimates and funding allocations

Honorable Charles Allen
May 23, 2018
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VDOT requests that these amendments be placed on the agenda of the Transportation Planning Board's Steering Committee at its meeting on June 1, 2018. 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. Betsy Massie, PRTC
Ms. Rene'e Hamilton, VDOT
Ms. Maria Sinner, P.E., VDOT
Mr. Norman Whitaker, AICP, VDOT



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

Stephen C. Brich, P.E.
COMMISSIONER

May 22, 2018

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

RE: National Capital Region FY 2017-2022 Transportation Improvement Program Amendments related to "Flexing" VDOT Funds to DRPT

Dear Mr. Allen:

On behalf of the Virginia Department of Rail and Public Transportation (DRPT), the Virginia Department of Transportation (VDOT) requests amendments to the FY 2017-2022 Transportation Improvement Program (TIP) to add the following projects. Additionally, DRPT and VDOT are programming funding through FY 2024 for some of these projects. Funding beyond FY 2022 does not show up in the 2017-2022 TIP, but the additional funding has been entered in the TPB's iTIP database in preparation for the 2019-2024 TIP scheduled for adoption in October. Projects marked "****" in the TIP Funding column have funds programmed beyond 2022.

PROJECT	TIP ID	NEW UPC	OLD UPC	TIP FUNDING
Transit Store –Alexandria	6626	T21453	T99	\$600,000 CMAQ
Commuter Assistance - Arlington	6627	T21240	T100	\$13,228,000 CMAQ** \$11,044,000 RSTP
Fairfax Countywide Transit Stores	6628	T21448	T207	\$2,460,000 CMAQ**
PRTC Commuter Assistance Program	6629	T21457	T1833	\$1,350,000 CMAQ**
Bus Replacement (Omni ride Express Commuter Buses)	6630	T21459	T158	(all funding after 2022) CMAQ**
WMATA Replacement Buses	6631	T21031, T20133**	12878	(all funding after 2022) CMAQ**

Note: All of the above projects are 80% federally funded, with 20% matching provided by DRPT.

These projects are currently "grouped" in the Virginia State Transportation Improvement Program (STIP) and the TPB TIP. VDOT is "flexing", or transferring, the anticipated funding beyond FY 2018 to DRPT.

Honorable Charles Allen
May 23, 2018
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DRPT does not “group” projects in their STIP process, so individual line items are being created for these projects in the TIP. Please note that the “Old UPCs” referenced in the table above are still included in the appropriate Project Groups the current STIP/TIP, but any funding beyond FY 19 is being shifted to DRPT under the new UPC numbers.

All of the projects are exempt from the Air Quality Conformity Analysis process. CMAQ and RSTP funding for these projects was anticipated in the 2014 CLRP Financial Element. The FY 2019-FY 2022 funds being flexed to DRPT were already included in the STIP/TIP as components of Project Groups. The requested action reflects the latest plans and obligations of the Commonwealth Transportation Board. VDOT requests that these amendments be placed on the agenda of the Transportation Planning Board’s Steering Committee at its meeting on June 1, 2018. 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. Marie Berry, DRPT
Mr. Todd Horsley, DRPT
Ms. Maria Sinner, P.E., VDOT
Ms. Jan Vaughn, VDOT.
Mr. Norman Whitaker, AICP, VDOT

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

FY 2017 - 2022

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP ID: 4070		Agency ID: VRE0007		Title: VRE Storage Yards Improvements				Project Cost: \$85,412		Complete: 2045	
Facility:	Sect. 5307	62/34/4	8,048 c	8,099 c	9,552 c	9,770 c				27,421	
From: Systemwide											
To:	Sect. 5309	62/34/4	262 c								
	Sect. 5337-SGR	62/34/4	33,971 c	15,831 a	7,080 c	14,987 c				37,898	
Total Funds:										65,319	

Description: As additional cars are added to accommodate ridership demand, storage yards and maintenance facilities must be obtained and/or upgraded. Improvements to the yards and maintenance facilities will allow additional maintenance to be performed by VRE contractors and additional vehicles to be stored.

Amendment: Add Funding **Approved on: 6/1/2018**
 Add additional funding of \$5,100 in the PE phase of FY2017 using Section 5307 grant funds, reduce by \$2,963 the FY2017 Section 5337-SGR funding changing the phase to PE, increase by \$4,916 in the construction phase of FY2018 using Section 5307 grant funds, add \$7,080 in the construction phase of FY2018 Section using 5337-SGR grant funds, add \$9,770 in the construction phase of FY2019 using Section 5307 grant funds, and add \$14,987 in the construction phase of FY2019 using Section 5337- SGR grant funds.

TIP ID: 4277		Agency ID: VRE0003		Title: Security Enhancements Systemwide				Project Cost: \$6,180		Complete: 2045	
Facility:	Sect. 5307	80/16/4	405 c	507 c	105 c	105 c	105 c			822	
From: Systemwide											
To:	Sect. 5337-SGR	80/16/4		290 c	386 c					676	
Total Funds:										1,498	

Description: Grantees must certify that at least 1% of 5307 funding received each fiscal year is being used for transit security projects.

Amendment: Add Funding **Approved on: 6/1/2018**
 Add funding of \$290K in the construction phase of FY2017 using Section 5337 SGR grant funds and add \$386K in the construction phase of FY2018 Section using 5337- SGR grant.
Modification: Add Funding **Approved on: 7/11/2017**
 Add \$402,000 in FTA Section 5307 funding for construction in FY 2017.

TIP ID: 4310		Agency ID: VRE0011		Title: VRE Stations and Facilities				Project Cost: \$650,002		Complete: 2045	
Facility: VRE Stations and Facilities	Sect. 5307	80/20/0	957 c								
From: Systemwide											
To:	Sect. 5309	80/20/0	500 c								
	Sect. 5337-SGR	62/34/4	7,266 c	3,930 c	7,760 c	7,495 c	5,946 c			25,131	
	Sect. 5337-SGR	80/16/4	7,266 c	3,930 c	7,760 c	7,495 c	5,946 c			25,131	
Total Funds:										25,131	

Description: Involves the addition of second platforms, canopy and platform extensions, replacement of signage and other related improvements at various VRE stations in order to keep the stations in good repair. This work will be done at various stations throughout the VRE system. Includes upgrades at Washington Union Terminal.

Amendment: Add Funding **Approved on: 6/1/2018**
 Add additional funding of \$1,814K in the construction phase of FY2018 using Section 5337 SGR grant funds and add \$1,549K in the construction phase of FY2019 using Section 5337-SGR grant funds. Also add \$5,000K in the construction phases of FY2018 through FY2020 using Section 5337 SGR grant funds for the Washington Union Terminal Project.

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

FY 2017 - 2022

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 4506 Agency ID: PRTC0005 Title: PRTC - Bus Acquisition / Replacement Program Project Cost: \$10,338 Complete: _____										
Facility: PRTC - Bus Acquisition	CMAQ	29/67/4			18,303 c					18,303
From: NOVA Districtwide										
To:	Sect. 5307	100/0/0			1,200 c	850 c	850 c	850 c		3,750
	Sect. 5309	80/16/4	572 a							
	Sect. 5339	100/0/0			3,600 c					3,600
Total Funds:										25,653

Description: Replacement of sixteen commuter buses manufactured in 2002 that have reached the end of their useful life.

Amendment: Add Funding **Approved on: 6/1/2018**
 Remove \$10,338K funding in FY17, add \$3,600K in the construction phase of FY 18 using Section 5339 Discretionary grant program funds, ad \$1,220K in the construction pahse of FY18 using Section 5307 formula funds and add \$850K in the construction phases of FY19 through FY 2021 using Section 5307 formula funds.

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 4534 Agency ID: VRE0009 Title: Rolling Stock Acquisition Project Cost: \$647,913 Complete: 2045										
Facility: VRE Rolling Stock	Sect. 5307	80/16/4		1,947 c	1,947 c	1,947 c	1,947 c			7,788
From: Systemwide										
To:	Sect. 5337-SGR	80/16/4		4,657 c	4,657 c	4,657 c	4,657 c			18,628
Total Funds:										26,416

Description: This project includes funding for procurement additional rolling stock to support fleet expansion and fleet replacement, including 29 coaches under the current contract with Sumitomo.

Amendment: Transfer funding between sources **Approved on: 6/1/2018**
 Move \$779 K from the construction phases of FY 2017 through FY 2020 of Section 5307 grant funds to the construction phases of the same fiscal years of Section 5337 SGR grant funds.

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 4818 Agency ID: VRE0001 Title: Rolling Stock Modifications and Overhauls Project Cost: \$48,207 Complete: 2045										
Facility: VRE Rolling Stock	Sect. 5307	80/16/4	3,388 c							
From: Systemwide										
To:	Sect. 5309	80/16/4	2,283 c							
	Sect. 5337-SGR	80/16/4	8,800 c	4,900 c	8,539 c	3,420 c				16,859
Total Funds:										16,859

Description: Technological developments and safety mandates from the Federal Railroad Administration (FRA), may require ongoing improvements to the VRE fleet as well as other ongoing improvements consistent with BRE;s rolling stock asset management program. Projects that bring VRE into compliance with future federal mandates will be given the highest funding priority. Implementing PTC as required by FRA.

Amendment: Add Funding **Approved on: 6/1/2018**
 Add funding of \$8,539K in the construction phase of FY 2018 using Section 5337 SGR grant funds and add \$3,420K to the construction phase of FY 2019 using Section 5337 SGR grant funds.

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

FY 2017 - 2022

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP ID: 5601	Agency ID: PRTC0004	Title: PRTC - Preventive Maintenance					Project Cost:			Complete: 2045	
Facility:	Sect. 5307	80/0/20	10,015 c	1,513 c	2,480 c	2,120 c	2,120 c	2,120 c		10,353	
From:											
To:	Sect. 5337-SGR	80/0/20	3,933 c	1,157 c	1,110 c	770 c	770 c	770 c		4,577	
	Sect. 5339	80/0/20		635 c	1,330 c	2,030 c	2,030 c	2,030 c		8,055	
	STP	80/16/4		938 c						938	
Total Funds:										23,923	

Description: Maintenance of the Omniride and Omnilink fleet.

Amendment: Add Funding **Approved on: 6/1/2018**
 Increase to \$635K the Construction phase of FY17 using Section 5339 formula funds, increase to \$1,330K the construction phase of FY18 using Section 5339 formula funds and increase to \$2,120K the construction phases of FY19 through FY21 using Section 5339 formula funds. Also, increase to \$2,480K the construction phase of FY2018 using Section 5307 formula funds and increase to \$2,120K the construction phases of FY19 through FY21 using Section 5307 funds. Also decrease to \$1,110k the construction phase in 2018 and decrease to \$770k in FY19 through FY21 using Section 5337-SGR formula funds.

TIP ID: 6626	Agency ID:	Title: Transit Store Funding - Alexandria					Project Cost: \$1			Complete: 2025	
Facility:	CMAQ	80/20/0						600 e		600	
From:											
To:											
Total Funds:										600	

Description: Monitoring Fund

Amendment: Add New Project **Approved on: 6/1/2018**
 Amend project into the FY 2017-2022 TIP with \$600,000 in CMAQ funding in FY 2021.

TIP ID: 6627	Agency ID: T21240	Title: COMMUTER ASSISTANCE PROGRAM					Project Cost: \$34,533			Complete:	
Facility:	CMAQ	80/20/0				1,415 e	3,198 e	4,131 e	4,484 e	13,228	
From:											
To:	RSTP	80/20/0				7,040 e	2,975 e	1,029 e		11,044	
Total Funds:										29,491	

Description:

Amendment: Add New Project **Approved on: 6/1/2018**
 Amend project into the FY 2017-2022 TIP with \$13.228 million in CMAQ funding and \$11.044 million in RSTP funding as shown above.

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 MD 355 LITTLE BENNETT CREEK BRIDGE REPLACEMENT PROJECT, AS REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

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

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

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

WHEREAS, in the attached letter of May 25, MDOT has requested that the FY 2017-2022 TIP be amended to reduce state funding in FY 2017 by \$1.47 million and in FY 2018 by \$2.21 million, and to include an additional \$830,000 in state funding, and \$3.171 million in Surface Block Transportation Grant (STBG) funding in FY 2019, \$857,000 in state funding and \$3.382 million in STBG funding in FY 2020, \$12,000 in state funding in FY 2021 and \$9,000 in state funding in FY 2022 for the MD 355 Little Bennett Creek Bridge Replacement project (TIP ID 6532), as described in the attached materials; and

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

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2017-2022 TIP reduce state funding in FY 2017 by \$1.47 million and in FY 2018 by \$2.21 million, and to include an additional \$830,000 in state funding, and \$3.171 million in STBG funding in FY 2019, \$857,000 in state funding and \$3.382 million in STBG funding in FY 2020, \$12,000 in state funding in FY 2021 and \$9,000 in state funding in FY 2022 for the MD 355 Little Bennett Creek Bridge Replacement project (TIP ID 6532), as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on June 1, 2018



Maryland Department of Transportation
The Secretary's Office

Larry Hogan
Governor

Boyd K. Rutherford
Lt. Governor

Pete K. Rahn
Secretary

May 25, 2018

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

Dear Chairman Allen:

The Maryland Department of Transportation (MDOT) requests to amend the State Highway Administration (SHA) portion of the National Capital Region Transportation Planning Board's (TPB) Fiscal Year (FY) 2017-2022 Transportation Improvement Program (TIP) for one existing project (TIP # 6532) as described below and in the attached memo. This action reflects MDOT's updated programmed expenditures from FY 2017 to FY 2022, and the additional funds for this action do not impact or alter the region's air quality conformity.

TIP ID#	Project	Phase	Amount of New Funding	Comment
6532	MD 355 Little Bennett Creek Bridge Replacement, Hyattstown	PP/PE RW CO	\$363,000 \$59,000 \$4,191,000	Add funding for planning/design, construction, and right-of-way.

MDOT requests that these amendments be approved by the TPB Steering Committee at its June 1, 2018 meeting.

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

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

The Honorable Charles Allen
Page Two

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,

A handwritten signature in blue ink that reads "Tyson Byrne". The signature is fluid and cursive, with the first name "Tyson" and the last name "Byrne" clearly legible.

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

Attachment

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

MEMORANDUM

TO: DIRECTOR HEATHER MURPHY
 OFFICE OF PLANNING AND CAPITAL PROGRAMMING
 MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

ATTN: REGIONAL PLANNING MANAGER TYSON BYRNE
 REGIONAL PLANNER KARI SNYDER

FROM: CHIEF SAMANTHA BIDDLE *S. Biddle*
 REGIONAL AND INTERMODAL PLANNING DIVISION

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

DATE: MAY 23, 2018

RESPONSE
REQUESTED BY: N/A

PURPOSE OF MEMORANDUM

To request the MDOT Office of Planning and Capital Programming approve and forward to TPB for its approval the following TIP amendment.

SUMMARY

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

TIP	Project	Phase	New Funding
6532 MC #17-17 03/06/2017	MD 355 Little Bennett Creek Bridge Replacement, Hyattstown	PP/PE RW CO	\$363,000 \$59,000 \$4,191,000

ANALYSIS

MD 355 Little Bennett Creek Bridge Replacement (TPB 6532 MC #17-17 03/06/2017) – This amendment reflects the addition of FY 2017-2022 TPB TIP planning/design, right-of-way acquisition, and construction funding for TPB 6532 MC #17-17 03/06/2017. This amendment ensures the FY 2017-2022 TPB TIP reflects MDOT SHA’s updated programmed expenditures in FY 2017-2022 and MDOT SHA intention to switch from using solely State funding for construction to using federal funding and matching State funding. The total cost of this project will increase from \$5 million to \$10 million. The MDOT SHA anticipates advertising this project for construction in the Summer of 2018 and opening improvements to traffic in the Winter of 2019-2020.

Ms. Heather Murphy
Page Two

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

In addition, the Maryland Transportation Trust Fund (TTF) remains fiscally constrained. The TTF supports State transportation system operation and maintenance, MDOT administration, debt service, and capital projects. Semiannually, MDOT updates revenues and expenditures using two national forecasting companies' latest economic estimates. The MDOT published funding details in the FY 2018-2023 Consolidated Transportation Program (<http://www.mdot.maryland.gov/newMDOT/Planning/CTP/Index.html>) and FY 2017-2020 Maryland STIP (http://www.mdot.maryland.gov/newMDOT/Planning/STIP_TIP/STIPandTIP_2017.html).

Please amend the FY 2017-2022 TPB TIP and FY 2017-2020 Maryland STIP to reflect the funding information provided in the attachments. If you have any questions, please contact Mr. Matt Baker, MDOT SHA Regional Planner, at 410-545-5668 or via email at mbaker4@sha.state.md.us.

ATTACHMENTS

- FY 2017-2022 TPB TIP project TPB 6532 MC #17-17 03/06/2017 report
- FY 2017-2020 Maryland STIP project TPB 6532 MC #17-17 03/06/2017 report

cc: Mr. Matt Baker, Regional Planner, MDOT SHA
Mr. Dan Beck, Team Leader, MDOT SHA
Mr. Eric Beckett, Deputy Director, Office of Planning and Preliminary Engineering, MDOT SHA
Ms. Danelle Bernard, Chief, Structures Engineering Division, MDOT SHA
Mr. Andre Futrell, District 3 Engineer, MDOT SHA
Ms. Tara Penders, Assistant Chief, Regional and Intermodal Planning Division, MDOT SHA

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

FY 2017 - 2022

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

TIP ID: 6532	Agency ID: MO4271	Title: MD 355 Little Bennett Creek Bridge Replacement	Complete: 2020	Total Cost: \$9,800
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Facility: MD 355 at Little Bennett Creek	BR	100/0/0	235 a						
From:									
To:	DC/State	0/100/0	227 a	400 a	581 a 14 b	57 a 12 b 793 c	12 b 845 c	12 b	9 b 2,735
	STBG	100/0/0				3,171 c	3,382 c		6,553
Total Funds:									9,288

Description: Replacement of MD 355 Bridge 15053 over Little Bennett Creek.

Amendment: Adding Planning/Design, Right-of-Way Acquisition, and Construction Funding **Approved on: 6/1/2018**
 Subtracting \$50,000 (State) from FY17 PP/PE and adding \$356,000 (State) to FY18 PP/PE and \$57,000 (State) to FY19 PP/PE. Adding \$14,000 (State) to FY18 RW, \$12,000 (State) to FY19 RW, \$12,000 (State) to FY20 RW, \$12,000 (State) to FY21 RW, and \$9,000 (State) to FY22 RW. Subtracting \$1,420,000 (State) from FY17 CO and \$2,580,000 (State) from FY18 CO and adding \$3,171,000 (STBG) and \$793,000 (State) to FY19 CO and \$3,382,000 (STBG) and \$845,000 (State) to FY20 CO.

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 REPROGRAM FUNDING FROM THE CONDITION ASSESSMENT PROJECT TO THE SUBSURFACE INVESTIGATION & AM PROGRAM SUPPORT PROJECT, AS REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION (DDOT)

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

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

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

WHEREAS, in the attached letter of May 25, DDOT has requested that the FY 2017-2022 TIP be amended to reprogram \$681,000 in Surface Transportation Program (STP) funding from the Condition Assessment project (TIP ID 5323) to the On-Call Subsurface Pavement Investigation, Engineering project and to rename it as Subsurface Investigation & AM Program Support (TIP ID 6502), as described in the attached materials; and

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

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2017-2022 TIP to reprogram \$681,000 in STP funding from the Condition Assessment project (TIP ID 5323) to the On-Call Subsurface Pavement Investigation, Engineering project and to rename it as Subsurface Investigation & AM Program Support (TIP ID 6502), as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on June 1, 2018

Government of the District of Columbia
Department of Transportation



d. Planning and Sustainability Division

May 25, 2018

The Honorable Charles Allen, Chairman
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street N.E., Suite 300
Washington, DC 20002-4290

Dear Chairman Allen,

The District Department of Transportation (DDOT) requests that the FY 2017-2022 Transportation Improvement Program (TIP) be amended to update project funding for two projects and change project name for one project as detailed below:

Project proposed for funding update (Move project funding to different TIP ID):

Condition Assessment (TIP ID # 5323): Remove annual STP funding in the amount of \$681,000 for program years FY 2018-2022

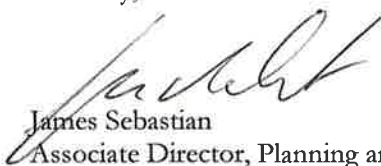
Project proposed for funding increase and name change:

On-Call Subsurface Pavement Investigation, Engineering (TIP ID # 6502) – 1) Add STP funding in the amount of \$681,000 annually for program years FY 2018-2022.; and 2) Change project name from "On-Call Subsurface Pavement Investigation, Engineering" to "Subsurface Investigation & AM Program Support."

The proposed amendment does not add additional capacity for motorized vehicles and does not require conformity analysis or public review and comment. The funding sources have been identified, and the TIP will remain fiscally constrained. Therefore, DDOT requests that the TPB Steering Committee approve this amendment at its June 1, 2018 meeting.

We appreciate your cooperation in this matter. Should you have questions regarding this amendment, please contact Mark Rawlings at (202) 671-2234 or by e-mail at mark.rawlings@dc.gov. Of course, feel free to contact me directly.

Sincerely,



James Sebastian

Associate Director, Planning and Sustainability Division (PSD)

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

FY 2017 - 2022

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
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DDOT

Other

Asset Condition Assessment

TIP ID: 5323	Agency ID: MNT06A, SR091	Title: Condition Assessment	Complete:	Total Cost:						
Facility: citywide	DC/State	0/100/0	700 a							
From: citywide	STP	83/17/0		1,931 a	1,721 a	1,762 a	1,805 a	1,848 a	9,067	
To:	STP 1	80/20/0	3,300 a	1,000 a						1,000
Total Funds:									10,067	

Description: This project will be used to retain a vendor to perform data collection and analysis of DDOT's pavement conditions.

Amendment: Move project funding to different TIP ID **Approved on: 6/1/2018**
 This Amendment will move annual funding for "Subsurface Investigation & AM Program Support" totaling \$3.571M to TIP ID 6502.
Modification: Increase FY 2018 by \$250K **Approved on: 5/10/2018**
 \$250k will be added to the subproject in 2018. This should be an administrative modification because 5323 has 8.8M programmed in the TIP.

Safety

On-Call Subsurface Pavement Investigation, Engineering

TIP ID: 6502	Agency ID:	Title: Subsurface Investigation & AM Program Support	Complete: 2017	Total Cost:						
Facility: Citywide	STP 1	80/20/0	425 a	681 a						681
From:	STP 2	83/17/0		681 a	697 a	714 a	731 a	748 a	3,571	
To:										
Total Funds:									4,252	

Description: Subsurface Pavement Engineering to determine characteristics of roadway and to perform adequate analysis for pavement design, engineering and support for asset management program

Amendment: Increase Funding and Change Name **Approved on: 6/1/2018**
 Add funding for 2018-2022, \$681,000 annually in YOE dollars from TIP ID 5323; change Name from "On-Call Subsurface Pavement Investigation, Engineering" to "Subsurface Investigation & AM Program Support."
Amendment: Add funding in FY 2017 **Approved on: 6/21/2017**
 Add 681k of STP funds for design in FY 2017



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: June 15, 2018

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



National Capital Region
Transportation Planning Board

May 31, 2018

Ms. Melissa Gray
Program Manager
National Aging and Disability Transportation Center
1730 Rhode Island Avenue, NW, Suite 1200
Washington, DC 20036

Dear Ms. Gray:

I am writing to express support for the Easterseals DC/MD/VA application for a “Getting Ready to Innovate” grant for a project facilitating customer input to help develop a MetroAccess “Where’s My Ride” mobile application. MetroAccess is the ADA paratransit service in metropolitan Washington.

The National Capital Region Transportation Planning Board (TPB) understands that the National Aging and Disability Transportation Center is encouraging the development of program innovations to increase the availability and accessibility of community transportation services for people with disabilities and older adults through the “Getting Ready to Innovate” grant solicitation. Easterseals DC/MD/VA is a current subrecipient of COG’s Section 5310 Enhanced Mobility funds and has worked with the Washington Metropolitan Area Transit Authority (WMATA) on the grant application. WMATA has committed to be a key partner in the implementation.

The TPB develops the Coordinated Human Service Transportation Plan which guides funding for the Washington DC-VA-MD Urbanized Area Enhanced Mobility program. The Coordinated Plan includes a strategy for better information on specialized services to make those services more customer friendly. A “Where’s my Ride” application for MetroAccess users would provide this improved information in a customer friendly manner.

The TPB will solicit for Enhanced Mobility grant applications in 2019 and the outcome of the proposed Easterseals DC/MD/VA grant project could be submitted for funding consideration at that time. The TPB has a competitive selection process so cannot guarantee continued funding but the project would be eligible should the NADTC grant result in an actionable implementation plan.

Sincerely,

A handwritten signature in green ink that reads "Kanti Srikanth" with a stylized flourish at the end.

Kanti Srikanth
Director MWCOG, Department of Transportation Planning
Staff Director, Transportation Planning Board



U.S. Department
of Transportation

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

Federal Highway Administration
DC Division
1200 New Jersey Avenue, SE (E64-455)
Washington, DC 20590
202-493-7020
202-493-7040 (fax)

JUN 12 2018

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

Re: Approval of FY 2019 Final Unified Planning Work Program

Dear Chairman Allen:

The FY 2019 Unified Planning Work Program (UPWP) for the Washington, D.C. urbanized area that was developed and adopted by the Transportation Planning Board (TPB) on March 23, 2018 has been jointly reviewed by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and is approved effective July 1, 2018.

Our authorization is subject to the availability of Federal funds for transportation planning activities in the urbanized area. The work is approved with effective dates of July 1, 2018 through June 30, 2019. The Transportation Planning Board (TPB) may request funding for the program in accordance with established procedures.

Any questions concerning this approval action should be directed to Sandra Jackson, of the FHWA District of Columbia Division, at (202) 493-7031, or Melissa McGill, of the FTA Washington, DC Metropolitan Office, at (202) 366-7255.

Sincerely,

Terry Garcia Crews
Region III Administrator
Federal Transit Administration

Joseph C. Lawson
DC Division Administrator
Federal Highway Administration

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



MEMORANDUM

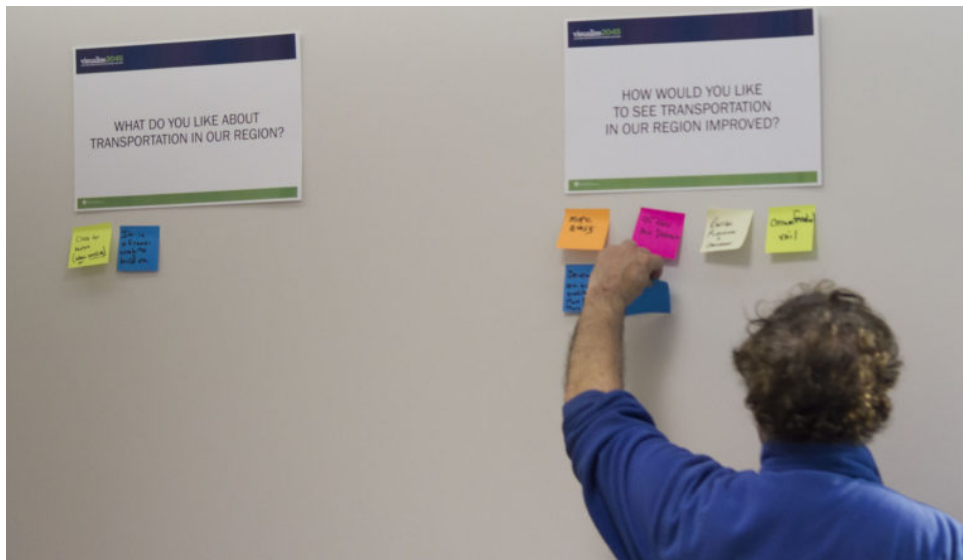
TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: June 15, 2018

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

People across the region discussed and explored seven transportation ideas

Posted by [TPB NEWS](#) on [JUNE 7, 2018](#)

www.tpbne.ws/more-news/people-across-the-region-discussed-and-explored-seven-transportation-ideas/



As people arrived at the Visualize 2045 forums they could add sticky-notes to a wall asking about how they'd like to see transportation in the region improved. (TPB)

In December and January, the TPB endorsed seven initiatives for a better transportation future. This spring, the TPB began a conversation in the region to get people talking about their opinions on the initiatives and how they might imagine the future with them. To get this conversation started, we held 12 public forums reaching almost 300 people throughout the region and online.

Where did the seven initiatives come from?

The TPB endorsed these seven ideas after working through a year-long process with its Long-Range Plan Task Force. The task force deliberated and considered 80 ideas before coming to consensus around five initiatives. The TPB endorsed those five in December for future concerted action. In January, the TPB endorsed two other initiatives focused on bicycle and pedestrian travel and access to transit.

Together these seven ideas will be included in the aspirational or unfunded element of Visualize 2045, the TPB's new long-range transportation plan.

Though some of these ideas are being implemented now—like Bus Rapid Transit or express toll lanes—most are concepts that could be expanded throughout the region. They

can only come to fruition when local jurisdictions decide how they plan to implement projects, programs, or policies that will support these ideas. At the public forums, the region’s residents started shaping those conversations.

What happened at the forums?

We held 12 public forums—nine at locations across the region, two with the TPB Citizens Advisory Committee and Access for All committee, and one online. At all the forums, participants were provided with background information about the TPB and regional planning. This helped set the stage for folks to think regionally. Next, TPB staff walked participants through an interactive presentation explaining each of the seven initiatives.



Forum participants in College Park learning about the seven initiatives. The interactive presentation is available online. (TPB)

Once participants had the background information, they had their first chance to weigh in. To get the conversation started, forum participants answered some simple questions using their mobile phones or, in the case of online participants, on their computers.

The most important part of the forums was when participants split up into small groups with facilitators to discuss the initiatives. People could choose which initiatives they were most interested in discussing and then would switch tables for three rounds.

Overall, people were most interested in weighing in on bringing jobs and housing closer together, expanding bus rapid transit regionwide, and improving walk and bike access to transit.

Facilitators asked each group what they liked about a specific initiative and their concerns about it. The group was encouraged to visualize the future and discuss how the initiative might change the transportation system. This discussion was recorded by a scribe at each table and will be the basis for a report.

The online forum was a little different in one respect. Since it wasn't possible for participants to break into groups, online participants each filled out a form where they could record their comments on the initiatives that were most important to them.

MORE: [Explore the interactive presentation and learn about the seven initiatives](#)

Other chances to have your say

If you missed these forums, there are still opportunities to weigh in. You may watch the recorded online forum and fill out the question form until June 22. You may also explore the interactive presentation and submit comments. Those comments received by June 22 will be included in the public forum report.

These seven initiatives are only one small part of Visualize 2045. In the fall we will be hosting open houses at three locations around the region for anyone to come, learn about the plan, and weigh-in.

Learn more at visualize2045.org

Dockless bikeshare workshop emphasizes the importance of regional coordination

Posted by [MICHAEL FARRELL](#) on [JUNE 7, 2018](#)

www.tpbne.ws/featured/dockless-bikeshare-workshop-emphasizes-the-importance-of-regional-coordination/

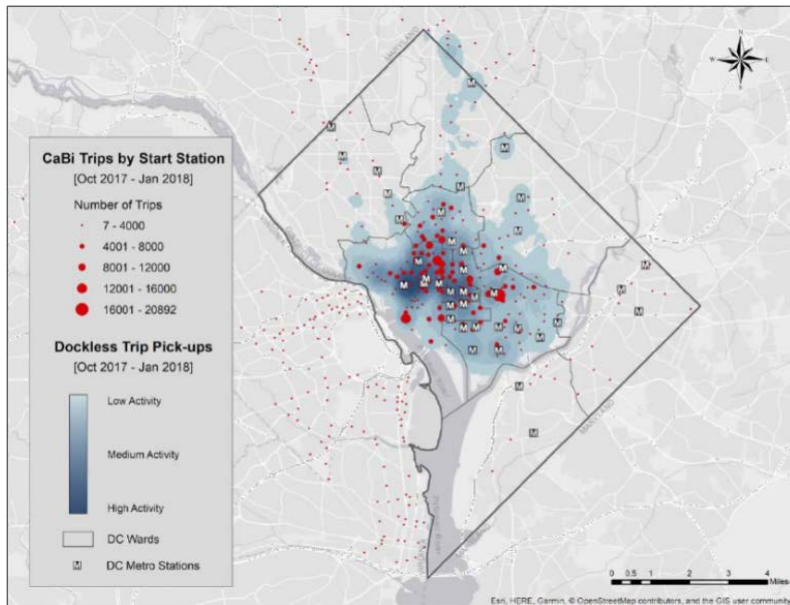
Dockless bikeshare increases shared bike use significantly. That was the good news from the May 31 Dockless Bikeshare Workshop. However, free from fixed docking stations, participants learned that dockless bikes don't respect jurisdictional lines. Inter-jurisdictional coordination and cooperation is essential.

At a workshop sponsored by the TPB's Bicycle and Pedestrian Subcommittee, speakers from the District Department of Transportation (DDOT) and the Montgomery County Department of Transportation, briefed attendees on some lessons learned from their ongoing dockless bike share pilot programs. Attendees included staff from agencies or jurisdictions that are considering adding dockless bikeshare and wanted to learn more.

Dockless bikeshare explained

Dockless bike (and vehicle) share is different from fixed-station systems like Capital Bikeshare. Dockless vehicles operate and are parked in the public right of way but are owned and managed by private companies. Users find the GPS-equipped bikes with a smartphone app and use the app to unlock the bike. Fees are charged per half hour of use to the user's credit card. There is typically no upfront cost or membership fee. The bikes can be left parked on the sidewalk so long as they do not block the sidewalk, bus stops, wheelchair ramps, or driveways.

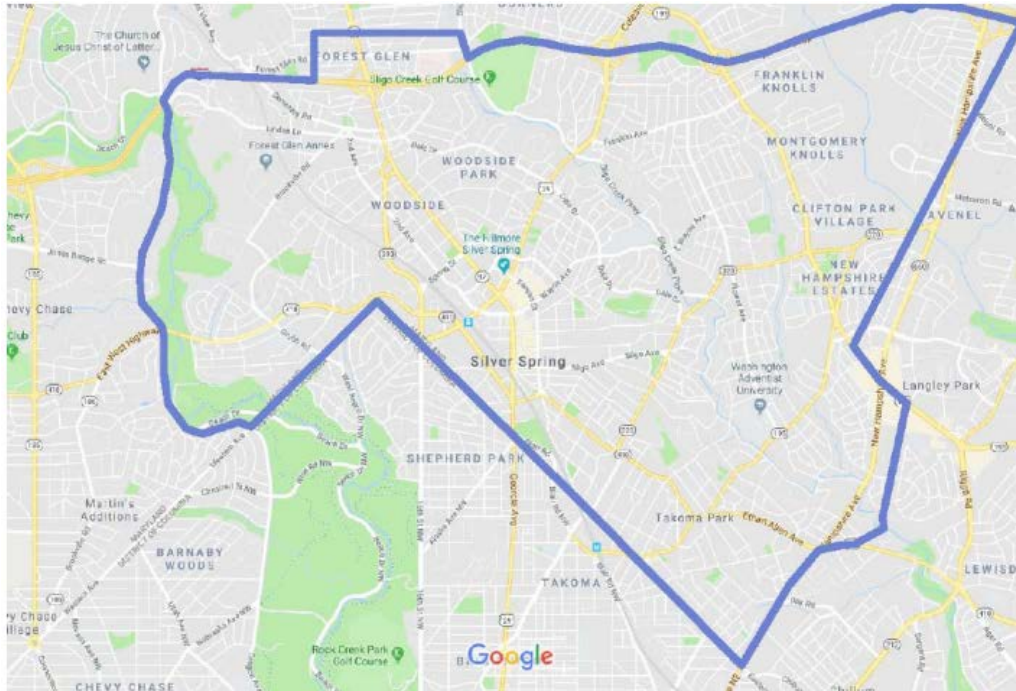
Dockless bikeshare in the Washington region



A map of Capital Bikeshare (CaBi) trips and Dockless trip pick-ups. (DDOT)

Two jurisdictions in our region currently have dockless bike share—the District of Columbia and Montgomery County. The two programs are slightly different from one another.

In DC, DDOT's [Dockless Bike Share Demonstration Project](#), began in September 2017 and will run through the month of August. It covers the entire District. Seven private companies are currently operating there. Jump, Spin, Ofo, and Mobike operate bicycles only. Waybots and Bird operate electric scooters. Limebike has both scooters and bikes. Dockless companies are allowed a total of 400 vehicles per operator. Dockless bike share has added roughly 2,000 shared bikes to the District so far.



Montgomery County's pilot program only covers a section of the county. (MCDOT)

Montgomery County's pilot program covers the area near Silver Spring and Takoma Park, inside the beltway. The county [signed agreements](#) with four dockless bike share companies, including Limebike, Mobike, Ofo, and Spin to conduct the pilot [Dockless Bike Share](#) project. There are currently no limits on the numbers of bicycles that could be deployed under the agreement. About 460 are on the streets now. The program debuted on October 26, 2017, with an initial six month trial period.

Here are three other takeaways from the workshop:

Dockless bikeshare has increased bicycling

Dockless bike share accounted for 17% of all bikeshare trips in the District. Use is concentrated in the same neighborhoods where bicycling is already popular, but especially downtown. Dockless bikeshare is increasing total shared bike trips, rather taking trips from Cabi.

Theft is a problem

Theft has been an issue for certain operators in the District. Operators that did not require a credit card lost 50% of their fleet within a short period of time.

Bike parking and public engagement

There is a problem with improperly parked bicycles, and a need for more bike parking. In Montgomery County narrow sidewalks often leave little room to park the bikes. Despite requirements that operators retrieve illegally parked bikes, the owner of the right of way ends up receiving a lot of the complaints. The public is often confused about whom

to call when a bicycle is parked improperly. A single phone number and web site for dockless bike share would be a tremendous asset.

Government cannot rely solely on the bikeshare companies to plan, educate, and engage community and businesses, and must be prepared to do so itself.

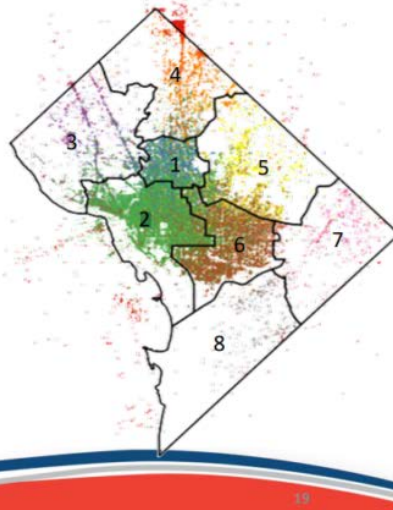
Inter-jurisdictional coordination is essential

Since the key feature of dockless bikeshare is not needing a fixed station, dockless bikes may be permitted and deployed in one jurisdiction, but don't necessarily stay in that jurisdiction.

Dockless bike share bikes are already spreading out from the District into neighboring jurisdictions, including Arlington and Alexandria, neither of which has signed an agreement with a dockless bike share company. The National Park Service does not yet permit parking dockless bike share bikes on its land, but it's happening anyway.

Bikes cross borders. And we like that.

- As a **region**, how can we **collaborate on**:
 - Optimizing Mobility (education, access, standards)
 - Enforcement (regional phone number, shared resources)
 - Bike Parking (contracts, best practices, standards)



Since the key feature of dockless bike share is no fixed station, the bikes cross borders. (DDOT)

The dots in the figure above show the start points for dockless bike trips in the District of Columbia and adjoining jurisdictions.

Pilot programs are helping to work out the kinks

Regulating bike parking, security, and cross-jurisdictional migration of dockless bikes are all issues that need more work. Dockless bikes create more demand for bike parking, and

some of the management and public relations burden inevitably falls upon the owners of the right of way.

A unified phone number and web site to report problems would be an asset. Another idea that was discussed was whether to impose fees on dockless bikeshare companies to offset public expenses for management and parking, as well as fines for failure to comply with the terms of the permits.

Participants agreed that the pilot process was the most effective way to determine the costs and benefits of dockless bike share, and determine what types of regulation are needed. Initial results indicate that dockless bike share has significant benefits, increasing bicycling, and bringing access to areas and populations not served by fixed station systems at moderate public cost. Dockless bikeshare is expected to spread to additional jurisdictions. A follow-up workshop will be held in Fall 2018.

MORE: [See the full presentations from the May 31 workshop](#)

MORE: [Read a Washington Post article about dockless bikeshare in the region](#)

Michael Farrell is a Senior Transportation Planner and is the Bicycle and Pedestrian Coordinator for the TPB.



MEMORANDUM

TO: Transportation Planning Board
FROM: Nicole McCall, COG Regional Planner
John Swanson, TPB Transportation Planner
SUBJECT: TLC PeerX Event: Improving Bike and Walk Access to Transit
DATE: June 14, 2018

On Thursday, May 10, 2018, the TPB's Transportation/Land Use Connections (TLC) program's Peer Exchange Network (TLC PeerX) and Urban Land Institute-Washington (ULI-Washington) hosted a 90-minute webinar titled, "Improving Bike and Walk Access to Transit." More than fifty planners, engineers, and designers attended the event. The webinar focused on efforts in three jurisdictions aligned with the TPB's endorsed initiative to improve bike and pedestrian access to high-capacity transit stations.

PROGRAM OVERVIEW

The TLC PeerX program provides opportunities for the region's planners to engage in information exchange, professional development, and networking around TLC-related projects and topics. Since 2011, the TPB has hosted several workshops, small conferences, and webinars centered around past TLC projects. The goal of TLC PeerX is to provide a variety of opportunities to communicate information and best practices on TLC topics.

IMPROVING BIKE AND WALK ACCESS TO TRANSIT EVENT

Since 2007, the TPB's Transportation/Land Use Connections (TLC) program has helped local jurisdictions work through the challenges of integrating transportation and land use planning to create vibrant communities. In addition to TLC PeerX, the TLC program also provides TLC Technical assistance to local jurisdictions working on creative, forward-thinking, and sustainable plans and projects and works with the District of Columbia, Maryland, and Virginia to allocate federal reimbursable aid for capital improvements considered alternative to traditional highway construction. TLC also includes a partnership with the Washington-ULI to provide Technical Assistance Panels in Activity Centers (COG-ULI TAP). Over the years, many of the projects have involved efforts to improve walk and bike access to transit.

On May 10th, Alia Anderson from Toole Design Group, Scott Rowe from Prince George's County, and Chris Wells from Fairfax County shared lessons learned while supporting efforts to improve bike and pedestrian access to high-capacity transit stations. Overviews of TPB's Transportation Land-Use Connections Program, TPB's initiative to improve bike and walk access to transit, and COG ULI TAP were also provided.

The webinar was recorded and is available through the TLC PeerX page, <https://www.mwcog.org/events/2018/05/10/tlc-peerx--improving-bike-and-walk-access-to-transit/>.



MEMORANDUM

TO: Transportation Planning Board
FROM: Lyn Erickson, TPB Plan Development and Coordination Program Director
SUBJECT: Governor Harry W. Nice Bridge interim project status report
DATE: June 14, 2018

When the Transportation Planning Board (TPB) took action to amend the 2016 Constrained Long-Range Transportation Plan (CLRP) to accommodate Maryland's accelerated schedule for the Governor Harry W. Nice Bridge Replacement Project in November 2017, several questions and concerns were raised by TPB members regarding project development details. The TPB wrote a letter and requested that the Maryland Transportation Authority (MDTA) present detailed project information on the Maryland Governor Harry W. Nice Bridge project. In response to that request, Will Pines, the MDTA Director of Project Development, presented detailed project and schedule information to the TPB's Bicycle and Pedestrian Subcommittee on May 15. This memo provides a summary of that presentation.

BACKGROUND

The Governor Harry W. Nice Replacement Project is located in southern Charles County and crosses the Potomac River into King George County, Virginia. The TPB was most concerned with the following: 1) the proposed bridge height; 2) emergency breakdown shoulder width; and 3) bicycle and pedestrian accommodations. Please see the attached letter exchange for further details.

Bridge Height

The bridge vertical clearance issue has been resolved. Since the November discussion, the MDTA has determined that the bridge will provide the 135 feet vertical clearance that is required at the existing bridge today.

Emergency Breakdown Shoulders and Bicycle and Pedestrian Accommodations

MDTA is providing two-28' travelways (one in each direction), which will offer adequate width for one lane passage during most vehicle breakdown events. The current bridge does not allow for this, and both directions are typically affected today during incident response. The travelway for the proposed Nice Bridge is similar to MDTA's existing Hatem and Key Bridges, which both have higher traffic volumes than the Nice Bridge. Mr. Pines noted that incidents are effectively managed at these similar structures, giving MDTA a high degree of confidence that the new Nice Bridge will perform very well during incidents. There are two alternatives for addressing Bicycle and Pedestrian access that the MDTA Board will make a final selection from in the Fall of 2019. MDTA has stated that both alternatives meet the requirements for safety for shoulders and for bicycle accommodations. One alternative does not provide accommodations for pedestrians.

PROJECT AND SCHEDULE DETAILS

The MDTA will be delivering this project through a design-build process. The planning phase is essentially completed and two alternatives are being carried forward at this time. The project will be advertised on or before October 2018, and the bidding process will begin. Contractors will provide cost estimates for the two alternatives which are being carried forward and the MDTA Board will make a final alternative selection in the Fall of 2019. (Note: while part of the “one” MDOT family, MDTA is the toll authority and has separate funding/legal/decision-making authority than MDOT. The Maryland Secretary of Transportation is the Chairman of the MDTA 9-person Board.)

Mr. Pines briefed the TPB’s Bicycle and Pedestrian Subcommittee on May 15 on the project including a focus on the proposed bicycle and pedestrian accommodation proposed for the new bridge. Mr. Pines described in detail two alternate cross-sections which the MDTA has previously made available to the public, and for which bid proposers will be asked to prepare cost estimates:

1. A 61’ cross-section with four 12’ travel lanes, a median barrier, and 2’ shoulders. There would be no pedestrian accommodation for this option. Bicyclists would share the 12’ travel lane with motor vehicles. The example of current permitted bicycle use of the Hatem Bridge over the Susquehanna River was cited and discussed.
2. A 71’ cross-section with four 12’ travel lanes, a median barrier, 2’ shoulders, and an 8’ barrier-protected bicycle and pedestrian path on one side.

Mr. Pines emphasized the importance of financial stewardship with customer’s toll money by evaluating the cost/benefits of the structure width, noting that each additional foot of width of a bridge of this length adds an estimated \$6 million in project costs. Mr. Pines noted that the proposed 2’ shoulder width on the bridge was consistent with the existing shoulder width on the Virginia side and several bridges in MDTA’s inventory with good safety records.

Mr. Pines said that the 8’ shared-use path met minimum AASHTO guidelines, and will make the path option more cost feasible when it would be time to make the final decision.

MDTA modelling predicted that less than 50 bicyclists/pedestrians per day would use the path. MDTA anticipates that there is little potential for growth in bicycle/pedestrian traffic, due to the low population density of the surrounding area, the lack of bicycle connections to the bridge in Maryland and Virginia, and the lack of short term funding by others for projects that may provide those connections.

MDTA is required to toll all users as a condition its trust agreement with bondholders, so a means of collecting tolls from bicyclists will be included in the project.

In January 2018, MDTA provided a public web video with a comment period that received more than 6,000 views from the project website and on social media outlets. The video provided detailed project information, including information on the decision on the bridge vertical clearance and on the options that the MDTA Board will consider for the bridge width. Mr. Pines noted that less than ten percent of the viewers of the presentation offered comments on it. MDTA received comments both supporting and opposing the construction of a barrier separated shared use path. Nearly all

comments received in support of a barrier separated shared use path were from viewers not local within a normal daily cycling commute to the bridge.

Attendees had a number of comments and questions. There were several questions regarding the potential economic development benefits of a trail, as well as some concern that non-provision of bicycle and pedestrian facilities on the bridge would turn the lack of connecting bicycle and pedestrian facilities into a self-fulfilling prophecy. Meeting participants emphasized the potential for long-distance tourism. Several participants mentioned their concerns about the safety of the shared lane use option, given the proposed 50 mph speed limit and 4% grades on the proposed bridge, which will make it difficult for bicyclists to sustain high speeds on the uphill climb, and could produce grade-related line-of-sight issues between motorists and bicyclists. At a minimum, lane sharing would not be adequate for “family use”, attracting only strong and bold cyclists. The attendees desired convenient and comfortable cycling provided by a shared-use path for a new bridge. Mr. Pines reiterated to the group that no decision has been made to date on a specific bridge width option and both options under consideration will provide cycling access. He added that the lane sharing option provides legal access consistent or safer than the access provided at many other river crossings throughout Maryland, such as the US 1/Conowingo Dam.

NEXT STEPS

This project will be constructed through a design-build process. The advertisement date for the project will be on or before October 2018. At that time, the potential bidders will develop detailed design plans and cost estimates for the two alternatives that are under consideration. The MDTA’s Board will then make a final decision in the Fall of 2019 and select one of the two alternatives.



**Maryland
Transportation
Authority**

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February 5, 2018

Ms. Bridget Donnell Newton
Chairman
National Capital Region Transportation
Planning Board
777 North Capitol Street NE, Suite 300
Washington DC 20002



Dear Ms. Newton:

Thank you for your letter regarding the Maryland Transportation Authority's (MDTA) new Gov. Harry W. Nice Memorial (Nice) Bridge project. As Maryland Department of Transportation Secretary and MDTA Chairman, I am pleased to respond.

We would be pleased to meet with you to discuss your concerns about the new Nice Bridge height, emergency breakdown shoulders, and bicycle/pedestrian accommodations. Please contact MDTA Director of Project Development William Pines at 410-456-8045 to schedule a meeting.

Thank you again for your letter. If you have additional questions or concerns, please contact Mr. Pines at the number above or via email at wpines@mdta.maryland.gov. Mr. Pines will be happy to assist you.

Sincerely,

Pete K. Rahn
Chairman

cc: William Pines, P.E., Director of Project Development, Office
of Engineering and Construction, MDTA
Mr. Kevin C. Reigrut, Executive Director, MDTA



November 8, 2017

Secretary Pete K. Rahn
Maryland Department of Transportation Secretary and
Maryland Transportation Authority Chairman
Maryland Department of Transportation
7201 Corporate Center Boulevard
Hanover, MD 21076

Re: Governor Harry W. Nice Bridge Replacement Project

Dear Secretary Rahn:

The National Capital Region Transportation Planning Board (TPB) at the Metropolitan Washington Council of Governments (COG) recently took action to amend the National Capital Region's Constrained Long-Range Transportation Plan (CLRP) to accommodate Maryland's schedule acceleration of the Governor Harry W. Nice Bridge Replacement Project. Several questions and concerns were raised by TPB members regarding project development details. On behalf of the TPB, I am asking that a senior knowledgeable Maryland Transportation Authority representative meet and engage in a dialogue with the TPB in the near future regarding aspects of the bridge replacement that are of concern to TPB member governments in Maryland, Virginia, and the District of Columbia.

The TPB appreciates and supports the State of Maryland's efforts to accelerate and accomplish the replacement and upgrade of this vital link in the Maryland, Virginia and National Capital Region transportation infrastructure, as evidenced both by the TPB's previous inclusion of the project in the CLRP, as well as our October 18, 2017 actions to include this project with the updated schedule in the latest air quality conformity determination and CLRP amendment. Before taking the actions at the TPB's October 18 meeting, however, a number of TPB members raised questions and concerns and provided comments for the record. These concerns were, in summary:

1. *Bridge Height:* District of Columbia and City of Alexandria representatives expressed concerns about the impact of the proposed bridge height reduction on movement of historic tall ships and other tall vessels that currently access Washington and Alexandria ports. Inability for such vessels to reach Washington and Alexandria, among other destinations, will have negative community and economic impacts.
2. *Emergency Breakdown Shoulders:* The Charles County representative raised issues also noted in an (attached) October 6, 2017 letter to you from the Board of Charles County Commissioners. This letter was forwarded to TPB and is included in our official comment records as part of the conformity determination and plan approval. Charles County is concerned that a new bridge without adequate shoulder widths for emergency breakdowns "will not help relieve the congestion that is currently being seen on this bridge."
3. *Bicycle and Pedestrian Accommodations:* Also raised at the TPB and in the Charles County Commissioners' letter was the inclusion of bicycle and pedestrian connections on the replacement bridge. With a planned 100-year lifespan of a replacement bridge, this represents a once-in-100-years opportunity to provide such a bicycle and pedestrian connection, with important community and economic benefits. Including a bicycle and

Secretary Pete K. Rahn
November 8, 2017

pedestrian connection would also be consistent with the TPB's adopted Complete Streets policy. Additionally, the Charles County Commissioners' letter asked for consideration of keeping and repurposing the existing Harry Nice Bridge as a bicycle and pedestrian facility.

The TPB would appreciate the chance for expert briefings and dialogue as the project design proceeds given these major concerns from jurisdictions around the region. We appreciate the ongoing participation in the TPB by Maryland Department of Transportation representatives of the Office of the Secretary. However, it will be vital in this case also to have senior representation from the Maryland Transportation Authority (MDTA) for these discussions, given the role that the MDTA and its board have in this project.

The TPB is currently engaged in the update of our long-range transportation plan for the National Capital Region, known as Visualize 2045. We look forward to providing our members with this opportunity for such a dialogue which will enable support for a timely and cost-effective replacement of the Nice Bridge that best enhances the National Capital Region's community needs and development for 2045 and beyond. We appreciate your leadership and assistance on these important considerations.

Sincerely,



Bridget Donnell Newton
TPB Chairman

Attachment

cc: Mr. R. Earl Lewis, Deputy Secretary, Maryland Department of Transportation
Mr. Kevin C. Reigut, Executive Director, Maryland Transportation Authority



MEMORANDUM

TO: Transportation Planning Board
FROM: Andrew Meese, COG Systems Performance Planning Director
SUBJECT: Update on the COG Traffic Incident Management Enhancement (TIME) Initiative
DATE: June 14, 2018

On January 10, 2018, the COG Board of Directors created the TIME Initiative and Task Force to assess Traffic Incident Management (TIM) in the National Capital Region and recommend enhancements to regional practice and operations. Leveraging COG's multi-disciplinary, multijurisdictional purview, TIME will identify recommendations for COG Board action later this year.

An interdisciplinary team of Traffic Incident Management subject matter experts has joined the TIME Task Force, including police, fire and emergency medical services. Joseph Sagal of the Maryland Department of Transportation-State Highway Administration serves as TIME Task Force Chair, and Michael Wood of the Virginia Department of Transportation as Vice Chair. The Task Force has held meetings in February, March, and April, as well as convening a May 22 practitioner workshop described below.

MAY 22 REGIONAL CAPABILITY AND BEST PRACTICES WORKSHOP

Over 40 practitioners and subject matter experts gathered at COG on May 22 for a Federal Highway Administration-facilitated TIM "Capability and Maturity Framework Workshop", analyzing the region's practices. This full-day event combined expertise on nationwide best practices with discussion of successes and specific challenges here in the National Capital Region. Workshop facilitation was provided by a team of national subject matter experts from the Federal Highway Administration.

Regional leaders contributed remarks, including Colonel Jerry Jones, Maryland Transportation Authority Police Chief, and Deputy Chief Kenneth Crosswhite of the District of Columbia Fire Department, and featured COG Board Chair Matthew Letourneau, who asked the group to identify specific issues that practitioners saw as impediments to getting incidents addressed.

Workshop topics paralleled and expanded upon the topics pursued overall by the TIME Task Force, such as best practices; responder and traveler safety; laws, policies, and procedures; data collection, integration, and sharing; and training. A parallel on-line survey of Task Force members raised even more ideas. Many participants recommended formation of a permanent regional TIM committee to continue coordination efforts beyond the end of the TIME Initiative.

OUTLOOK

Additional TIME Task Force meetings, with supporting staff activities, will be held through the summer and fall, leading to delivery of a findings and recommendations report to the COG Board, anticipated for November, also to be shared with the TPB.



MEMORANDUM

TO: Transportation Planning Board
FROM: Eric Randall, TPB Transportation Engineer
SUBJECT: TPB Annual Private Providers Forum on Public Transit - Highlights
DATE: June 14, 2018

This memorandum provides highlights of the 2018 Annual Private Providers Forum on Public Transit held on June 5. Convened under the auspices of the TPB's Regional Public Transportation Subcommittee, the purpose of the annual forum is to bring together representatives from the private transportation sector and local jurisdictions to discuss mutual regional transportation interests. Over 40 persons attended, including representatives from local jurisdictions, public bus operators, and private providers of public transportation, including taxicab, paratransit, and bus companies. This event has been held annually since 1990.

FORUM AGENDA ITEMS

The agenda featured three guest addresses, followed by a roundtable discussion among the attendees on regional projects and business opportunities.

The first address was given by Jacques Lerner, DC Department of For Hire Vehicles (DFHV). He discussed the department's shared ride and microtransit service efforts. The latter includes the planned re-launch of the Neighborhood Ride Service, which sponsors taxis to provide lower, shared ride fares on data-optimized semi-fixed routes. These efforts are providing new options for transportation in the District, utilizing taxis and other eligible providers to offer discounted trips within certain parameters.

The second address was given by Will Rodman, Vice President Of Business Development at TSS Paratransit (Boston). He provided an overview presentation of TRB's Transit Cooperative Research Program (TCRP) Synthesis 135: ADA Paratransit Service Models. This study provides information about current Americans with Disabilities Act (ADA) compliant paratransit service models and the underlying reasons why specific transit agencies have opted to keep or change their service model. This synthesis study explains available service delivery models to date, and documents the way various elements of the service and contracts are structured to enhance the likelihood of achieving certain results related to cost efficiency, service quality, or a balance of the two.

A third address was given by Christiaan Blake, Director, WMATA Office of ADA Policy and Planning, who provide an update on WMATA's Abilities-Ride program and other activities that WMATA is undertaking to provide improved and cost-efficient options for paratransit customers.

There were two briefings by TPB staff:

- Lori Zeller provided an overview of Visualize 2045, including its significance and a summary of the public outreach efforts TPB staff are undertaking for the plan. She also highlighted the new federal requirements for outreach to intercity bus operators and the travel and tourism industry.

- Wendy Klancher briefed the attendees on t the latest TPB projects funded under Section 5310 Enhanced Mobility and the update to the Coordinated Human Service Transportation Plan which guides project selection.

The forum concluded with the roundtable discussion of transit plans and prospects. Each jurisdiction and transit operator in turn highlighted recent events and upcoming plans and projects for public transportation. In particular, potential business opportunities for the private sector were discussed.

All documents for the meeting are available on the MWCOG website, available at:
<http://www.mwcog.org/annualtransitforum>

TPB MEETING DATES

YEAR 2018

12 noon – 2 pm

COG BOARD ROOM

SLATE OF OFFICERS – 2018

Chair – Charles Allen

1st Vice Chair – Martin Nohe

2nd Vice Chair – Kelly Russell

March 21

April 18

May 16

June 20

July 18

September 21

PLEASE NOTE MEETING DATE CHANGE

October 17

November 16

PLEASE NOTE MEETING DATE CHANGE

December 19