



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: November 12, 2015

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: November 12, 2015

At its meeting on November 6, the TPB Steering Committee approved the following resolutions:

- SR9-2016: Resolution on an amendment to the FY 2015-2020 Transportation Improvement Program (TIP) that is exempt from the air quality conformity requirement to include funding for the I-495 Capital Beltway Resurfacing and US 40 Alt. (Main Street) reconstruction projects, as requested by the Maryland Department of Transportation (MDOT)
- SR10-2016: Resolution on an amendment to the FY 2015-2020 Transportation Improvement Program (TIP) that is exempt from the air quality conformity requirement to include funding for the Minnieville Road and Sycolin Road widening projects, as requested by the Virginia Department of Transportation (VDOT)

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

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

RESOLUTION ON AN AMENDMENT TO THE FY 2015-2020 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY
REQUIREMENT TO INCLUDE FUNDING FOR THE I-495 CAPITAL BELTWAY RESURFACING AND
US 40 ALT (MAIN STREET) RECONSTRUCTION PROJECTS, AS REQUESTED BY
THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of Moving Ahead for Progress in the 21st Century (MAP-21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

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

WHEREAS, on October 15, 2014 the TPB adopted the FY 2015-2020 TIP; and

WHEREAS, in the attached letter of October 27, 2015, MDOT has requested that the FY 2015-2020 TIP be amended to change the source of \$9.095 million in funding from National Highway Performance Program (NHPP) to state on the I-495 Inner Loop Resurfacing Project in Montgomery County, and to include the Urban Reconstruction of US 40 Alt. from Ivy Hill Road to Middletown Parkway in Frederick County with \$8.368 million in NHPP funding, \$2.56 million in Surface Transportation Program (STP) funding, and \$3.881 million in state funding, as described in the attached materials; and

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

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2015-2020 TIP to change the source of \$9.095 million in funding from NHPP to state on the I-495 Inner Loop Resurfacing Project in Montgomery County, and to include the Urban Reconstruction of US 40 Alt. from Ivy Hill Road to Middletown Parkway in Frederick County with \$8.368 million in NHPP funding, \$2.56 million in STP funding, and \$3.881 million in state funding, as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on November 6, 2015



Maryland Department of Transportation
The Secretary's Office

Larry Hogan
Governor

Boyd K. Rutherford
Lt. Governor

Pete K. Rahn
Secretary

October 27, 2015

The Honorable Phil Mendelson, 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 Mendelson:

The Maryland Department of Transportation (MDOT) requests two amendments to the State Highway Administration (SHA) portion of the FY 2015-2020 Transportation Improvement Program (TIP) as described below and in the attached memo. The additional funds for this project are available due to an increase in federal-aid obligational authority. This action does not impact air quality conformity.

TIP ID#	Project	Phase	Amount of New Funding	Comment
6430	I-495 (Capital Beltway) Resurfacing (inner loop)	CO	\$0	Change the fund source of from NHPP to State.
6488	US 40 AL (Main Street) from Ivy Hill Drive to Middletown Parkway Urban Reconstruction	PE RW CO	\$3,200,000 \$329,000 \$11,280,000	Adding funding for a new urban reconstruction project

MDOT requests that this amendment be approved by the Transportation Planning Board (TPB) Steering Committee at its November 6, 2015 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.

We appreciate your cooperation in this matter. If you have any questions or comments, please do not hesitate to contact Ms. Kari Snyder, at 410-865-1305, toll-free at 888-713-1414 or via email at ksnyer3@mdot.state.md.us. Of course, please feel free to contact me directly.

Sincerely,

Lyn Erickson, Manager
Office of Planning and Capital Programming

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 Phil Mendelson
Page Two

Attachment

cc: Mr. Eric Beckett, Division Chief, Regional and Intermodal Planning
Division, SHA
Ms. Heather Murphy, Director, Office of Planning and Capital Programming
Maryland Department of Transportation
Ms. Kari Snyder, Regional Planner, Office of Planning and Capital Programming
Maryland Department of Transportation

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



Pete K. Rahn, *Secretary*
Gregory C. Johnson, P.E., *Administrator*

MEMORANDUM

TO: Ms. Heather Murphy
Director
Office of Planning and Capital Programming

ATTN: Ms. Lyn Erickson
Ms. Kari Snyder

FROM: Eric Beckett, Chief *Manley for*
Regional and Intermodal Planning Division
State Highway Administration (SHA)

SUBJECT: Request to Amend the Fiscal Years 2015-2020 National Capital Region
Transportation Improvement Program (TIP)

PREPARED BY: Samantha Biddle
SHA Regional Planner
410-545-5560

DATE: October 28, 2015

SHA hereby requests amendment of the FY 2015-2020 National Capital Region Transportation Improvement Program. SHA is amending the funding source for one existing project and programming additional funding for one new project in the National Capital Region, as summarized below and detailed in the attached TIP report. This amendment reflects:

- 1) The switch in funding source for an existing \$9.1 million in construction funding for an existing project, I-495 (Capital Beltway) Inner Loop Resurfacing, between I-270 Spur and Seminary Road (TIP 6430);
- 2) The addition of \$14.8 million in design, right-of-way, and construction funding for a new project, US 40 AL (Main Street) Urban Reconstruction, from Ivy Hill Drive to Middletown Parkway (TIP 6488).

The additional funds are available due to an increase in federal - aid obligational authority. The proposed action will not impact scheduling or funding availability for other projects in the current TIP, which continues to be 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.

My telephone number/toll-free number is [410-545-5675](tel:410-545-5675)/[1-888-204-4828](tel:1-888-204-4828)

Maryland Relay Service for Impaired Hearing or Speech [1.800.735.2258](tel:1-800-735-2258) Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.roads.maryland.gov

TIP	Project	Phase	New Funding	Comments
6430	IS 495 (Capital Beltway) Resurfacing (inner loop)	CO	\$0	Change the fund source of \$9,095,000 million in construction funds from NHPP to State. These funds include \$6,949,000 previously in FY 2016 and \$2,146,000 previously in FY 2017.
6488	US 40 AL (Main Street) from Ivy Hill Drive to Middletown Parkway Urban Reconstruction	PE RW CO	\$3,200,000 \$329,000 \$11,280,000	Adding design funding for a new regionally significant urban reconstruction project including \$498,000 (State) to FY 2015, \$1,995,000 (STP) to FY 2015, \$142,000 (State) to FY 2016, and \$565,000 (STP) to FY 2016. Adding right-of-way funding for a new regionally significant urban reconstruction project, including \$3,000 (State) to FY 2015 and \$326,000 (State) to FY 2016. Adding construction funding for a new regionally significant urban reconstruction project, including \$110,000 (State) to FY 2016, \$701,000 (State) to FY 2017, \$2,092,000 (NHPP) to FY 2017, \$701,000 (State) to FY 2018, \$2,092,000 (NHPP) to FY 2018, \$701,000 (State) to FY 2019, \$2,092,000 (NHPP) to FY 2019, \$699,000 (State) to FY 2020, and \$2,092,000 (NHPP) to FY 2020.

After your review, please forward this request to the National Capital Region Transportation Planning Board. Upon approval of this requested TIP amendment, please amend the FY 2014-2019 Statewide TIP (STIP) using the funding information provided in the attachment. If you have any questions, please contact SHA Regional Planner, Ms. Samantha Biddle, at 410-545-5560 or via email at sbiddle@sha.state.md.us.

Attachment

- cc: Ms. Samantha Biddle, Regional Planner, SHA
 Ms. Meredith Hill, Assistant Regional Planner, SHA
 Mr. David Rodgers, Regional Planner, SHA
 Mr. Brian Young, District Engineer, SHA

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

FY 2015 - 2020

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
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MDOT/State Highway Administration

Other

System Preservation Projects

TIP ID: 6488	Agency ID: FR3501	Title: US 40 AL Urban Reconstruction	Complete: 2019	Total Cost:	
Facility: US 40 Main Street AL	NHPP	100/0/0	2,092 c	2,092 c	8,368
From: Ivy Hill Road	State	0/100/0	498 a 3 b	142 a 326 b 110 c	3,881
To: Middletown Parkway	STP	100/0/0	1,995 a	565 a	2,560
Total Funds:					14,809

Description: Reconstruction of US 40 AL from Ivy Hill Drive to Middletown Parkway.



Amendment: Additional Design and Construction Funding **Approved on: 11/6/2015**
 Adding design funding for a new regionally significant urban reconstruction project including \$498,000 (State) to FY 2015, \$1,995,000 (STP) to FY 2015, \$142,000 (State) to FY 2016, and \$565,000 (STP) to FY 2016. Adding right-of-way funding for a new regionally significant urban reconstruction project including \$3,000 (State) to FY 2015 and \$326,000 (State) to FY 2016.
 Adding construction funding for a new regionally significant urban reconstruction project including \$110,000 (State) to FY 2016, \$701,000 (State) to FY 2017, \$2,092,000 (NHPP) to FY 2017, \$701,000 (State) to FY 2018, \$2,092,000 (NHPP) to FY 2018, \$701,000 (State) to FY 2019, \$2,092,000 (NHPP) to FY 2019, \$699,000 (State) to FY 2020, and \$2,092,000 (NHPP) to FY 2020.

TIP ID: 6430	Agency ID: MO1881	Title: I-495 Inner Loop Resurfacing	Complete: 2018	Total Cost:	
Facility: I 495	NHPP	100/0/0	7,526 c		11,641
From: I 270Y	State	0/100/0	270 a	2 a 3,843 c	
To: Seminary Road					
Total Funds:					11,641

Description: Resurfacing of I-495 inner loop between I-270 and Seminary Road.

Amendment: Additional Design and Construction Funding **Approved on: 3/6/2015**
 Adding design funding to reflect new regionally significant system preservation project including \$383,000 (State) to FY 2015. Adding construction funding to reflect new regionally significant system preservation project including \$6.9 million (NHPP) and \$1.7 million (State) to FY 2016 and \$2.1 million (NHPP) and \$537,000 (State) to FY 2017.

Amendment: Change Construction Funding Source **Approved on: 11/6/2015**
 This is an amendment to change the fund source of \$9,095,000 million in construction funds from NHPP to State. These funds include \$6,949,000 previously in FY 2016 and \$2,146,000 previously in FY 2017.

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2015-2020 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY
REQUIREMENT TO INCLUDE FUNDING FOR THE MINNIEVILLE ROAD AND SYCOLIN ROAD WIDENING
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 Moving Ahead for Progress in the 21st Century (MAP-21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

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

WHEREAS, on October 15, 2014 the TPB adopted the FY 2015-2020 TIP; and

WHEREAS, in the attached letters of October 29, 2015, VDOT has requested that the FY 2015-2020 TIP be amended to include \$10 million in revenue sharing funds and \$18.04 million in local funds for the widening of Minnieville Road between Spriggs Road and Dumfries Road in Prince William County, and to add \$5 million in revenue sharing funds, \$2.02 million in Regional Surface Transportation Program (RSTP) funds, and \$3.48 million in advanced construction funding for the widening of Sycolin Road from Tolbert Lane to the southern corporate limit of Leesburg in Loudoun County, as described in the attached materials; and

WHEREAS, these projects are already included in the Air Quality Conformity Analysis of the 2015 CLRP Amendments and the FY 2015-2020 TIP;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2015-2020 TIP to include \$10 million in revenue sharing funds and \$18.04 million in local funds for the widening of Minnieville Road between Spriggs Road and Dumfries Road in Prince William County, and to add \$5 million in revenue sharing funds, \$2.02 million in RSTP funds, and \$3.48 million in advanced construction funding for the widening of Sycolin Road from Tolbert Lane to the southern corporate limit of Leesburg in Loudoun County, as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on November 6, 2015.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.
COMMISSIONER

October 29, 2015

The Honorable Phil Mendelson, 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 2015-2020 Transportation Improvement Program Amendment for Minnieville Road Improvements from Dumfries Road to Spriggs Road, VDOT UPC #103484.

Dear Chairman Mendelson:

The Virginia Department of Transportation requests an amendment to the FY 2015-2020 Transportation Improvement Program (TIP) to add funding for improvements to a 2.12 mile segment of Minnieville Road in Prince William County, Virginia. The road will be widened from 2 to 4 lanes from Dumfries Road (Rte. 234) to Spriggs Road (Rte. 643). The amendment is needed to reflect the latest planned funding obligations for this project.

The amendment will result in approximately \$28 million in funding programmed for this project. The funding plan includes \$5 million in State Revenue Sharing funds, \$5 million in local matching, and an additional \$18.04 million in local funds. The proposed Revenue Sharing funds are included in recent allocations by the Commonwealth Transportation Board as part of VDOT's FY 2015-2020 Six Year Improvement Program. While the additional funds are new to the TIP, they are part of the total funding estimates included in VDOT's financial plan for the 2014 CLRP update. This amendment will not impact the regional air quality conformity analysis since the project is already included in the Air Quality Conformity Analysis.

VDOT requests that this TIP Amendment be approved by the Transportation Planning Board's Steering Committee at its meeting on November 6, 2015. VDOT's representative will attend the meeting and be available to answer any questions about the amendments.

Thank you for your consideration of this request.

Sincerely,

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

cc: Ms. Dianne Mitchell, VDOT
Ms. Maria Sinner, P.E., VDOT-NOVA
Mr. Dic Burke, VDOT- NOVA
Mr. Norman Whitaker, AICP, VDOT- NOVA



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.
COMMISSIONER

October 29, 2015

The Honorable Phil Mendelson, 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 2015-2020 Transportation Improvement Program Amendment for Sycolin Road Improvements, Phase IV, VDOT UPC# 102895.

Dear Chairman Mendelson:

The Virginia Department of Transportation requests an amendment to the FY 2015-2020 Transportation Improvement Program (TIP) to add funding for improvements to Sycolin Road in Loudoun County, Virginia. The amendment is needed to reflect the latest planned funding obligations for this project. VDOT will widen a 1.29 mile segment of Sycolin Road between Tolbert Lane and Claudia Drive from 2 lanes to 4 lanes.

The total estimated cost is \$13.5 million. The amendment will bring the total funds obligated for this project to \$11.5 million. In addition to previously programmed funding, VDOT is adding \$5 million in Revenue Sharing and local matching, \$2.02 million in RSTP funds and matching, and \$3.48 million in AC funding.

The proposed funds are included in recent allocations by the Commonwealth Transportation Board as part of VDOT's FY 2015-2020 Six Year Improvement Program. While the proposed funds are new to the TIP, they are part of the total federal and state funding estimates included in VDOT's financial plan for the 2014 CLRP update. This amendment will not impact the regional air quality conformity analysis since Sycolin Road Phase IV is included in the approved conformity analysis for the CLRP.

VDOT requests that this TIP Amendment be approved by the Transportation Planning Board's Steering Committee at its meeting on November 6, 2015. VDOT's representative will attend the meeting and be available to answer any questions about the amendments.

Thank you for your consideration of this request.

Sincerely,

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

cc: Ms. Dianne Mitchell, VDOT
Ms. Maria Sinner, P.E., VDOT-NOVA
Mr. Farid Bigdeli, P.E., VDOT-NOVA
Mr. Norman Whitaker, AICP, VDOT-NOVA

VirginiaDot.org
WE KEEP VIRGINIA MOVING

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

FY 2015 - 2020

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
Secondary									
Minnieville Road Construct 4-Lane Divided Roadway									
TIP ID: 5392 Agency ID: PWC0012 VSP5e Title: Minnieville Road Construct 4-Lane Divided Roadway			Project Cost: \$28,040 Complete: 2020						
Facility: VA Minnieville Road	BD	0/0/100	3,275 b						
From: VA Spriggs Road			13,552 c						
To: VA Dumfries Road									
	Local	0/0/100		18,040 c					18,040
	REVSH	50/50/0		1,750 a					10,000
				3,830 b					
				4,420 c					
Total Funds:									28,040

Description: Minnieville Road Construct 4-Lane Divided Roadway within cited limits.

Amendment: Add Project to FY 2015-2020 TIP **Approved on: 11/6/2015**
 Amend this project into the FY 2015-2020 TIP with \$10 million in Revenue Sharing funds (50/50 state and local) and \$18.04 million in local funding in FY 2016.

Urban									
Sycolin Road									
TIP ID: 6203 Agency ID: 102895 Title: Sycolin Road			Project Cost: \$13,500 Complete:						
Facility: Sycolin Road	AC	100/0/0				3,481 c			3,481
From: Tolbert lane									
To: Leesburg S Corporate Limits	REVSH	0/50/50	1,000 a	1,500 b		3,500 c			5,000
	RSTP	80/20/0			2,019 c				2,019
Total Funds:									10,500

Description: Widen Sycolin Road from two to four lanes between the above cited limits. This segment is part of a larger project included in the regional air quality conformity analysis (VU33: Widen Sycolin Rd. between VA 7/US 15 Bypass and Leesburg SCL).

Amendment: Add Funding **Approved on: 11/6/2015**
 Add \$5 million in Revenue Sharing (with local match) to FY 2016 and FY 2018, \$2.02 million in RSTP and state matching funds to FY 2017, and \$3.481 million in Advanced Construction funding to FY 2018.



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received Since the September 16th TPB Meeting
DATE: November 12, 2015

The attached letters were sent/received since the October 21 TPB meeting. The letters will be reviewed under Agenda Item 5 of the November 18 TPB agenda.

**SUPPLEMENTAL RESPONSES TO I-66 OUTSIDE THE BELTWAY
COMMENTS AT THE 10/21/15 TPB MEETING- 11/6/15**

At the October 21, 2015 TPB meeting, a Board member commented on two VDOT responses to public comments regarding the I-66 Outside the Beltway project. According to Ms. Hamilton's responses at the TPB meeting, supplemental responses are shown below, along with the original public comment and VDOT's original written response.

9. ORIGINAL COMMENT AND RESPONSE:

VDOT should share an evaluation of the proposed Phase 1 of the project before it is voted into the CLRP.

The Preferred Alternative and Phase 1 were presented to the Commonwealth Transportation Board on September 15, 2015. Public Information Meetings regarding the Preferred Alternative and Phase 1 are scheduled for October 19, 20 and 21, 2015.

#9 BOARD MEMBER COMMENT AT 10/21/15 MEETING: NOT MUCH INFORMATION ABOUT LATER PHASES (AFTER PHASE 1) WAS AVAILABLE AT PUBLIC MEETINGS

SUPPLEMENTAL RESPONSE:

Information on subsequent phases was not available at the public meetings, which was stated in the presentation. Right now VDOT is only looking at Phase 1, and future phases will come on line based on the demand in the corridor.

14. ORIGINAL COMMENT AND RESPONSE:

VDOT still has not evaluated the "Do No Harm" alternative proposed by the community to eliminate impacts to the Dunn Loring area.

The project team has been working closely with the community on the I-66/I-495 interchange. As requested by the community, we have also analyzed the "Open Section" or "Do No Harm" alternative. As noted in the Draft Section 4(f) Evaluation and the Draft Environmental Assessment, the No-Build Alternative and "Open Section" (referenced as "Do No Harm") Alternative does not appear to adequately address the Purpose and Need for the project, and a preliminary analysis showed that these alternatives would result in significant operational and safety issues along the mainline of I-66 in both directions. Updated analysis results will be available at the Public Information Meetings in October 2015 and the final findings will be published in the revised Transportation Technical Report later this year.

#14 BOARD MEMBER COMMENT AT 10/21/15 MEETING: RESULTS OF VDOT'S ANALYSIS OF THE "DO NO HARM" ALTERNATIVE WERE NOT AVAILABLE AT THE OCTOBER PUBLIC MEETINGS

SUPPLEMENTAL RESPONSE: The I-66 project team has completed a detailed analysis of the "Do no harm" / Open Section Alternative. The results of the analysis will be posted on the project website (www.Transform66.org) and can be provided upon request.



SHARON BULOVA
CHAIRMAN

COMMONWEALTH OF VIRGINIA
County of Fairfax
BOARD OF SUPERVISORS

12000 GOVERNMENT CENTER PKWY
SUITE 530
FAIRFAX, VIRGINIA 22035-0071
TELEPHONE: 703/324-2321
FAX: 703/324-3955
TTY: 711

chairman@fairfaxcounty.gov

October 20, 2015

The Honorable Aubrey L. Layne, Jr.
Secretary of Transportation
1111 E. Broad Street, Room 3054
Richmond, Virginia 23219

Reference: Recommended Design Concept (Preferred Alternative) for Transforming I-66 Outside the Beltway

Dear Secretary Layne:

On October 20, 2015, the Fairfax County Board of Supervisors endorsed the Recommended Design Concept (Preferred Alternative) for Transforming I-66 Outside the Beltway as recommended and presented by VDOT to the Commonwealth Transportation Board (CTB) on September 15, 2015, contingent upon VDOT's continued progress toward addressing the comments below regarding the Final Tier 2 Environmental Assessment of the Transforming I-66 Outside the Beltway project, the Preferred Alternative and the phasing of the Preferred Alternative.. As indicated in the Board's June 5, 2015, letter, I-66 is critically important to Fairfax County. The County continues to support the Commonwealth's efforts to address multimodal mobility in the I-66 Corridor and to move the most people as efficiently as possible.

Decisions made in this Corridor Improvement Project will have a significant impact on the daily lives of Fairfax County citizens and others who work and visit Fairfax County. They will also significantly affect the ability to implement future improvements in the I-66 corridor. Since the County transmitted comments to you in February and June, the Virginia Department of Transportation (VDOT) and the Virginia Department of Rail and Public Transportation (DRPT) have been working collaboratively towards addressing our concerns. We sincerely appreciate the extensive public outreach that has been conducted. The Board also appreciates the additional design work that has minimized the project's footprint and reduced the number of potential residential relocations that were initially presented earlier this year.

Tier 2 Environmental Assessment of the Transforming I-66 Outside the Beltway Project

The County understands that the final environmental documents will not be completed until after the CTB decides on the Recommended Design Concept (Preferred Alternative) on October 27, 2015. The County expects that the final documents will include supporting information regarding:

- VDOT's multimodal recommendation, based upon increased person throughput and reduced congestion and cut-through traffic in the corridor
- Responses to the County and other comments submitted to VDOT that were considered in the formulation of the recommendation
- Strategy for completing the future phases of the recommended design concept

Recommended Design Concept (Preferred Alternative)

With the presentation of the Recommended Design Concept (Preferred Alternative) by VDOT to the CTB on September 15, 2015, the County renews the following additional comments covering our earlier February and June letters as well as additional issues regarding the project funding and phasing.

- Right-of-Way

The Board appreciates the additional considerations given to minimizing right-of-way impacts to our residences, schools, businesses, parks and natural resources. Some of these reductions are based upon new designs and applications of stormwater management regulations. The County continues to be interested in reducing the right-of-way impacts and encourages additional efforts to minimize residential relocations. The County also requests that possible right-of-way reductions be considered at all crossings, as is being done with the phased reconstruction for the Cedar Lane crossing, and that reasonable design waivers be considered. As the next project phase considers alternative designs, the County requests further efforts to reduce the footprints and right-of-way impacts. The Preferred Alternative should be considered the maximum footprint (both horizontally and vertically) going forward.

- Not to Preclude Extension of Rail Service

The Board has supported the use of Typical Section 2A between the interchanges for the Transform I-66 Outside the Beltway project. This concept would provide a wider median to accommodate an extension of Metrorail to three stations west of Vienna as planned on the County's Comprehensive Plan. The Recommended Design Concept (Preferred Alternative) allows for this wider median in Fairfax County. However, the Phase 1 project does not include the wider median in Centreville from west of Route 28, through the Route 29 interchange and to the planned future rail station location, a distance of approximately 5,000 feet.

The County understands that reconstructed interchanges will be designed and built to accommodate the future extension of Metrorail. However, in some cases, most notably at the Monument Drive and Stringfellow Road crossings, a significant up-front cost savings can be achieved by using the existing structures and their HOV ramp connections until such time as a Metrorail extension is implemented. Alternative concept designs have been developed for building the more expensive configurations which would accommodate an extension of Metrorail service as part of this project. The more extensive designs would relocate the ramps to the north, and in Monument Drive's concept, shift the crossing to the west. The Preferred Alternative at Monument Drive should be redesigned to eliminate the encroachment on the County's property where the Public Safety Building is currently under construction. The County requests that the additional right-of-way needed, if any, for these ramp relocations and bridge relocations be acquired as part of this project, so as to not preclude the future extension of Metrorail through these locations or make these ramp relocations cost prohibitive in the future.

- Key Network Assumptions

As noted previously, there are a number of transportation network assumptions that are important to the conversion of a multimodal I-66 within the highway system serving the central part of Fairfax County. Some of these may be built at a later time period than the 'managed lanes' project on I-66; however, it is important to preserve the opportunity and not preclude the ability to build the following in the future. We are pleased that the Project Team has examined several options for the High

Occupancy Vehicle (HOV) connection between I-66 and the Fairfax County Parkway, in particular, and that future HOV connections are not being precluded. The County continues to encourage the consideration of these future projects included on Fairfax County's Comprehensive Plan in the design process:

- HOV lanes and future transit along Route 28 north of I-66,
 - HOV lanes along the Fairfax County Parkway, and
 - Additional southbound lane along Beltway from Route 7 in Tysons to I-66.
- Enhanced Transit
A clear advantage of the managed lanes is that they support more reliable and more efficient bus service in the corridor, and, therefore, facilitate moving more people in fewer vehicles. As part of the I-66 Corridor Improvement Project, a preliminary proposed new transit service plan has been put forward to be funded as part of the project. It is recommended that existing transit operators in the corridor operate the enhanced transit service and that no new operator be created to provide the new transit services. Branding of corridor service could still be an option.
 - Bike/Pedestrian Facilities
Since transmitting our earlier comments in February, the I-66 Transportation Improvement Project Team has been working with the County regarding elements of Bike/Pedestrian Facilities:

- Crossings of I-66 –

We are pleased that VDOT is including bike and pedestrian facilities on the bridges it is rebuilding with this project. It is recommended that enhancements at the crossings be connected with the existing bike/pedestrian networks adjacent to the crossings and at the next intersection. The Board supports the designation of the proposed shared use path as shown through the Route 123 interchange in the north-south direction and as it connects with the I-66 Parallel Trail System.

- Parallel I-66 Regional Trail -

The Recommended Design Concept (Preferred Alternative) includes the major regional trail paralleling I-66 as indicated in the County's Comprehensive Plan. We are pleased that the regional trail shown immediately adjacent to I-66 is located predominantly between the sound wall and the I-66 roadway barrier. This element of the multimodal project will be a tremendous community amenity, serving both commuting and recreational bicyclists, as well as pedestrians. The Project Team has spent a significant amount of time on this issue; however, the identification and supporting documentation of a regional trail alongside of I-66 was very preliminary in the draft Tier 2 documents and additional detail has yet to be published for review. The County requests that this documentation be provided with sufficient time for review before the revised EA is finalized. The construction costs of the regional trail, including on-street and park sections (signage, striping, etc.) should also be included in the total Project costs.

- Traffic Impact Area Analyses

As part of the implementation of the Capital Beltway Express Lanes, a limited analysis of adjacent congested intersections was conducted. However, these efforts only minimally considered the nearby impacts of the new facilities on intersections adjacent to the Beltway and the related traffic congestion. It is recommended that prior to the implementation of a multimodal design along I-66, that cross-street traffic congestion resulting from this project (including during construction) be addressed within the nearby interconnecting roadway system within a quarter-mile of the I-66 corridor. It is the County's understanding that the analysis of nearby intersections will not be available for review before the CTB decides upon the Recommended Design Concept (Preferred Alternative). These analyses are important to the mitigation of traffic impacts associated with the project and as part of the TMP prior to the start of the project.

- Implementation Issues

County staff has been working with the VDOT Project Team in identifying elements of the TMP. These efforts are expected to continue to require substantial preparation and consideration for the implementation of the I-66 project. We urge continued communications to the County and community during project implementation and emphasize that these efforts continue and the following considerations be included:

- Ensuring that sound walls are provided in residential areas, on ramps elevated above sound walls adjoining residential neighborhoods and replaced rapidly after existing walls are removed,
- Minimizing park impacts,
- Developing an aggressive maintenance of traffic plan for roadway and existing Metrorail service,
- Minimizing night construction in areas adjacent to residential neighborhoods and using every effort to mitigate construction noise, including quieter equipment,
- Maintaining proper erosion, siltation and stormwater management equipment and facilities during construction,
- Developing an effective landscaping and tree replacement plan,
- Minimizing disruption during construction or after completion in places where new traffic will be added (for example, Virginia Center Boulevard in the Vienna Metro Station) and considering traffic calming devices as necessary,
- Providing homeowners with relocation within community and with comparable access to Metro, schools and jobs; owners of partial property takings should be notified as soon as possible,
- Coordinating with the County on safe transition between new bridges and existing roadways, including access to existing streets,
- Instituting regular, frequent communication with the community throughout the project,
- Maintaining safe access to Metro and pedestrian facilities during construction,
- Minimizing construction that impacts bus services especially at peak times, Maintaining safe pedestrian and vehicular access with particular attention around Metrorail stations and schools,
- Seeking joint use park-and-ride lots east of the Fair Oaks area,
- Implementing improvements at the I-66/Route 28 interchange as early in the project as possible, and
- Enhancing wayfinding signs to park-and-ride lots.

- Development of a strategy to coordinate implementation of improvements Inside and Outside the Beltway

The County is participating in both the I-66 Inside the Beltway and I-66 Outside the Beltway projects. The projects are following different schedules, but have very important continuity and connectivity issues. There are major efforts underway for each project, and they both come under the heading of 'Transform66'. However, an overall strategic plan for blending the implementation of elements from each has not been developed. The County requests that a Transform66 Strategic Plan be developed to assist with issues such as managed lane and tolling coordination, multimodal applications and directional signage for the larger Corridor providing implementation continuity between both project segments.

- Heights of Elevated Ramps

Some flyover and interchange ramps in the Recommended Design Concept (Preferred Alternative) along the project have been designed with high elevations to allow for adequate clearances and connections between travel lanes. While an effort has been made to reduce the heights of the elevated ramps, the project team should encourage reconsiderations of design or ATCs (Alternative Technical Concepts) that would reduce the heights even further. Alternative concepts to the high elevation ramps should be evaluated and considered for minimizing noise, visual and right-of-way impacts upon nearby residential communities.

- Flexibility in Final Design

The Board recognizes that the Recommended Design Concept (Preferred Alternative) represent preliminary designs and that design public hearings will be held in the future. Regardless of whether the selected procurement process is a public-private partnership or a design-build process, the need exists to allow creativity in the final design to reduce costs, simplify maneuverability between systems, and further reduce impacts on the community.

- Environmental Issues

There are a number of outstanding environmental issues that were reviewed in the Draft Tier 2 EA, but limited information and changes to the Recommended Design Concept necessitates continuing coordination on these issues leading up to the Design Public Hearings. The Project Team has initiated contact with the County's Department of Public Works & Environmental Services (DPWES) regarding stormwater management in the corridor. However, a number of items as highlighted in the June 5, 2015, letter have not been addressed as related to Environmental Quality Corridors (EQCs) and Resource Protection Areas (RPAs). This continues to be a significant concern to the County. As the Project Team proceeds to the design phase of the project, the County considers that the stormwater management and the following items still need to be addressed:

- stormwater management strategies,
- heights of noise barriers,
- tree cover and tree replacement,
- impacts to:

- Resource Protection Areas,
 - Environmental Quality Corridors,
 - Watershed Management Plans,
- impacts to Parks, and
- impacts to Historic Properties and wildlife habitat.

Comments from the Fairfax County Park Authority (FCPA) and the Department of Planning and Zoning (DPZ) containing more detailed comments regarding some of these issues were included, as Attachments to the June 5, 2015 letter.

- Project Funding Considerations

The County understands that the Virginia Office of Public-Private Partnerships has initiated a procurement process regarding the consideration of three delivery approaches to provide for Phase 1 of the Recommended Design Concept (Preferred Alternative). The County recommends that the Commonwealth's decision consider the balancing of public sector funding, risk, flexibility to allow the future extension of Metrorail and the ability to fund future phases of the Preferred Alternative. The County also requests that the funding provide continuing support for transit services within the Preferred Alternative and that the distribution of revenue from the express lanes under each delivery method be considered to support transit service. If a private partner agreement is developed, the County requests that flexibility be provided in the agreement to allow the extension of Metrorail before the concession term expires, and to draft any "non-compete" language in the agreement carefully.

- Phasing of Project

On September 15, 2015, VDOT presented a Recommended Design Concept (Preferred Alternative) for I-66 Outside the Beltway to the CTB that is represented as a multimodal project providing increased person throughput while reducing hours of congestion and impacts on local adjacent roads in the corridor. VDOT also recommended the project be implemented in phases in recognition of the cost and complexity of the proposed improvements. They submitted a Phase 1 portion of the Recommended Design Concept (Preferred Alternative) that is implementable by 2021. Portions of the new construction do not accommodate future Metrorail extensions, however. VDOT suggested that future phases to complete the Preferred Alternative could be implemented as funding becomes available. The County has a number of concerns regarding the elements described within Phase 1 as recommended by VDOT and the ability to complete the project in future phases that are undefined, unscheduled or have no expressed support for completion. The Board is particularly concerned about the section of I-66 between Route 28 to past Route 29.

The cost of construction has been used as a discriminator for reducing the design of the Monument Drive flyover for the express lanes, the Stringfellow Drive flyover for the express lanes, the continuation of the wider median to the west of Route 28. It is recommended that a refinement of these limitations in the design elements be conducted to include the completion of the critical flyover and the widened extension of the project west of Route 28 so that the future extension of Metrorail and connections to the three planned rail stations in the County are not precluded or are prohibitively infeasible from a design or funding perspective in the future.

It is unclear as to when and how the remainder of the Recommended Design Concept (Preferred Alternative) will be completed. The cost for completion of the Preferred Alternative in present dollars

The Honorable Aubrey Layne

October 20, 2015

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and the financing of the remainder should be developed for consideration in defining Phase 1 and subsequent phases.

Fairfax County appreciates the work that has been undertaken on this project to date and the opportunity to provide comments. We also look forward to working closely with the Commonwealth to develop a mutually beneficial project to County residents and the region.

If you have any questions or need additional information, please contact Bob Kuhns of the Department of Transportation at Robert.Kuhns@fairfaxcounty.gov or 703-877-5600.

Sincerely,



Sharon Bulova
Chairman

cc: Members, Fairfax County Board of Supervisors

Edward L. Long Jr., County Executive

Robert A. Stalzer, Deputy County Executive

Catherine A. Chianese, Assistant County Executive

Tom Biesiadny, Director, Department of Transportation

Helen Cuervo, District Administrator, VDOT, Northern Virginia

Renee Hamilton, Deputy District Administrator, VDOT, Northern Virginia

Susan Shaw, Megaprojects Director, VDOT

Young Ho Chang, Project Manager

Fred R. Selden, Director, Department of Planning & Zoning

Kirk W. Kincannon, Director, Fairfax County Park Authority

James Patteson, Director, Department of Public Works and Environmental Services

Comments on the Adoption of the 2015 Amendment to the Constrained Long Range Plan

October 21, 2015

Peter B. Schwartz
Fauquier County Board of Supervisors

Mr. Chairman,

I cannot in good conscience vote to support this year's Constrained Long Range Plan. I cannot support a plan that, after a 25-year investment of nearly one quarter trillion dollars, results in a congestion outcome (based on congested lane miles) that, by the plan's own metrics and performance measures, is more than 70% worse than the congestion problem we face today. I understand the argument that, in the context of anticipated growth, future congestion would be even worse without this investment. Further, I am cognizant of many worthwhile projects included within the plan. But neither of these considerations outweighs the need for this Board to take a leadership role in setting an attainable goal of dramatically reducing the transportation congestion in our region. This is important for two reasons – (1) our quality of life, including the physical and emotional health of our citizens, and (2) our economic competitiveness. Sooner or later, other competitive metropolitan areas are going to figure out a solution to the traffic congestion problem, and when that happens, we will be at a substantial risk of losing jobs, business growth and tax base to those other areas.

I take this position, and make these remarks, with the humility that derives from understanding full well that I represent only a small county on the far fringe of the metropolitan area. And I take this position with full respect for the transportation professionals, including this Board's own staff, who have worked tirelessly over the years, to address an admittedly overwhelming array of transportation challenges as best they can, but unfortunately within a very constrained menu of fairly conventional options and choices that are simply insufficient to address the magnitude of the problem. Indeed, what is most constrained about our Constrained Long Range Plan, in my humble opinion, is not the budgetary constraint for which the plan is named, but rather the constraint on our creativity, the constraint on our willingness to think truly outside the box, and the constraint on our will to truly challenge the conventional array of options that always seem to come up a "day late and dollar short." At a quarter trillion dollars (\$10 billion per year over 25 years), and with an operational, staff, planning and analysis budget for this organization of \$18 million per year, this is hardly a problem of mere budget constraints; rather, this is a problem of ideas, and a problem of will.

I do not expect this Board to vote down the Constrained Long Range Plan today. I understand that many of you will feel that such a decision would cause undue and unjustifiable disruption. I do understand that while we figure this out, the trains and buses need to run, and the cars and trucks need to move as best they can. What I ask this Board to consider is that over the coming months, we take action to ensure that we do not find ourselves in this position again one year from now when we review the next annual Constrained Long Range Plan. I ask that you consider directing our staff, working collaboratively with us, to return next year with a 25-Year Constrained Long Range Plan that, by its own metrics and performance measures, substantially eliminates peak hour congestion in our region over its 25-year horizon. I do not sit here today knowing what that plan would look like, nor should we enter into this exercise, with any preconceived notions of the outcome. You all are familiar with the concept of zero-based budgeting, where each year the old funding plan is tossed out and every line item has to justify and earn its place anew. I am suggesting today the idea of zero-based analysis, where we start again from scratch, introducing whatever new, creative and bold ideas are necessary to achieve the congestion relief we all seek for our region.

This Board cannot expect our constituent transportation agencies, with their myriad daily stresses, crises and responsibilities, to take the lead on this effort. That is our job. This fall, we are recognizing the fiftieth anniversary of this organization's work in regional transportation planning. To say that, over the past fifty years, we have been overtaken by events would be an understatement. Perhaps we could best recognize this important anniversary by honestly recognizing the past shortcomings of our collective efforts, and fashioning a new path with an admittedly audacious, but exceedingly important goal, and an equally audacious plan to reach it.

Thank you Mr. Chairman.



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: November 12, 2015

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



MEMORANDUM

TO: Transportation Planning Board
FROM: Jon Schermann, Department of Transportation Planning
SUBJECT: October TPB Work Session on Policy Aspects to Include in the Regional Freight Plan
DATE: November 13, 2015

BACKGROUND

At the July meeting, TPB Chair Phil Mendelson asked that Board members be given an opportunity to review the draft National Capital Region Freight Plan currently under development, including an opportunity to provide policy input to the plan as a complement to the technical aspects developed by the Freight Subcommittee and staff. This request resulted in the organization and conduct of a dedicated TPB Work Session held immediately prior to the October 21 TPB meeting, as a first step toward an eventual policy element.

OVERVIEW OF WORK SESSION

At the October 21 Work Session, facilitated by TPB First Vice Chairman Timothy Lovain, participants—Board members, freight stakeholders, and jurisdiction staff—discussed a number of policy issues related to freight in the Washington region, including transport of hazardous materials, the shared use of freight rail lines by both passenger and freight trains, and the interrelationship of land use and freight transportation. The group reviewed a draft list, prepared by staff, of potential policy topic areas for which policy statements could be prepared under Board direction. This draft list is attached to the end of this memorandum.

During his closing comments, Mr. Lovain provided the following list of underlying principles discussed during the work session:

- Maximizing public safety in our freight planning activities
- Facilitating land use compatibility and coexistence with respect to freight transportation
- Prioritizing freight infrastructure investments, especially those related to activity centers and intermodal facilities
- Serving the region's economic development goals, including those in the Regional Transportation Priorities Plan
- Protecting the environment

A briefing on the work session to the Board during the afternoon meeting was planned but not executed due to time constraints.

WRITTEN MATERIALS PROVIDED IN ADVANCE OF THE WORK SESSION

Prior to the work session, a package of read ahead materials was provided to Board members. This packet can be viewed in its entirety on the [TPB website](#). This package included the following items:

- Agenda of the October 21 Work Session
- Selected Policy / Strategy Statements from Virginia, Maryland, and District of Columbia Planning Documents
- MAP-21 National Freight Policy
- Stakeholder input from the Maryland Department of Transportation, the District Department of Transportation, Virginia Railway Express, the City of Bowie, the City of Frederick, Frederick County, and CSX Corporation
- Table of Contents of the Draft Regional Freight Plan

NEXT STEPS

Based on input received during the October TPB Work Session as well as the content of current and upcoming Freight Subcommittee and TPB Technical Committee discussions, staff will craft a new policy section of the draft plan. Staff anticipates that this new policy section of the plan, as well as the overall plan, including the technical sections, will be brought to the Board for review and potential TPB action for approval in early 2016.

If you have any questions please contact Jon Schermann at jschermann@mwkog / (202) 962-3317.

Potential Policy Topic Areas
For Discussion at TPB Work Session
October 21, 2015
DRAFT

TPB staff has compiled this list of policy topic areas for Board members to consider for inclusion in a to-be-developed policy chapter the National Capital Region Freight Plan. The TPB may choose to make a policy statement on some or all of the following topic areas:

1. The shared use of freight rail lines by both passenger and freight trains.
2. The collaboration among agencies and between agencies and the private sector on freight planning and operations concerns.
3. The routing and/or modes used for the shipping of hazardous materials affecting the region.
4. Information sharing on hazardous materials being shipped to or through the Region, including real-time notifications and long-term planning information.
5. The conduct of first responder training and exercise activities regarding freight in general and hazardous materials in particular.
6. The prioritization of freight-related transportation projects, particularly those that will have significant safety benefits.
7. Freight's role in regional economic development, including the role of the Region's airports.
8. The accommodation of freight deliveries within the Region's activity centers.
9. Freight-related performance measurement in the context of overall regional performance measurement.
10. Positioning the Region to take advantage of freight-related new technologies or emerging business practices.



CITIZENS ADVISORY COMMITTEE 2016 Call for Applications

Community leaders and interested citizens from across the Washington region are invited to apply for membership on the 2015 Citizens Advisory Committee (CAC) to the National Capital Region Transportation Planning Board (TPB).

WHAT IS THE CAC?

The CAC is a group of 15 people who represent diverse viewpoints on regional transportation issues, including long-term planning concerns, and short-term policies and programs. The TPB itself is the body that coordinates transportation planning for the entire metropolitan Washington region. The TPB includes elected local officials, representatives from transportation agencies and other key officials. Staff for the TPB is provided by the Metropolitan Washington Council of Governments (COG).

The mission of the TPB Citizens Advisory Committee is:

1. to ***promote public involvement*** in transportation planning for the region, and
2. to ***provide independent, region-oriented citizen advice*** to the TPB on transportation plans and issues.

The 15 members of the CAC are either elected or appointed. Every fall, six members are elected by the current CAC to serve in the coming year. The other nine members are appointed by the TPB each January. The membership is evenly divided between the District of Columbia, Suburban Maryland and Northern Virginia. According to TPB procedures, the CAC membership should represent environmental, business and civic interests in transportation, including appropriate representation from low-income, minority and disabled groups and from the geographical area served by the TPB.

The CAC meets every month on the second Thursday evening, six days prior to the monthly TPB meeting (the TPB always meets on the third Wednesday of the month). The CAC meetings are from 6:00 p.m. to 8:00 p.m. at the Metropolitan Washington Council of Governments, 777 North Capitol St, NE, Washington, DC 20002.

RECENT COMMITTEE ACTIVITIES

The CAC acts in an advisory role to the TPB and offers comments to the board reflecting the committee's diverse viewpoints. Over the years, the CAC has focused on key regional transportation issues, such as the transportation funding shortfall, environmental concerns and emergency preparedness issues.

The CAC acts in an advisory role to the TPB and offers comments to the board reflecting the committee's diverse viewpoints. Over the years, the CAC has focused on key regional transportation issues, such as the transportation funding shortfall, environmental concerns and emergency preparedness issues. In recent years, the CAC has been an integral player in calling for improved transportation and land-use coordination and in promoting a more robust process for establishing regional transportation priorities. The committee has also consistently called for enhancements in the TPB's public participation activities.

For more information on the CAC's activities, including committee reports and agendas, please visit www.mwcog.org/transportation/committee/cac.

APPLICANTS:

- Should be able to attend monthly meetings at the Council of Governments.
- Should be willing to serve for a one-year term.
- Should complete the attached application form. Completed applications will be considered by the members of the CAC when they select six individuals to serve on next year's CAC and by the TPB chair and vice chairs when they nominate nine additional individuals to serve on the CAC.

FOR MORE INFORMATION OR TO SUBMIT YOUR APPLICATION, PLEASE CONTACT:

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Deadline for Applications:

December 4, 2015