



TRANSPORTATION PLANNING BOARD

Wednesday, May 17, 2017
12:00 - 2:00 P.M.
Walter A. Scheiber Board Room

MEETING NOTE

The TPB meeting will be immediately followed by a meeting of the TPB's Long-Range Plan Task Force. The meeting will take place from 2:15 P.M. to 4:00 P.M. in the Board Room.

AGENDA

- 12:00 P.M.** **1. PUBLIC COMMENT ON TPB PROCEDURES AND ACTIVITIES**
Bridget Donnell Newton, TPB Chairman
- Interested members of the public will be given the opportunity to make brief comments on transportation issues under consideration by the TPB. Each speaker will be allowed up to three minutes to present his or her views. Board members will have an opportunity to ask questions of the speakers, and to engage in limited discussion. Speakers are encouraged to bring written copies of their remarks (65 copies) for distribution at the meeting.
- 12:20 P.M.** **2. APPROVAL OF THE MINUTES OF THE APRIL 19, 2017 MEETING**
Bridget Donnell Newton, TPB Chairman
- 12:25 P.M.** **3. REPORT OF THE TECHNICAL COMMITTEE**
Tim Davis, TPB Technical Committee Chairman
- 12:30 P.M.** **4. REPORT OF THE CITIZENS ADVISORY COMMITTEE AND THE ACCESS FOR ALL COMMITTEE**
Jeremy Martin, TPB Citizens Advisory Committee Chairman
Charles Allen, TPB First Vice Chairman
- 12:40 P.M.** **5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR**
Kanti Srikanth, TPB Staff Director
- This agenda item includes Steering Committee actions, letters sent/received, and announcements and updates.
- 12:45 P.M.** **6. CHAIRMAN'S REMARKS**
Bridget Donnell Newton, TPB Chairman

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ACTION ITEMS

- 12:50 P.M. 7. REVIEW OF ALL COMMENTS RECEIVED DURING THE 30-DAY PUBLIC COMMENT PERIOD AND ACCEPTANCE OF RECOMMENDED RESPONSES FOR THE ADDITIONAL PROJECT SUBMISSIONS FOR THE OUT-OF-CYCLE AIR QUALITY CONFORMITY ANALYSIS FOR THE AMENDMENT TO THE 2016 CONSTRAINED LONG RANGE PLAN (CLRP) AND FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

Andrew Austin, TPB Transportation Planner

At the April 19 meeting, the board was briefed on the MDOT I-270 Innovative Congestion Management project submitted for inclusion in an air quality conformity analysis for the Amendment to the 2016 CLRP and FY 2017-2022 TIP, which was released for a 30-day public comment period that ended May 13. The board will be briefed on the comments received and recommended responses to those comments, and asked to accept the recommended responses. As a follow-up to the TPB's discussion on the I-66 Outside the Beltway project in April, an update will be provided on the status of the inclusion of the elements of that project. The final version of the comments and responses memorandum will be incorporated into the documents scheduled for consideration under agenda item 8.

Action: Accept recommended responses to comments received for the project submissions for the out-of-cycle air quality conformity analysis for the Amendment to the 2016 CLRP and FY 2017-2022 TIP

- 1:00 P.M. 8. APPROVAL OF MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT) ADDITIONAL PROJECT SUBMISSIONS FOR THE OUT-OF-CYCLE AIR QUALITY CONFORMITY ANALYSIS FOR THE AMENDMENT TO THE 2016 CLRP AND FY 2017-2022 TIP**

Andrew Austin, TPB Transportation Planner

At the April 19 meeting, the board was briefed on the MDOT I-270 Innovative Congestion Management project submitted for inclusion in an air quality conformity analysis for the Amendment to the 2016 CLRP and FY 2017-2022 TIP, which was released for a 30-day public comment period that ended May 13. The board will be asked to approve the additional project submissions for inclusion in the air quality conformity analysis. The draft conformity results for all of the projects are scheduled to be released for public comment on September 14, 2017 and the TPB is scheduled to adopt the entire plan amendment and conformity analysis at its October 18, 2017 meeting.

Action: Adopt Resolution R23-2017 to approve the project submissions for inclusion in the out-of-cycle air quality conformity analysis for the Amendment to the 2016 CLRP and FY 2017-2022 TIP

- 1:05 P.M.** **9. LONG-RANGE PLAN TASK FORCE RESOLUTION CLARIFICATION AND STATUS REPORT**
Bridget Donnell Newton, TPB Chairman
- In March, the board formally established the Long-Range Plan Task Force and charged it to accomplish several activities. On April 19, the Task Force Chair proposed a clarification to the resolution. The board will be updated on the proposed resolution and on the Task Force's activities to date.
- Action: Adopt Resolution R16-2017, as Amended, to provide clarification on the Task Force's activities**

- 1:20 P.M.** **10. PERFORMANCE BASED PLANNING AND PROGRAMMING - REGIONAL TARGETS FOR TRANSIT ASSET MANAGEMENT**
Eric Randall, TPB Transportation Engineer
- The board will be asked to adopt a set of regional targets for transit asset management, as required under the federal performance-based planning and programming (PBPP) rulemaking for providers of public transportation and metropolitan planning organizations. A draft set of asset management targets for the providers of public transportation in the region was presented in April.
- Action: Adopt Resolution R24-2017 to approve the table which sets the targets**

- 1:25 P.M.** **11. APPROVAL OF TECHNICAL ASSISTANCE RECIPIENTS UNDER THE FY 2018 TRANSPORTATION LAND-USE CONNECTIONS (TLC) PROGRAM**
Julia Koster, National Capital Planning Commission
John Swanson, TPB Transportation Planner
- The TPB initiated the Transportation Land-Use Connections (TLC) Program in 2006 to provide support to local jurisdictions as they deal with the challenges of integrating land-use and transportation planning at the community level. To date over 100 technical assistance projects have been funded through the program. The solicitation for the FY2018 TLC round of technical assistance was conducted between February 3 and April 3. The board will be briefed and asked to approve the applications that are being recommended for funding in FY 2018.
- Action: Approve TLC technical assistance recipients under the FY 2018 TLC Program**

INFORMATION ITEMS

- 1:35 P.M.** **12. WMATA FUNDING – CAO REPORT**
Stuart Freudberg, COG Deputy Executive Director
- The board will be briefed on the findings of the COG Chief Administrative Officers (CAOs) Metro Technical Panel Report including information on Metro's 10 year operating and capital funding gaps, the economic value of Metro, suggested metrics and benchmarks for Metro, and assessment of options for a future dedicated source of funding.

1:50 P.M. 13. 2018 QUADRENNIAL UPDATE OF THE LONG-RANGE PLAN

Lyn Erickson, TPB Plan Coordination and Program Director

The 2018 Long-Range Plan must be approved by the TPB by October 2018 in order to meet federal requirements. The Board will be updated on the progress to date and various components of the Long-Range Plan, including the financial analysis element and the proposed public outreach efforts that are underway.

2:00 P.M. 14. ADJOURN

The next meeting is scheduled for June 21, 2017.

MEETING AUDIO

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**TRANSPORTATION PLANNING BOARD
MEETING MINUTES**

April 19, 2017

MEMBERS AND ALTERNATES PRESENT

Bob Brown, Loudoun County
James Davenport, Prince William County
Allison Davis, WMATA
Dan Emerine, DC Office of Planning
Dennis Enslinger, City of Gaithersburg
Gary Erenrich, Montgomery County DOT
Jay Fisette, Arlington County
Dannielle Glaros, Prince George's County
Jason Groth, Charles County
Rene'e Hamilton, VDOT
Neil Harris, City of Gaithersburg
Konrad Herling, City of Greenbelt
Catherine Hudgins, Fairfax County Board of Supervisors
John D. Jenkins, Prince William County
Shyam Kannan, WMATA
Julia Koster, NCPC
R. Earl Lewis, Jr., MDOT
Tim Lovain, City of Alexandria
Dan Malouff, Arlington County
Phil Mendelson, DC Council
Ron Meyer, Loudoun County
Bridget Donnell Newton, City of Rockville
Martin Nohe, Prince William County
Kelly Russell, City of Frederick
Peter Schwartz, Fauquier County
Jim Sebastian, DDOT
Linda Smyth, Fairfax County Board of Supervisors
David Snyder, City of Falls Church
Brandon Todd, DC Council
Victor Weissberg, Prince George's County
David Whitaker, Frederick County
Sam Zimbabwe, DDOT

MWCOG STAFF AND OTHERS PRESENT

Nicholas Ramfos
Robert Griffiths
Lyn Erickson
Eric Randall
John Swanson
Ron Milone
Andrew Austin
Andrew Meese
Dusan Vuksan
Michael Farrell
Mark Moran
Jane Posey

Daivamani Sivasailam	
Charlene Howard	
Jessica Mirr	
Ken Joh	
Mark Moran	
Ben Hampton	
Abigail Zenner	
Lori Zeller	
Wendy Klancher	
Sergio Ritacco	
Arianna Koudoumas	
Debbie Leigh	
Deborah Etheridge	
Greg Goodwin	COG/DCPS
Kari Snyder	MDOT
Bill Orleans	HACK
Sree Nampoothin	NVTA
Monica Backmon	NVTA
Tim Roseboom	DRPT
Julie Hirka	Vienna Resident
Deanna Heier	Dunn Loring Resident
Nydia Blake	Aide/Neabasco Supervisor Office/PWC
Patricia Happ	NVTC
Stewart Schwartz	Coalition for Smarter Growth
Tim Davis	City of Frederick
Norm Catterton	Prince William County
Chris Doherty	I-66 Express Mobility Partners
Micah Himmel	Fairfax County Resident
Bob Chase	NVTA
Kevin McNulty	Northern Virginia Chamber of Commerce
Jeff Folden	MDOT-SHA
Joseph Siegman	Fairfax County Resident
Brian Zellej	Fairfax County Resident
Malcolm Watson	FCDOT
Michelle Cleveland	Washington Area Bicyclist Association
Pierre Holloman	Alexandria
Joseph Siegmann	Resident of Dunn Loring
Mary Hagopian	Resident of Dunn Loring
Micah Himmel	Resident of Dunn Loring
Kevin McNulty	Northern Virginia Chamber of Commerce
Trish Vanstory	Resident of Dunn Loring
Albert Jordan	Resident of Vienna, VA
Mark Keam	Virginia State Delegate

1. PUBLIC COMMENT ON TPB PROCEDURES AND ACTIVITIES

Ms. Heier was the first to speak for public comment. She spoke against the changes to the I-66 Outside the Beltway project. She specifically spoke against the new higher ramps that would allow more trucks in the area. She was also concerned about the process, particularly the lack of public involvement and communications from VDOT.

Next to speak was Mr. Siegmann, also speaking against the I-66 project. He had similar concerns about impacts to the neighboring area of the project. He particularly mentioned that VDOT had not originally proposed slip lanes but now the project might have them. He said slip lanes are dangerous. He was also concerned about the lack of public input and understanding about the changes in the ramp designs.

Ms. Hagopian also spoke against the I-66 project. She also was concerned about the changes in the plan and the lack of public engagement in the design changes. She asked for a commitment to the original design proposal that was worked out with input from the public.

Mr. Himmel also spoke against the I-66 project. He talked about the fact that many cities are demolishing old highways and he wondered why such a project was being proposed in a non-commercial area close to Metro. He also asked for a more transparent process to involve the public in the decision-making process.

Mr. McNulty spoke in favor of the I-66 project. He spoke about the need to improve mobility in Northern Virginia and said the project would help. He also said that there would be time in the process to work with residents of the area to further improve the outcomes of the design changes but that those improvements should not hold back the process any more.

Ms. Hirka spoke against the I-66 project. She said she was most concerned about the flyover ramps and the increased truck traffic that would have harmful effects on the neighboring communities. She asked for a more transparent process.

Ms. Vanstory also spoke against the I-66 project. She spoke as the former PTA president at Stenwood Elementary School. She said that the project would be harmful to the students attending the school and would contribute pollution and ugly views of the ramps. She also wanted more communication and transparency from VDOT.

Mr. Jordan also spoke against the project and cited similar complaints about the lack of public engagement and the impacts of the new design. He noted that the new design would add light pollution to the area because of new lighting and signage.

Mr. Zelle also spoke against the I-66 project focusing on the lack of information from VDOT. He said that the changes were brought to the TPB in a quiet manner and the agency had not reached out to the community to discuss the changes.

Mr. Keam, the delegate to the Virginia House of Delegates who represented areas of Northern Virginia also spoke against the I-66 project changes and supported the other speakers. He asked the board to imagine that these residents were their constituents who just want a chance to be heard. He asked for time for the residents to provide public input on the project before it moves forward in the process.

2. APPROVAL OF MINUTES OF THE MARCH 29 MEETING

Ms. Smyth requested that the minutes for the March 2017 TPB meeting be updated. She said that comments on page six under item nine were miss-attributed to Ms. Hudgins. She moved that the minutes be approved with the correction.

The motion was approved and seconded.

3. REPORT OF THE TECHNICAL COMMITTEE

Mr. Davis said that the Technical Committee met on April 7 to discuss items that will be presented to the TPB. He said these include a briefing on the Bike to Work Day event schedule for May 19, the FY 2018 Transportation Alternatives Program project selections for Northern Virginia, the region's redesignation request for maintenance of the ozone plan, and the federally required performance-based planning and programming for transit asset management. He said that the committee has also been

briefed on the progress of the Long-Range Plan Task Force.

Mr. Davis said that over the coming months the Technical Committee will receive briefings on how different agencies in the Washington region prioritize projects for funding. Additionally, the committee was briefed on performance-based planning and programming rules for pavement in the region, and on Inter City Bus and Tourism.

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

Mr. Martin said that the CAC discussed the Long-Range Plan Task Force at its April 13 meeting. The committee is interested and engaged in the process, but is concerned that it is moving too quickly. At this pace, it may be difficult for the CAC to provide meaningful input. He said that the committee is interested in how staff analysis will provide insight on the relative merits of different projects, programs, or policies.

Mr. Martin said that at the meeting the CAC was briefed on proposed public involvement activities for the 2018 CLRP update. He said that members had a lively discussion with staff and provided ideas for how these activities can be more effective and reach more communities in the region.

5. REPORT OF STEERING COMMITTEE

Mr. Srikanth referred to mailout materials and additional documents that were distributed the day of the meeting. He said that the Steering Committee met on April 7 and discussed several amendments. The first, which the committee approved, was a TIP amendment request by Montgomery County to add approximately one million dollars in federal and local funds to replace a low-volume bridge. He said that the committee reviewed VDOT's request to amend the 2016 CLRP and the TIP. The request refers to two projects, the I-395 express lane extension and changes to I-66 outside the Capital Beltway. He said that the steering committee recommends that the board approve this request. He said that the committee was also briefed on the region's Street Smart bicycle and pedestrian safety campaign, which kicks off on April 25. He said the board received a letter announcing that the Commonwealth Transportation Board in Virginia will be holding public information meetings and soliciting public input to help develop the six-year transportation funding program for the state.

6. CHAIR'S REMARKS

Chairman Newton thanked the board for accepting the new way of selecting participants in the Long-Range Plan Task Force. She said that the officers had worked very diligently to compile a representative group that addressed the diversity in our region in its many forms: gender, racial, geographic, and perspective. She said that there were many more members of the board who volunteered to serve on the task force than could be accommodated, although she would have liked to have appointed them all. She noted that it was a very hard decision made possible by many people working together on it. She noted that the task force has eighteen members. Nine of those members were pre-selected. This group includes representatives from the state DOT's and the CAC and AFA. She said that for the remaining seats, an effort was made to represent the geographic balance of the region and the populations represented. The remaining seats include nine elected officials, two from the executive branch. She said that she is most hopeful that under Mr. Fiset's leadership the task force will think regionally. She said that for many years, the TPB has been talking about the need to "think regionally, act locally."

7. APPROVAL OF REGIONAL BIKE TO WORK DAY 2017 PROCLAMATION

Mr. Ramfos described the history of Bike to Work Day in the Washington region. He said that this year the event, which provides the region an opportunity to celebrate bicycling, would be on Friday, May 19. The event will be co-hosted by WABA and is put on with the help of jurisdiction staff, private employers,

and others. There is record amount of corporate sponsorship for this year's event, \$55,000. He said that Commuter Connections provides support for cyclists including guaranteed rides home, and WABA offers classes. There will be 86 pit stops this year. All jurisdictions in the region are represented. He said that the event has grown over the years and that the weather is the biggest factor impacting participation. The goal is to register 18,600 participants this year, an increase of six percent from the previous year.

Mr. Ramfos asked the board to approve the proclamation and encouraged the board members to go back to their respective jurisdictions and approve proclamations there. He also encouraged board members to participate in the event.

Mr. Ramfos introduced Ms. Cleveland, the events manager at WABA.

Ms. Cleveland thanked the TPB and Commuter Connections for their assistance hosting the event, and that her organization is excited for the region to publicly support bicycling.

A motion was made and seconded to approve the proclamation. The motion was approved.

There was a pause so that Chairman Newton could sign the proclamation and have a picture taken.

8. REVIEW OF COMMENTS RECEIVED AND APPROVAL OF VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT) AND MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT) PROJECT SUBMISSIONS FOR THE OUT-OF-CYCLE AIR-QUALITY CONFORMITY ANALYSIS FOR THE AMENDMENT TO THE 2016 FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN (CLRP) AND FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Mr. Austin referred to the handout overview of comments received on the out of cycle Air Quality Conformity analysis for the projects to be added to the 2016 CLRP. He explained that there were comments on four subject areas, I-66 Outside the Beltway, I-95 express lanes to Russell Road, and comments on the Governor Harry W. Nice Bridge. The I-66 project received the most comments, more than 140, with 12 comments in favor of advancement and 132 in opposition. VDOT provided responses to the comments which are included in the memo. For the I-95 project, 12 comments generally voiced support for the project. Comments pertaining to the Governor Harry W. Nice Bridge, 14 comments were received stating the need for an additional Potomac River crossing. There is no proposal to address that at this time. The final comment received was relating to the prioritization of projects in the TIP.

Ms. Smyth explained that she had been talking with VDOT about how to move forward on the I-66 project. She explained that they had agreed to move forward with the project but to hold off on the portions east of Route 50 until the Fairfax Board of Supervisors has a chance to meet and discuss the changes to the design and address citizen concerns.

Ms. Hamilton moved to approve R20-2017.

Mr. Mendelson expressed some concerns with the compromise plan. He asked if it would be possible to hold off approval for another month so that the air quality analysis would not have to be re-done at a later date to include the rest of the project.

Mr. Nohe disagreed with Mr. Mendelson and agreed with Ms. Smyth. He expressed some concerns about slowing down the process too much. He asked whether moving forward with the parts of the project east of Route 50 would slow down the sections that are west of Route 50 which he said need to be analyzed and moved forward through the process.

Mr. Mendelson asked if it would mean that the analysis would have to be restarted if the sections were put back in.

Mr. Srikanth responded by saying that his understanding of the arrangement is that staff can begin

working on all other elements of the amendment except for the ramps in question while VDOT and the County reach an understanding on the ramp. He said that this would allow staff get a head start on the work and help keep to the challenging schedule to complete the analysis.

Ms. Newton asked if the I-66 project could be decoupled from the Maryland items and done separately.

Mr. Srikanth explained that it could and that as he understood it, the proposed amendment to the resolution would essentially do that for some parts of the project.

Ms. Hamilton said that VDOT was in agreement with Ms. Smyth and that the compromise would allow them to continue to hold the schedule by working on other parts of the project. She explained that the project, as it was in the CLRP, has not substantially changed and that there still needs to be a NEPA reevaluation. She also said they would like the chance to meet with the Fairfax Board of Supervisors.

Ms. Russell noted that there was a motion on the floor with no second.

The motion was seconded.

Ms. Smyth offered a friendly amendment to the motion. Her amendment stated that the TPB staff would not move forward on air quality analysis for access points east of the Route 50 interchange under options A and B until the Fairfax Board of Supervisors has a chance to meet and act on those points. If the Board of Supervisors moves to strike any of the points from the analysis, the TPB staff will do the same.

Ms. Hamilton clarified that the public process is an ongoing process. She explained that VDOT has begun meeting with elected officials and there would be more briefings. She also explained that no decisions have been made yet and there will be more hearings and public involvement before going to the Commonwealth Transportation Board for final approval.

Ms. Newton said she was aware that the June meetings were informational but was concerned about the process. She wondered if it would be possible to pull back if the analysis has already begun.

Ms. Smyth also said she was concerned about the process and concerned that there had not already been public meetings about the design changes.

Mr. Fisetta asked if there were a way for VDOT to hold some public community meeting in May in addition to the Board of Supervisors meeting. He asked if it could be a chance for the public to speak. He said it seemed to make sense that the Board of Supervisors hear from concerned citizens.

Mr. Lewis asked if Maryland could move ahead with the Nice Bridge.

Ms. Newton said that that was why she asked to decouple the I-66 project from the other projects.

Ms. Hamilton also explained that when it comes to the CLRP approval, no designs are final designs and that they were only asking TPB staff to look at the access points and analyze those.

Mr. Meyer asked Ms. Hamilton if they had general public hearings for the Board of Supervisors and meetings when the public could comment on anything.

Ms. Smyth responded that they do have what they called open mic and they have people who come and comment. She also explained that they have received many comments about this project and that no one has had the time to analyze it.

Mr. Meyer said that he thought it was appropriate to move forward on the project because the TPB plays a "big-picture role" and would not be approving any final design. However, he also said he would defer to Ms. Smyth.

Mr. Nohe said he did not want to freeze the whole project, but that he supported the compromise idea.

Mr. Schwartz also supported the compromise and he thought it was important that the public have a

chance to weigh in. He also wondered about the responses to the public comments that TPB staff received. He wondered if their role was to facilitate responses by VDOT or if it should respond independently. He said that the level of independence is very important when you look at the way the TPB staff supports the board and that it is a question that should be addressed in the future.

The resolution R20-2017 was approved with the amendments.

9. BRIEFING ON DRAFT SCOPE OF WORK FOR THE OUT-OF-CYCLE AIR QUALITY CONFORMITY ANALYSIS FOR THE AMENDMENT TO THE 2016 CLRP AND THE AMENDMENT TO THE 2016 CLRP AND THE FY 2017-2022 TIP

Ms. Posey presented on the work scope for the Air Quality Conformity analysis.

The scope of work for the air quality conformity analysis for the Amendment to the 2016 CLRP and FY 2017-2022 TIP was approved by the board.

10. APPROVAL OF PROJECTS RECOMMENDED FOR FUNDING UNDER THE FY 2018 TRANSPORTATION ALTERNATIVES SET ASIDE PROGRAM FOR NORTHERN VIRGINIA FOR FY 2018

Mr. Swanson presented on the Transportation Alternative Program and the projects being recommended for funding in Northern Virginia. After explaining each of the projects and the selection process the board took up the motion to approve the projects.

Mr. Snyder made a motion to adopt Resolution R21-2017 to approve projects for funding under the Federal Transportation Alternatives Set Aside Program for Northern Virginia for FY 2018. The motion was seconded and approved.

11. APPROVAL TO AMEND THE FY 2017-2022 TIP TO ADD NINE NEW PROJECTS TO THE FY 2017-2022 TIP, AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)

Chairman Newton said that the board is being asked to amend the FY 2017 – 2022 TIP to add nine new projects as requested by VDOT. She said that Mr. Srikanth described these projects in Item 5.

A motion was made to adopt Resolution R22-2017 to amend the FY 2017-2022 TIP. The motion was seconded and approved.

12. APPROVAL TO AMEND THE FY 2017-2022 (TIP) TO INCLUDE PROJECT AND FUNDING UPDATES FOR THE NORTHERN VIRGINIA SECTION OF THE TIP, AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)

Ms. Posey referred to a letter that was distributed from the TPB to MWAQC. She said that the letter describes how the TPB will demonstrate that they have attained the 2008 standard for ozone. She said that the letter requests that MWAQC develop a redesignation request and maintenance plan. Referring to her presentation, she described the current inventories and based on assumptions in the MOVES model. She said that once these new budgets are approved by the EPA, they will be used in future conformity analyses. She said that the letter requests that MWAQC include a buffer above the mobile inventory, and include language in the maintenance plan saying that MWAQC agrees to redevelop mobile budgets if there are big changes.

A motion was made to approve the letter to MWAQC providing recommendations related to the establishment of motor vehicle emissions budgets in the ozone maintenance plan. The motion was seconded and approved.

13. PERFORMANCE BASED PLANNING AND PROGRAMMING DRAFT REGIONAL TARGETS FOR TRANSIT ASSET MANAGEMENT

Mr. Randall said that transit asset management target-setting is part of the federal requirements for performance-based planning and programming. Each state DOT, MPO, and provider of public transportation will have to adopt certain standards to measure their performance in certain critical areas and then incorporate those targets into their transportation planning process. He said that there are five areas of transit asset management.

Mr. Randall said that transit agencies have to set targets annually for their performance in critical areas, then develop a strategic plan that will describe how they will accomplish their performance targets over time. He said that all agencies that provide public transit and receive money from the federal government are required to set targets, even if federal money does not directly fund the transit services.

Mr. Randall referred to his presentation that summarized targets set by the different agencies and jurisdictions. He said that the TPB will be asked to approve the targets at the May board meeting.

A board member observed that having assets that exceed their useful life without a reduction in service is “a positive.” The member cautioned that the regulations may prejudice against retaining assets, even if they continue to provide a high level of service.

14. LONG-RANGE PLAN TASK FORCE STATUS REPORT

Mr. Fisetta said that the new Long-Range task force had its first meeting on April 10. He said that the meeting was productive. At the meeting the task force reviewed the status purpose and the group discussed goals that were adopted in regional and local plans as well as challenges identified in existing plans and documents. He said that a document was distributed that summarizes these goals and challenges that will be used to distinguish the usefulness of a policy, program, or project. He said that the meeting ended with a rapid-fire brainstorm. He said that the task force is working on identifying the universe of opportunities and ideas for projects that are both already outlined in policies and plans, but also that have not been heretofore described in a tangible way. The goal is to develop a list of 50 or 60 of these items. He said that the task force also needs to figure out the process for narrowing those items to a smaller list.

15. NOTICE OF PROPOSED AMENDMENT TO THE 2016 FINANCIALLY CONSTRAINED LONG-RANGE PLAN (CLRP), AS REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

Ms. Erickson said that MDOT announced that the I-270 congestion management project has developed to the point where there is enough information that it can be included in the CLRP as a stand along project. She said that the project is currently open for public comment.

Mr. Lewis said that the project to implement technology and techniques that maximize vehicular throughput, minimize travel times, and create a more predictable commuter trip.

A board member asked a question if this project attempts to increase person throughput in addition to vehicular throughput. Mr. Lewis said it does.

16. ADJOURN

Mr. Kannan requested that the title of “Chairman” be changed to the gender-neutral “Chair.”

No other items were brought before the board. The meeting adjourned at 2:06 p.m.

Meeting Highlights: TPB Technical Committee May 2017

The Technical Committee met on May 5, 2017 in the Ronald F. Kirby Training Center at COG. The following items were reviewed for inclusion on the TPB's May agenda:

- **TPB agenda item 8**
The committee received a presentation from MDOT staff on the I-270 Innovative Congestion Management project. MDOT staff said this project is seeking to identify solutions to move the most traffic the furthest and the fastest, and will maintain safely while minimizing operations and maintenance costs. The project has a fixed-price budget of \$100 million. On April 13, the TPB released this project for public comment. After a 30-day public comment period, the board will be asked to include this project in the air quality conformity analysis for the amendment to the 2016 CLRP and FY 2017-2022 TIP.
- **TPB agenda items 9**
The committee received a briefing on the Long-Range Plan Task Force. Staff informed the committee that the task force met twice in April and began the development of a draft list of projects, policies, and programs that will be used to identify a limited number of priority initiatives.
- **TPB agenda item 10**
The committee was briefed on requirements under the federal performance-based planning and programming (PBPP) rulemaking for setting targets for transit asset management, by providers of public transportation and by Metropolitan Planning Organizations (MPOs). A draft set of asset management targets for the providers of public transportation in the region was presented in a table format in April. The TPB will be asked to approve the table at the May 17 meeting.
- **TPB agenda item 11**
The committee was briefed on projects that have been recommended for funding under the FY 2018 round of technical assistance for the TPB's' Transportation Land-Use Connections (TLC) Program. The solicitation for this round was conducted between February 3 and April 3. The board will be asked to approve TLC technical assistance recipients under the FY 2018 TLC Program at the May 17 meeting.
- **TPB agenda item 12**
The committee was briefed on the findings of the COG Chief Administrative Officers (CAOs) Metro Technical Panel Report including information on Metro's 10-year operating and capital funding gaps, the economic value of Metro, suggested metrics and benchmarks for Metro, and assessment of options for a future dedicated source of funding.
- **TPB agenda item 13**
The committee was updated on progress in developing the 2018 Long-Range Plan, including the financial analysis element and the proposed public outreach efforts. The 2018 Long-Range Plan must be approved by the TPB by October 2018 in order to meet federal requirements.

The following item were presented for information and discussion:

- **Project Prioritization in the Washington Region: A Series of Presentations on How Funding Agencies Prioritize Projects for Funding in the CLRP and TIP**
Over the next several months, the funding agencies will have the opportunity make presentations to the Technical Committee regarding their project prioritization processes for identifying projects

for inclusion in the CLRP and TIP. At the May meeting, the committee received presentations from the District DOT and WMATA.

- **Development of a List of Non-Motorized Regional Priority Projects**

Staff is proposing to develop a list of pedestrian and bicycle priorities for inclusion in the 2018 Long-Range Plan. The improvements would be grouped into 1) a package of high-impact station-access improvements around rail stations within Activity Centers, and 2) a package of high-priority projects to provide key connections between jurisdictions and between Activity Centers. The committee was briefed on the process for developing and approving this list.

**TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES
ATTENDANCE – May 5, 2017**

DISTRICT OF COLUMBIA

DDOT Mark Rawlings
DCOP -----

MARYLAND

Charles County Ben Yeckley
Frederick County David Whitaker
City of Frederick Timothy Davis
Gaithersburg -----
Montgomery County Gary Erenrich
Prince George's County Anthony Foster
Rockville -----
M-NCPPC
Montgomery County -----
Prince George's County -----
MDOT Matt Baker
Kari Snyder
David Rodgers

Takoma Park -----

VIRGINIA

Alexandria -----
Arlington County Dan Malouff
City of Fairfax -----
Fairfax County Mike Lake
Malcolm Watson

Falls Church -----
Fauquier County -----
Loudoun County -----
Manassas -----
NVTA Sree Nampoothiri
NVTC Patricia Happ
Prince William County Trent Berger
PRTC -----
VRE Sonali Soneji
VDOT Norman Whitaker
Regina Moore

VDRPT Tim Roseboom
Todd Horsley

NVPDC -----
VDOA -----

WMATA Allison Davis

FEDERAL/REGIONAL

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

COG STAFF

Kanti Srikanth, DTP
Lyn Erickson, DTP
Ron Milone, DTP
Andrew Meese, DTP
Andrew Austin, DTP
Michael Farrell, DTP
Ben Hampton, DTP
Charlene Howard, DTP
Wendy Klancher, DTP
Ken Joh, DTP
Arianna Koudounas, DTP
Jessica Mirr, DTP
Mark Moran, DTP
Jinchul Park, DTP
Eric Randall, DTP
Sergio Ritacco, DTP
Rich Roisman, DTP
Jon Schermann, DTP
Daivamani Sivasailam, DTP
John Swanson, DTP
Dusan Vuksan, DTP
Feng Xei, DTP
Lori Zeller, DTP
Abigail Zenner, DTP
Steve Walz, DEP
Paul DesJardin, DCPS
Nicole McCall, DCPS

OTHER

Shyam Kannan, WMATA
Jeff Folden, SHA
Jim Sebastian, DDOT
Meredith Hill, MDOT
Chris Witt, MDOT
Clinton Edwards, VDRPT
Alex Brun, MDE
Peter Conrad
Bill Orleans



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: May 11, 2017

The attached materials include:

- Steering Committee Actions
- Announcements and Updates



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions
DATE: May 11, 2017

At its meeting on May 5, the TPB Steering Committee approved the following resolutions to amend the FY 2017-2022 Transportation Improvement Program (TIP) that are exempt from the air quality conformity requirement:

- SR21-2017: To include \$5.3 million in state funding and \$716,000 in Surface Transportation Block Grant funding for planning, right-of-way acquisition, and construction of the MD 478 Potomac River Branch Bridge Replacement project in Frederick County; and \$6.5 million in state funding and \$15 million in STBG funding for planning, right-of-way acquisition, and construction of the MD 500 Urban Reconstruction project in Prince George's County.
- SR22-2017: To include \$8.25 million in Northern Virginia Transportation Authority "PayGo" funding for planning and engineering of the Soapstone Connector that will link Sunrise Valley Drive and Sunset Hills Drive over the Dulles Airport Access and Dulles Toll Roads in Reston.
- SR23-2017: To include \$6.7 million in advanced construction funding for planning, environmental, and multimodal study of the I-395 Northern Extension Express Lanes Study in Arlington County, the City of Alexandria, and Fairfax County.

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

- SR21-2017
- SR22-2017
- SR23-2017

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 478 POTOMAC RIVER
BRANCH BRIDGE REPLACEMENT AND MD 500 URBAN 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 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 April 27, MDOT has requested that the FY 2017-2022 TIP be amended to include \$5.335 million in state funding and \$716,000 in Surface Transportation Block Grant (STBG) funding for planning/design, right-of-way acquisition and construction of the MD478 Potomac River Branch Bridge Replacement project (TIP ID 6591) in Frederick County, and \$6.521 million in state funding and \$14.956 million in STBG funding for planning/design, right-of-way acquisition and construction of the MD 500 Urban Reconstruction project (TIP ID 6590) in Prince George's County, 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 \$5.335 million in state funding and \$716,000 in STBG funding for planning/design, right-of-way acquisition and construction of the MD478 Potomac River Branch Bridge Replacement project (TIP ID 6591) in Frederick County, and \$6.521 million in state funding and \$14.956 million in STBG funding for planning/design, right-of-way acquisition and construction of the MD 500 Urban Reconstruction project (TIP ID 6590) in Prince George's County, as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on May 5, 2017.



Maryland Department of Transportation
The Secretary's Office

Larry Hogan
Governor

Boyd K. Rutherford
Lt. Governor

Pete K. Rahn
Secretary

April 27, 2017

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

Dear Chairman Newton:

The Maryland Department of Transportation (MDOT) 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). The request is to add two new projects from the recently approved construction program of MDOT's FY 2017-2022 Consolidated Transportation Program as described below and in the attached memo. As neither of these projects increases capacity, this action does not impact air quality conformity.

TIP ID#	Project	Phase	Amount of New Funding	Comment
6590	MD 500 Urban Reconstruction, Hyattsville/Chillum/Mount Rainer	PP/PE ROW CO	\$635,000 \$1,666,000 \$19,176,000	Add project with funding for planning/design, right-of-way and construction.
6591	MD 478 Potomac River Branch Bridge Replacement, Brunswick	PP/PE ROW CO	\$1,050,000 \$425,000 \$4,576,000	Add project with funding for planning/design, right-of-way and construction.

MDOT requests that these amendments be approved by the Transportation Planning Board (TPB) Steering Committee at its May 5, 2017 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 Bridget Donnell Newton
Page Two

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

Sincerely,



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

Attachment

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

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



Pete K. Rahn, **Secretary**
Gregory Slater, **Administrator**

STATE HIGHWAY
ADMINISTRATION

MEMORANDUM

TO: DIRECTOR HEATHER MURPHY
PLANNING AND CAPITAL PROGRAMMING
MARYLAND DEPARTMENT OF TRANSPORTATION

ATTN: REGIONAL PLANNING MANAGER TYSON BYRNE
REGIONAL PLANNER KARTSNYDER

FROM: CHIEF ERIC BECKETT *[Signature]*
REGIONAL AND INTERMODAL PLANNING DIVISION
STATE HIGHWAY ADMINISTRATION

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

DATE: April 25, 2017

RESPONSE
REQUESTED BY: N/A

PURPOSE OF MEMORANDUM

To request the Maryland Department of Transportation (MDOT) Office of Planning and Capital Programming approve and forward to TPB for its approval the following TIP amendments.

SUMMARY

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

TIP	Project	Phase	New Funding
6590	MD 500 Urban Reconstruction, Hyattsville/Chillum/Mount Rainier	PP/PE	\$635,000
		RW	\$1,666,000
		CO	\$19,176,000
6591	MD 478 Potomac River Branch Bridge Replacement, Brunswick	PP/PE	\$1,050,000
		RW	\$425,000
		CO	\$4,576,000

Maryland Department of Transportation
State Highway Administration

707 North Calvert St., Baltimore, MD 21202
410.545.0300 | TTY 800.735.2258 | roads.maryland.gov
My telephone number/toll-free number is 410.545.5675/1.888.204.4828

ANALYSIS

MD 500 Urban Reconstruction (TPB 6590) – This requested amendment reflects the addition of a new regionally significant project to and the addition of \$635,000 to planning/design, \$1,666,000 to right-of-way acquisition, and \$19,176,000 to construction funding in the FY 2017-2022 TPB TIP. MDOT requests this amendment in order that the FY 2017-2022 TPB TIP reflect MDOT's updated programmed expenditures in FY 2017-2022. MDOT anticipates advertising this project for construction in the Fall of 2017 and opening improvements to traffic in 2021.

MD 478 Potomac River Branch Bridge Replacement (TPB 6591) – This requested amendment reflects the addition of a new regionally significant project to and the addition of \$1,050,000 to planning/design, \$425,000 to right-of-way acquisition, and \$4,576,000 to construction funding in the FY 2017-2022 TPB TIP. MDOT requests this amendment in order that the FY 2017-2022 TPB TIP reflect MDOT's updated programmed expenditures in FY 2017-2022. MDOT anticipates advertising this project for construction in the Fall of 2017 and opening improvements to traffic in the Summer of 2019.

The attached Statewide TIP (STIP) reports document MDOT's requested amendments with respect to funding for the above projects. This requested actions 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. MDOT published funding details in the FY 2017-2022 Consolidated Transportation Program (http://www.mdot.maryland.gov/Office_of_Planning_and_Capital_Programming/CTP/Index.html) and FY 2017-2020 Maryland STIP (http://www.mdot.maryland.gov/newMDOT/Planning/STIP_TIP/Documents/2017_STIP_Draft_053116.pdf).

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 regarding MD 500 Urban Reconstruction (TPB 6590), please contact Mr. David Rodgers, SHA Regional Planner, at 410-545-5670 or via email at drodgers1@sha.state.md.us. If you have any questions regarding MD 478 Potomac River Branch Bridge Replacement (TPB 6591), please contact Mr. Ted Yurek, SHA Regional Planner, at 410-545-5671 or via email at tyurek@sha.state.md.us.

ATTACHMENTS

- FY 2017-2022 TPB TIP project 6590 report
- FY 2017-2020 Maryland STIP project 6590 report
- FY 2017-2022 TPB TIP project 6591 report
- FY 2017-2020 Maryland STIP project 6591 report

cc: Mr. Matt Baker, Regional Planner, SHA
Ms. Samantha Biddle, Assistant Chief, Regional and Intermodal Planning Division, SHA
Mr. John Concannon, Acting District 7 Engineer, SHA
Ms. Kandese Holford, Assistant Regional Planner, SHA
Mr. John Narer, Team Leader, SHA
Ms. Tara Penders, Assistant Chief, Regional and Intermodal Planning Division, SHA
Mr. David Rodgers, Regional Planner, SHA
Mr. Jerry Smith, Assistant Regional Planner, SHA
Mr. John Thomas, Deputy Director, Office of Planning and Preliminary Engineering,
SHA
Mr. Kurt Walcott, Transportation Engineer, SHA
Mr. Brian Young, District 3 Engineer, SHA
Mr. Ted Yurek, Regional Planner, SHA

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

FY 2017 - 2022

Source	Fed/Sl/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

Other

System Preservation Projects

TIP ID: 6591		Agency ID: FR1021		Title: MD 478 Potomac River Branch Bridge Repalcement		Complete:	2019	Total Cost:	\$6,400
Facility:	MD 478 at Potomac River Branch	State	0/100/0	233 a	101 a	93 b	93 b	15 b	5,335
From:				38 b	93 b				
To:				961 c	3,615 c				
		STBG	100/0/0	311 a	405 a				716
Total Funds:									6,051

Description: Replacement bridge 10089 over a branch of the Potomac River.

Amendment: Adding Planning/Design, Right-of-Way, and Construction Funding

This amendment reflects the addition of a new regionally significant project to and the addition of \$1,050,000 to planning/design, \$425,000 to right-of-way acquisition, and \$4,576,000 to construction funding in the FY 2017-2022 TPB TIP. Adding \$311,000 (STBG) and \$233,000 (State) to FY17 PP/PE and \$405,000 (STBG) and \$101,000 (State) to FY18 PP/PE. Adding \$38,000 (State) to FY17 RW, \$93,000 (State) to FY18 RW, \$93,000 (State) to FY19 RW, \$93,000 (State) to FY20 RW, \$93,000 (State) to FY21 RW, and \$15,000 (State) to FY22 RW. Adding \$961,000 (State) to FY17 CO and \$3,615,000 (State) to FY18 CO.

Approved on: 5/5/2017

TIP ID: 6590		Agency ID: PG3641		Title: MD 500 Urban Reconstruction		Complete:	2021	Total Cost:	\$23,500
Facility:	MD 500	State	0/100/0	635 a	465 b	465 b	116 b		6,521
From:	MD 208			155 b	980 c	1,554 c	1,121 c	446 c	
To:	Eastern Avenue			119 c					
		STBG	100/0/0	420 c	3,471 c	5,509 c	3,977 c	1,579 c	14,956
Total Funds:									21,477

Description: Construction of landscaped median with sidewalk and crosswalk improvements from MD 208 to Eastern Avenue.

Amendment: Adding Planning/Design, Right-of-Way, and Construction Funding

This amendment reflects the addition of a new regionally significant project to and the addition of \$635,000 to planning/design, \$1,666,000 to right-of-way acquisition, and \$19,176,000 to construction funding in the FY 2017-2022 TPB TIP. Adding \$635,000 (State) to FY17 PP/PE. Adding \$155,000 (State) to FY17 RW, \$465,000 (State) to FY18 RW, \$465,000 (State) to FY19 RW, \$465,000 (State) to FY20 RW, and \$116,000 (State) to FY21 RW. Adding \$420,000 (STBG) and \$119,000 (State) to FY17 CO, \$3,471,000 (STBG) and \$980,000 (State) to FY18 CO, \$5,509,000 (STBG) and \$1,554,000 (State) to FY19 CO, \$3,977,000 (STBG) and \$1,121,000 (State) to FY20 CO, and \$1,579,000 (STBG) and \$446,000 (State) to FY21 CO.

Approved on: 5/5/2017

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 SOAPSTONE CONNECTOR PROJECT,
AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)**

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

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

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

WHEREAS, in the attached letter of April 27, VDOT has requested that the FY 2017-2022 TIP be amended to include \$8.25 million in FY 2017 using Northern Virginia Transportation Authority PayGo Bond (NVTA-PAYGO) funding for planning and engineering of the Soapstone Connector project in Fairfax County (TIP ID 6583), as described in the attached materials; and

WHEREAS, this project was determined by TPB staff to be "not regionally significant" for the purposes of the Air Quality Conformity Analysis of the 2016 CLRP Amendment and the FY 2017-2022 TIP;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2017-2022 TIP to include \$8.25 million in FY 2017 using NVTA-PAYGO funding for planning and engineering of the Soapstone Connector project in Fairfax County (TIP ID 6583), as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on May 5, 2017.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.
COMMISSIONER

April 27, 2017

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

RE: National Capital Region FY 2017-2022 Transportation Improvement Program Amendments for the Soapstone Connector, Fairfax County, VA (UPC# T18907)

Dear Ms. Newton:

The Virginia Department of Transportation (VDOT) requests amendments to the FY 2017-2022 Transportation Improvement Program (TIP) to add the Soapstone Drive Overpass in Fairfax County as a new project, and to add approximately \$8.25 million in local Northern Virginia Transportation Authority (NVTA) funding for environmental assessment work and preliminary engineering.

This project, also known as the Soapstone Connector, is a new roadway between Sunset Hills Road and Sunrise Valley Drive in Reston, near the Wiehle-Reston East Metrorail Station. It will provide a crossing over the Dulles Toll Road corridor, with a four lane cross section, on-road bike lanes, sidewalks, and a shared use path. The Connector will address congestion on Wiehle Avenue and Reston Parkway, will provide better access for transit buses to the Wiehle-Reston East Metro station, and will provide an improved bicycle and pedestrian crossing over the Dulles multi-modal corridor. We are submitting this amendment on behalf of Fairfax County. Attached is a letter from the County providing more information.

The Soapstone Drive Overpass is listed in the 2016 CLRP. The NVTA local funding is included in the 2014 CLRP Financial Plan. A review by the TPB staff determined that the project is not significant for air quality conformity analysis.

Ms. Bridget Newton
April 27, 2017
Page Two

VDOT requests that this amendment be placed on the agenda of the Transportation Planning Board's Steering Committee at its meeting on May 5, 2017; VDOT's representative will attend the meeting and will be available to answer any questions.

Thank you for your consideration of this request.

Sincerely,



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

Attachment

cc:

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



County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

April 27, 2017

Ms. Helen Cuervo
District Administrator
Virginia Department of Transportation
4975 Alliance Dr. Suite 4E-342
Fairfax, Virginia 22030

Reference: Request For Transportation Improvement Program Amendment To Add Soapstone Drive Overpass At Dulles Toll Road Project

Dear Ms. Cuervo:

The Fairfax County Department of Transportation (FCDOT) requests an amendment to the FY 2017-2022 Transportation Improvement Program (TIP) to add a new project and funding for the environmental analysis and preliminary engineering for the Soapstone Drive Overpass at Dulles Toll Road Project. The amendment is needed to include this project in the TIP with the anticipation that federal funding will be used for future phases of the project.

The project, as determined by the Transportation Planning Board (TPB) staff, is exempt from the air quality conformity requirement, as defined in Environmental Protection Agency (EPA) regulations "40 CFR Parts 51 and 93 Transportation Conformity Rule Amendments: Flexibility and Streamlining; Final Rule," issued in the May 6, 2005, Federal Register. The project is currently in the Constrained Long Range Plan (CLRP) as a study.

The TIP amendment includes approximately \$8.25 million in local Northern Virginia Transportation Authority funding for environmental assessment work and preliminary engineering. The purpose of the project is to provide additional multi-modal capacity on a new north-south alternative to mitigate congestion on Wiehle Avenue and Reston Parkway in Fairfax County. Also known as the Soapstone Connector Project, it aims to provide a direct connection between Sunset Hills Road and Sunrise Valley Drive crossing over the Dulles Toll Road (VA Route 267). The project is included in the Reston Comprehensive Plan Amendment to Fairfax County's Comprehensive Plan, which was approved by the Fairfax County Board of Supervisors in February 2014.

Specifically, the project will address:

- The inability of Wiehle Avenue and Reston Parkway to accommodate current and forecasted traffic demand.

Fairfax County Department of Transportation
4050 Legato Road, Suite 400
Fairfax, VA 22033-2895
Phone: (703) 877-5600 TTY: 711
Fax: (703) 877-5723
www.fairfaxcounty.gov/fcdot



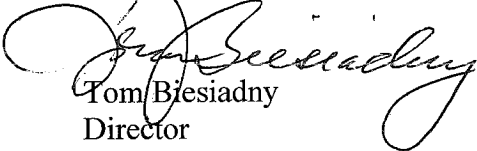
Ms. Helen Cuervo, P.E.
April 27, 2017
Page 2 of 2

- Delays on Wiehle Avenue and Reston Parkway at the intersections with Sunset Hills Road and Sunrise Valley Drive.
- Lack of direct access from the south for buses to the Wiehle-Reston East Metrorail Station without requiring travel on Wiehle Avenue.
- Lack of connectivity for pedestrians and bicyclists from the south to the Wiehle-Reston East Metrorail Station, specifically from Soapstone Drive and Sunrise Valley Drive on the south and Sunset Hills Road on the north.

Fairfax County requests approval of this amendment by the Transportation Planning Board's Steering Committee at its meeting on May 5, 2017. Fairfax County and Virginia Department of Transportation (VDOT) representatives will attend the meeting and will be available to answer any questions about the amendment. If you have any questions prior to the meeting, please contact Mike Lake at (703) 877-5666, or michael.lake@fairfaxcounty.gov.

Thank you for your consideration of this request.

Sincerely,



Tom Biesiadny
Director

cc: Kanti Srikanth, Director of Transportation, Metropolitan Washington Council of Governments (MWCOG)
Lyn Erickson, Development and Coordination Program Director, Department of Transportation Planning, MWCOG
Norman Whitaker, Transportation Planning Director, VDOT Northern Virginia District
Supervisor Cathy Hudgins, Hunter Mill District
Supervisor Linda Smyth, Providence District
Todd Wigglesworth, Chief, Coordination and Funding Division, FCDOT
Eric Teitelman, Chief, Capital Projects and Traffic Engineering Division
Audra Bandy, Transportation Planner, FCDOT
Mike Lake, Transportation Planner, FCDOT



National Capital Region
Transportation Planning Board

March 3, 2017

Mr. Mike Lake
Fairfax County Department of Transportation
4050 Legato Road
Fairfax, VA 22033

Dear Mr. ^{Mike}Lake:

You requested information about the implications for air quality conformity of the Soapstone Drive Overpass at the Dulles Toll Road. It is our understanding that this project includes the extension of Soapstone Drive from Sunrise Valley Drive to Sunset Hills Road over the Dulles Toll Road. The new road will also provide access to Soapstone Drive from Association Drive and access to the Wiehle Metro station along the future extension of Reston Station Boulevard. After reviewing this project, we have determined that it is considered "not regionally significant", and may proceed without being included in the regional air quality conformity process.

If you have any questions, please feel free to call me at (202) 962-3331.

Sincerely,

Jane Posey
TPB Transportation Engineer

cc: Mr. Kanti Srikanth, COG Transportation Planning Director
Ms. Lyn Erickson, Plan Development and Coordination Director
Mr. Andrew Austin, TPB Transportation Planner

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
Soapstone Drive 4-Lane Overpass										
TIP ID: 6583 Agency ID: T18907 Title: Soapstone Connector Project Cost: \$170,000 Complete: 2022										
Facility: Soapstone Connector										
From: Sunrise Valley Dr										
To: Sunset Hills Dr										
Description: New multimodal roadway between Sunset Hills Rd and Sunrise Valley Dr. in Reston. Near Wiehle-Reston East Metrorail Station, includes crossing over the Dulles Corridor. Includes 4 lane cross section, on-road bike, sidewalk, and shared use path.										
Amendment: Add New Project										
Amend this project into the FY 2017-2022 TIP with \$8.25 million in NVTA-PAYGO funding for PE in FY 2017.										
			8,250 a							8,250
									Total Funds:	8,250
Approved on: 5/5/2017										

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2017-2022 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP), THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY
REQUIREMENT, TO INCLUDE FUNDING FOR THE I-395 NORTHERN EXTENSION EXPRESS LANES
STUDY, AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)**

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

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

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

WHEREAS, in the attached letter of May 1, VDOT has requested that the FY 2017-2022 TIP be amended to include \$6.7 million in FY 2017 using advanced construction funding for the I-395 Northern Extension Express Lanes Study (TIP ID 6506), as described in the attached materials; and

WHEREAS, funding for project studies are exempt from the air quality conformity requirement, as defined in the 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 \$6.7 million in FY 2017 using advanced construction funding for the I-395 Northern Extension Express Lanes Study (TIP ID 6506), as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on May 5, 2017.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.
COMMISSIONER

May 1, 2017

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

RE: National Capital Region FY 2017-2022 Transportation Improvement Program Amendments
for I-395 Northern Express Lanes Extension Study (UPC# 108103)

Dear Ms. Newton:

The Virginia Department of Transportation (VDOT) requests an amendment to the FY 2017-2022 Transportation Improvement Program (TIP) to add funding for the I-395 Express Lanes Northern Extension Study. This project is part of a larger effort to extend the I-95/ I-395 Express Lanes south to Route 17 near Fredericksburg and North to the vicinity of Eads Street near the Pentagon. The TIP amendment only addresses the Northern Virginia portion of the project.

This amendment, which reflects the latest plans and financial obligations of the Virginia Commonwealth Transportation Board, will add \$6.7 million in Advanced Construction (AC) funding to the Preliminary Engineering/Study phase in FY 2017. An additional \$5 million was obligated in the 2015-2020 TIP for FY 2016.

I-395 Northern Extension Express Lanes Study is included in the 2016 CLRP and Air Quality Conformity Analysis. The amendment will not impact the fiscal constraint findings of the TIP or CLRP.

VDOT requests that this amendment be placed on the agenda of the Transportation Planning Board's Steering Committee at its meeting on May 5, 2017. VDOT's representative will attend the meeting and will be available to answer any questions.

Ms. Bridget Newton
May 1, 2017
Page Two

Thank you for your consideration of this request.

Sincerely,

A handwritten signature in cursive script that reads "Helen Cuervo".

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

Attachment

Cc: Ms. Rene'e Hamilton, VDOT-NOVA
Ms. Wendy Thomas, VDOT
Ms. Maria Sinner, P.E., VDOT-NOVA
Mr. Norman Whitaker, AICP, VDOT-NOVA

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

FY 2017 - 2022

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
Interstate 395 - Study for Safety & Traffic on NB Lanes - PE Only										
Title: I-395 Northern Extension Express Lanes Study			Project Cost: \$11,700 Complete: 2016							
Facility: I 395 From: Turkeycock Run Near Duke Street To: Vicinity of Eads Street Description: Planning, environmental, and multimodal study for the I-395 Express Lanes Project (Northern High Occupancy Toll (HOT) Lanes) to extend the I-95 Express Lanes.	AC	0/100/0	5,000 d	6,700 d						Total Funds: 6,700

Amendment: Add New Project
 Amend this project into the FY 2017-2022 TIP with \$6.7 million in advanced construction funding in FY 2017 for study.

Requested on: 5/5/2017



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: May 11, 2017

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



MEMORANDUM

TO: Transportation Planning Board
FROM: Lyn Erickson, TPB Plan development and Coordination Program Director
SUBJECT: City of Laurel Joins Transportation Planning Board
DATE: May 11, 2017

The City of Laurel in Maryland will be the newest member of the Transportation Planning Board (TPB). The City's administrator communicated, via the attached letter, the City's decision to become a member of the Council of Governments, the TPB and other policy committees at COG. COG welcomed the City of Laurel as a new member at its April 26th COG Board of Directors meeting.

Laurel is a city in northern Prince George's County, Maryland, located between Washington, D.C., and Baltimore. Laurel's 5.5 square miles is home to more than 25,000 residents and more than 1,000 businesses. It is governed by a mayor and five city council members.

The City of Laurel has been part of the TPB's metropolitan planning area and as such the TPB's metropolitan planning activities and products (such as the CLRP, TIP, Conformity reports) have included all its applicable transportation projects and programs. The City's input to the planning process has been through the representatives of Prince George's County and the state of Maryland (MDOT). With the decision to become a member of the Council of Governments as well as the TPB, the city will now be able to directly provide its input to the TPB process.

The TPB Bylaws state that the TPB shall be composed of "One (1) elected member from each of the local governing bodies of the cities and counties in Maryland and Virginia participating in COG." Now that the City of Laurel is a member of COG, please join me in welcoming them to the TPB.

Addition of the City of Laurel to the Board will have no net affect the TPB's budget. The City's participation on the Board will mean an additional vote to the total number of voting members on the Board. It will also change the weight assigned to Prince George's county's vote when the Board uses the proportional voting process.

The TPB Bylaws, which define the voting procedures, provide for any voting member to request that the vote on any matter brought before the TPB be decided based on a weighted vote with the weights assigned proportional to the member jurisdiction's population. With Prince George's County representing the City of Laurel until now, the City of Laurel's population was factored into the Prince George's weighted vote. Now that the City of Laurel represents itself on the Board, the weight assigned to Prince George's vote will be appropriately revised.



MAYOR AND CITY COUNCIL OF LAUREL
OFFICE OF THE CITY ADMINISTRATOR

8103 Sandy Spring Road • Laurel, Maryland 20707 (301) 725-5300
Internet Address <http://www.laurel.md.us> • E- Mail – cadmin@laurel.md.us
Fax (301) 490-5068

April 25, 2017

Ms. Monica Beyrouti
Metropolitan Washington Council of Governments
Government Relations and Member Services Coordinator
777 North Capitol Street, NE, Suite 300
Washington, DC 20002
Phone: 202-962-3212
mbeyrouti@mwkog.org

Dear Ms. Beyrouti,

Attached to this letter is a listing of City of Laurel elected officials, senior staff members and employees who have been selected and approved to serve on the listed Metropolitan Washington Council of Governments (MWCOG) Committees.

Please forward these names to your committee staff support person so that these individuals can be added to the committee rosters. Additionally, I will continue working with you and the other MWCOG staff to identify any committees that we would want our personnel to participate with.

I have designated Stephen E. Allen, Sr., our Emergency Manager, as the point of contact between MWCOG and the City and please don't hesitate to contact him for anything that is needed regarding these committee assignments. Steve's numbers are (301) 725-5300 Ext. 2244 or at SAllen@laurel.md.us.

If you need anything from me, please don't hesitate to contact me at (301) 725-5300 Ext. 2216 or at Mflemion@laurel.md.us.

Respectfully,

Martin A. Flemion
City Administrator
City of Laurel

CITY OF LAUREL

MWCOG COMMITTEE ASSIGNMENTS

COMMITTEE:

MEMBER

COG Board of Directors:

Honorable Craig A. Moe, Mayor – Primary

Honorable Michael Leszcz – Alternate

National Capital Region
Transportation Planning Board:

Honorable H. Edward Ricks– Primary

Honorable Donna Crary – Alternate

Metropolitan Washington Air
Quality Committee:

Honorable Fred Smalls – Primary

Honorable Valerie Nicholas – Alternate

Region Forward Coalition:

Christian Pulley – Primary

Leigha Steele – Alternate

Human Services and Public
Safety Policy Committee:

Lt. Robert DiPietro – Primary

Bill Goddard – Alternate

Climate Energy & Environmental
Policy Committee:

Michele Blair – Primary

Ana ReWalt – Alternate

Chesapeake Bay & Water
Resources Policy Committee: Honorable Michael Leszcz – Primary
Joanne Hall-Barr – Alternate

Emergency Managers Committee: Stephen E. Allen Sr. – Primary
Bryan Lau– Alternate

City Administrators Committee: Marty Flemion – Primary
Bill Goddard – Alternate

Fire Chiefs Committee: Bill Goddard – Primary
Vol. Chief DJ Hull – Alternate
Vol. Chief M. Haggerty – Alternate

Police Chiefs Committee: Chief Rich McLaughlin – Primary
Dep. Chief Keven Grey – Alternate



City of Laurel joins Council of Governments as a new member

May 4, 2017



(City of Laurel Government/[Facebook](#))

COG welcomed the City of Laurel as a new member at the April COG Board of Directors meeting. Laurel is a city in northern Prince George's County, Maryland, located between Washington, D.C., and Baltimore. Laurel's 5.5 square miles is home to more than 25,000 residents and more than 1,000 businesses. It is governed by a mayor and five city council members.

In this Q&A, Mayor Craig A. Moe shares his perspective of Laurel and explains why the city decided to join COG.

Why did Laurel want to join COG, including short- and long-term goals?

The city wanted to obtain a better understanding of regional issues affecting Laurel and the surrounding areas and to participate in coordinated efforts to address these issues. For the short term, the city desires to coordinate our public safety efforts with the region and share the resources available to enhance awareness and response to emergencies. The city's goals for the long term include continuing efforts relating to public safety improvements as well as effectively addressing economic development, environmental, regional planning, and transportation issues.

What makes Laurel unique?

Laurel shares borders with Montgomery, Howard, and Anne Arundel Counties. The proximity of Laurel to these other jurisdictions makes us unique in that our community is very diverse with an educated and trained workforce available to address all forms of employment in the metropolitan Washington region.



Laurel is the site of many Prince George's County firsts, including the first public library, first public high school, and first national bank. Laurel can also boast of Prince George's County's oldest continuously operating volunteer fire department.

Laurel continues to grow, and its increasing diversity has brought it a rich community of new residents, and a variety of new businesses.

What do you enjoy most about living and/or working in Laurel?

The ability for residents and business owners to be heard by the elected officials and have a close working relationship with the decision makers to help plan the city's future. Laurel is very responsive to the residents and business owners and very much focused on all things affecting the

quality of life. There are many opportunities for people to work in and around the city as well as a more than adequate stock of housing and recreational amenities enabling residents to live, work, and play in Laurel.

If someone was to visit Laurel for the first time, what would you recommend they do or visit?

There are numerous restaurants, shops, and attractions in the City of Laurel along with many parks. The Riverfront Park provides more than a mile of scenic and serene pathways that follow the picturesque Patuxent River. The Granville Gude Park and Lakehouse provide many recreational activities and hosts the city's annual Fourth of July Celebration, which features one of the area's best fireworks displays. Laurel's Historic Main Street hosts the Annual Main Street Festival, an all-day event attended by thousands of area residents to enjoy arts and crafts, live music, delicious foods, and outdoor fun along the mile-long avenue.

MORE: [City of Laurel website](#)

Contact: **Laura Ambrosio**
Phone: **(202) 962-3278**
Email: lambrosio@mwcog.org

Tags: [Member Profile](#)

[< Back to news](#)

Related News

NEWS

Q&A: Prince George's County Chief Administrative Officer Nicholas Majett

April 18, 2017

Nicholas (Nick) Majett, Prince George's County Chief Administrative Officer, has been a COG member since May 2014, when he first joined Prince George's County...

METROPOLITAN TRANSPORTATION PLANNING IN THE WASHINGTON REGION

Roles and Responsibilities of the National Capital Region Transportation Planning Board

Lyn Erickson
Plan Development and Coordination Program Director

Fairfax County Board of Supervisors Transportation Committee
May 9, 2017



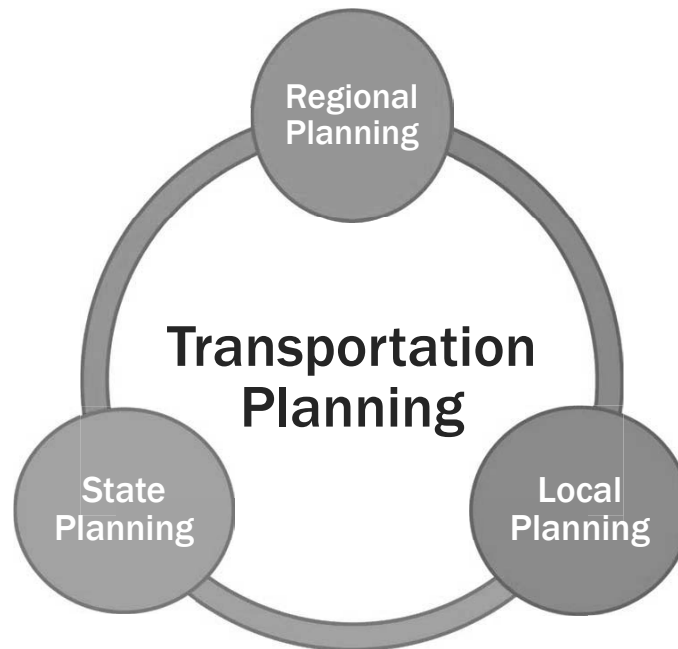
National Capital Region
Transportation Planning Board

Presentation Overview

- What is a Metropolitan Planning Organization (MPO)?
- What are the structures, functions, purposes and products of an MPO?
- What is the Transportation Planning Board?
- How does the TPB meet its federal requirements?
- What else does the TPB offer?



Transportation Planning Process



What is a Metropolitan Planning Organization (MPO)?

- A federally-mandated and federally-funded transportation policy-making organization
- Made up of representatives from local governments and governmental transportation authorities
- Must follow the Federal Metropolitan Planning Process as regulated by the latest federal transportation authorization (FAST Act)

Federal Requirements for MPOs

- Serve as a representative group of local stakeholders of the region
- Carry out the “3C Process” – “Continuing, cooperative, and comprehensive” consultation process
- Lead the *REGIONAL* transportation planning process in cooperation with the state DOT(s) and transit operators
- Develop plans and programs that consider all transportation modes and support metropolitan community and economic development
- Work in conjunction with state air and transportation agencies to meet federal Clean Air Act standards

Key MPO Products: Plans and Programs

- Unified Planning Work Program (UPWP): The MPO budget. This lists all of the transportation studies and tasks to be performed by the MPO staff or a member agency during that fiscal year.
- Transportation Improvement Program (TIP): Each MPO develops a short 4-6 year program for project implementation.
- Long-Range Metropolitan Transportation Plan: Each MPO develops a LRP which serves as the vision for the region and includes all of the transportation improvements where funding is reasonably expected to be available over the next 20 years.

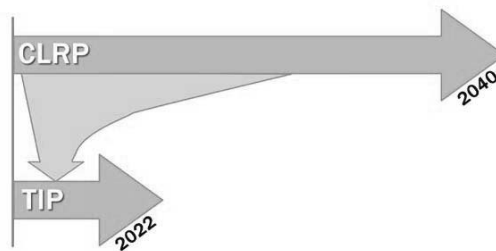
Long-Range Plan and TIP

CLRP

- Minimum 20-year span
- Current horizon is 2040
- Funding must be “reasonably expected to be available”
- Major update every four years, amended annually

TIP

- Minimum 4-year span
- FY 2017-2022, 6 years
- Funding in first two years must be “available and committed”
- Major update every two years, amended weekly/monthly



Additional Functions of an MPO

- Involve the public and establish a regional setting for fair and impartial decision making.
- Conduct planning studies and provide analysis to support local projects and priorities.
- In “non-attainment areas” (designated by EPA as not meeting air quality standards), MPOs are responsible for coordinating transportation and air quality planning, to make sure that projects and programs **conform** with the State’s Air Quality plan, known as the State Implementation Plan (SIP).

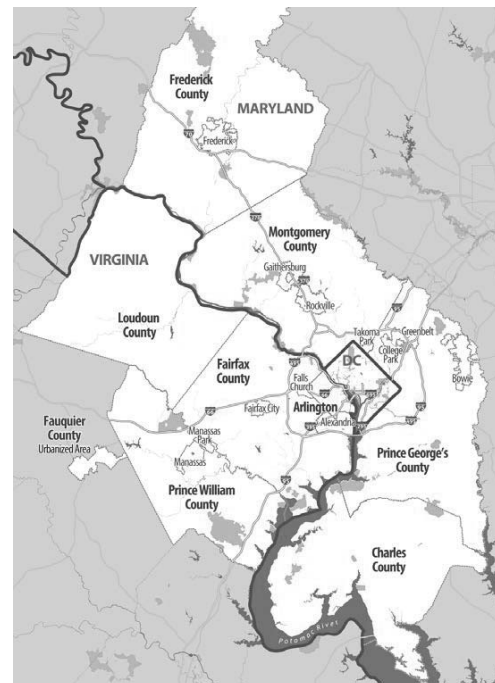


The MPO Process: A condition to receive federal funding and project approvals

- **All federally funded projects and other regionally significant transportation projects must** be included in the CLRP and the TIP.
- **Financial constraint:** The CLRP and TIP may only include projects that can be “reasonably anticipated” to be funded.
- **Emissions impacts:** The CLRP and TIP must meet the limits established in the region’s air quality improvement plan. This is called a “conformity finding.”

About the TPB and its Planning Area

- Federally designated Metropolitan Planning Organization (MPO) for the Washington region
- 3,000 square miles in area
- Home to more than 5 million people and 3 million jobs
- Members include:
 - State transportation agencies
 - 22 local jurisdictions
 - State and DC legislatures
 - WMATA
 - Others



TPB Roles and Responsibilities

- Meets federal requirements as articulated in the FAST Act (Metropolitan Planning Process)
- Provides a forum for regional coordination
- Provides technical resources for decision-making



TPB Project Authority: A Dose of Reality

- **Who develops projects?**
Project development typically occurs at the state and local levels. The TPB usually does not select and fund projects.
- **Who controls the money?**
D.C., Maryland and Virginia each controls its own funding stream. Each has its own system for moving projects forward.
- **Influence of the TPB process is often indirect.**
Regional policies and federal transportation planning requirements exert an influence on the types of projects that are developed and submitted by the states and locals to the TPB.



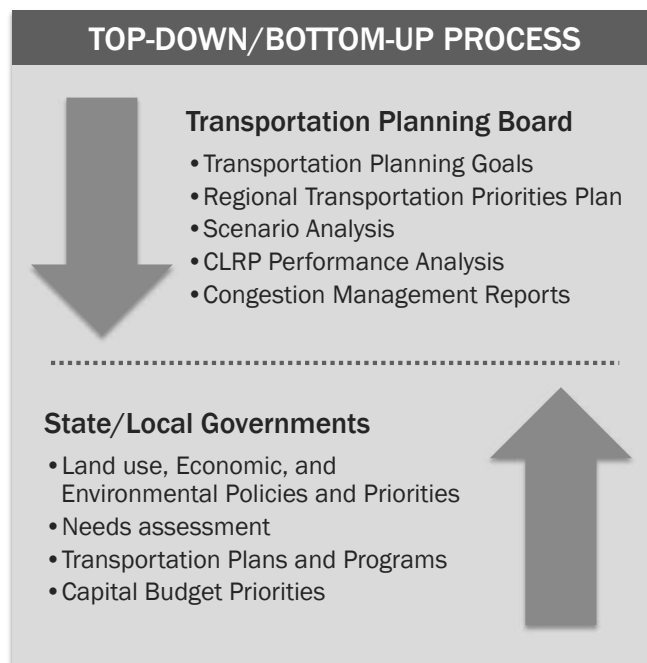
TPB Policy Framework



Think Regionally, Act Locally: Consider regional needs when developing local projects and programs for funding and implementation.

- Provide a Comprehensive Range of Transportation Options
- Promote Dynamic Activity Centers
- Ensure System Maintenance, Preservation, and Safety
- Maximize Operational Effectiveness and Safety
- Protect and Enhance the Natural Environment
- Support Interregional and International Travel and Commerce

TPB Long-Range Planning Approach



A Forum for Regional Coordination

- Scenario planning
- Long-Range Plan Task Force
 - Among other activities, the Task Force and staff are charged with identifying approximately 6-10 projects, policies, or programs that make significantly better progress towards achieving the goals laid out in the TPB and COG's governing documents...for concerted TPB action in 2018 and beyond...and ultimately including them in future CLRP updates.



Forum for Regional Coordination

- Improving Transportation/Land Use Coordination
 - Regional Activity Centers
 - Transportation/Land-Use Connections (TLC) Program
- Emergency Preparedness and Management & Operations
 - MATOC coordination center
- Promoting Transportation Alternatives
 - Commuter Connections
 - Bicycle and Pedestrian Programs



Technical Resources for Decision-Making

- Travel monitoring
- Travel forecasting
- Changing federal landscape
- Multimodal initiatives
- Greater emphasis on performance

Lyn Erickson

Plan Development and Coordination Program Director

(202) 962-3319

lerickson@mwkog.org

mwkog.org/tpb

Metropolitan Washington Council of Governments

777 North Capitol Street NE, Suite 300

Washington, DC 20002



MEMORANDUM

TO: Transportation Planning Board
FROM: Eric Randall, TPB Transportation Engineer
SUBJECT: TPB Annual Private Providers Forum on Public Transit - Highlights
DATE: May 11, 2017

This memorandum provides highlights of the 2017 Annual Private Providers Forum on Public Transit held on May 9. 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.

FORUM AGENDA ITEMS

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

The first keynote address was given Robin Phillips, of the National Rural Transit Assistance Program (RTAP). She discussed innovation and coordination in local transit, including ways public private partnerships can enhance transportation in rural and small urban areas, and the connections to a national public transportation network of intercity buses and rail.

The second keynote address was given by Prachi Vakharia, Director of Engagement at RideAmigos. She discussed the proliferation of new commuting options and the implications for local application. Ongoing projects in other cities in the nation were reviewed, focusing on mobility-on-demand projects and new business models among interfacing public and private providers.

There were three briefings by TPB staff:

- Arianna Koudounas presented the findings of the TPB Intercity Bus Count Survey, the region's first survey of intercity bus operations and ridership.
- Eric Randall reviewed new federal requirements for metropolitan planning, including intercity bus consultation and consideration of intercity bus and intermodal terminals. Preparations for the 2018 update of the region's constrained long-range transportation plan were also discussed.
- Wendy Klancher briefed the attendees on the solicitation for the TPB's Enhanced Mobility Grant Solicitation under the revised Section 5310 grant program.

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:
<https://www.mwcog.org/events/2017/5/9/annual-private-providers-forum-on-public-transit/>



Officials call on area residents to obey traffic laws, look out for one another as bike safety month approaches

Apr 25, 2017



Langley Park, MD – With warmer weather upon us and summer around the corner, Washington-area officials are calling on people who travel around the region to be extra alert for one another on roadways. May is Bicycle Safety Month, and transportation officials from the District of Columbia, Maryland, and Virginia gathered in Langley Park today to remind commuters in cars, on bikes and on foot to be cautious and follow all traffic laws.

The event kicked off the spring Street Smart public awareness and enforcement campaign. This campaign will target areas with high crash rates in an effort to focus the attention of travelers in especially dangerous locations. In addition, police departments throughout the D.C. area will support the campaign with increased enforcement of traffic safety laws in these “pedestrian alert zones.”

“Pedestrians and bicyclists are very vulnerable roadway users,” said Maryland Motor Vehicle Administrator and Governor Larry Hogan’s Highway Safety Representative Christine E. Nizer. “More people will be outside enjoying the warmer weather, and it’s critical to be aware of your surroundings, whether you’re driving, biking, or walking. Safety on our roads is our top priority, and we need everyone to look up and look out for one another.”

Through May 14, regional law enforcement will step up efforts to identify and ticket drivers,

pedestrians, and bicyclists who break safety laws, particularly in high-risk areas. Violations such as failing to stop for people in crosswalks, not signaling, or jaywalking can result in fines up to \$500, and drivers may receive points on their driver record.

According to preliminary data for 2016, 71 pedestrians and 10 bicyclists lost their lives, accounting for 29 percent of the 279 total traffic fatalities in the Washington region. This is an increase in the region overall, with some municipalities showing significant decreases and others with increased fatalities over 2015. The Governors' Highway Safety Association (GHSA) estimates that the number of pedestrians killed nationally in 2016 increased by 11 percent compared with 2015.

"Officers from throughout the area are committed to enforcing laws to protect pedestrians and bicyclists," said Chief Hank Stawinski of Prince George's County Police Department. "We write tickets to change behavior that we know results in injury and death. Stop for pedestrians in crosswalks and always give bicyclists at least three feet of clearance. When crossing the street, use the crosswalk, and wait for the walk signal. Together we can save lives."

The spring Street Smart campaign launch took place at the Takoma Langley Crossroads Transit Center, a multi-modal transit hub for pedestrians, bicyclists, and bus riders. The Transit Center opened in December and provides service to 12,000 passengers daily, and is planned to provide a transfer point to the future Purple Line.

"Our roads and streets are shared by a diverse group of travelers," said Prince George's County Executive Rushern Baker. "Pedestrians, cyclists, and motorists are all moving quickly and focused on their destinations. We all have to be more aware and consider the safety of others as we move about our neighborhoods and communities."

Street Smart is a public awareness campaign for commuters in the Washington, D.C., suburban Maryland, and Northern Virginia area dedicated to preventing deaths and injuries of people walking and biking in those areas. The campaign offers safety tips for all travelers and joins media and law enforcement to encourage all drivers, bicyclists, and pedestrians to stay alert and follow safety laws when they travel throughout the region.

To learn more about Street Smart, visit BeStreetSmart.net and follow us on twitter.com/COGStreetSmart.

Contact: **Jeff Salzgeber**

Phone: (512) 743-2659

Email: jeffs@sherrymatthews.com

Tags: [Bicycling](#), [Commuting](#), [Street Smart](#), [Walking](#)

[< Back to news](#)

Related News



ITEM 8 – Action

May 17, 2017

Approval of Maryland Department of Transportation (MDOT)
Additional Project Submission for the Out-Of-Cycle Air Quality
Conformity Analysis for the Amendment to the 2016 CLRP and
FY 2017-2022 TIP

Staff

Recommendation: Adopt Resolution R23-2017 to approve the project submission for inclusion in the out-of-cycle air quality conformity analysis for the Amendment to the 2016 CLRP and FY 2017-2022 TIP

Issues: None

Background: At the April 19 meeting, the board was briefed on the MDOT I-270 Innovative Congestion Management project submitted for inclusion in an air quality conformity analysis for the Amendment to the 2016 CLRP and FY 2017-2022 TIP, which was released for a 30-day public comment period that ended May 13. The board will be asked to approve the additional project submission for inclusion in the air quality conformity analysis. The draft conformity results for all of the projects are scheduled to be released for public comment on September 14, 2017 and the TPB is scheduled to adopt the

entire plan amendment and conformity
analysis at its October 18, 2017 meeting.



MEMORANDUM

TO: Transportation Planning Board
FROM: Lyn Erickson, TPB Plan Coordination and Program Director
SUBJECT: Proposed Amendments to the 2016 Constrained Long-Range Transportation Plan (CLRP) and the FY 2017-2022 Transportation Improvement Program (TIP)
DATE: May 11, 2017

At the April 19, 2017 meeting, the TPB adopted Resolution R20-2017 approving projects submitted by the Maryland Department of Transportation (MDOT) and the Virginia Department of Transportation (VDOT) to be included in an out-of-cycle air quality conformity analysis of the 2016 CLRP Amendment and the FY 2017-2022 TIP, as well as the scope of work for that analysis. Prior to approval, the resolution was amended to state that TPB staff would not include access points east of the US Route 50 interchange in the air quality conformity analysis until the Fairfax County Board of Supervisors had a chance to meet and act on those points. The amended resolution stated that if the Board of Supervisors moved to change any access points, that TPB staff would follow that instruction. Any decisions or instructions provided by Fairfax County and/or VDOT will be provided in writing to the TPB at the May 17 meeting.

Also at the April 19 meeting, the board was briefed on an additional project submitted by MDOT for inclusion in the air quality conformity analysis: the I-270 Innovative Congestion Management project. MDOT provided a project description and air quality conformity inputs for this project and these materials (attached) were released for public comment on April 13, 2017. Shortly after the comment period began, MDOT discovered an omission in the one of the 14 project elements, and subsequently provided the information in their April 25 letter (attached). This information was immediately posted to the public comment website. The TPB Technical Committee reviewed the project, including the omitted element, at its May 5 meeting.

The public comment period ends on May 13. All comments received can be reviewed online at mwcog.org/TPBcomment. The board will be presented with a summary and compilation of the comments received at the April 19 meeting. TPB staff evaluate each comment to determine if it is a comment that pertains to the TPB planning policies and process. If so, then the TPB staff will provide a response. If it is a comment that pertains to a specific project or pertains to corridor-specific details that are not directly associated with the TPB planning policies and process, TPB staff then works with the implementing agency to provide the best available information to assist the TPB members in deliberation and the TPB can then determine whether the comment or concern has been satisfactorily addressed. On May 17, the Board will be asked to accept the recommended responses to comments received for the project submissions for the out-of-cycle air quality conformity analysis for the Amendment to the 2016 CLRP and FY 2017-2022 TIP. The board will also be asked to approve resolution R23-2017 which will approve the additional project for inclusion in the air quality conformity analysis of the 2016 CLRP Amendment and the FY 2017-2022 TIP on May 17.

SUMMARY OF PROJECT

MDOT is proposing to implement the I-270 Innovative Congestion Management project between I-70 and I-495 in Frederick and Montgomery counties. The project includes 14 roadway improvements including extensions of acceleration and deceleration lanes, creating auxiliary lanes by connecting acceleration and deceleration lanes, reconfiguring exits, and restriping lanes. The project will also implement innovative technologies to manage congestion including adaptive ramp metering, active traffic management, and virtual weigh stations. More information can be found on this project on the CLRP project description form starting on page 7.

NEXT STEPS

Following the TPB approval of the project inputs on May 17, the air quality conformity analysis will be modified to include this project. The analysis will be conducted between May and September. Draft results will be published in September at the commencement of a second public comment period. Following that, the TPB will be asked to approve the air quality conformity analysis and the off-cycle CLRP Amendment on October 18, 2017.

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

**RESOLUTION ON INCLUSION IN AN OFF-CYCLE AIR QUALITY CONFORMITY
ANALYSIS OF AN ADDITIONAL PROJECT SUBMISSION FOR THE
2016 FINANCIALLY CONSTRAINED LONG RANGE PLAN (CLRP) AMENDMENT
AND THE FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), as the metropolitan planning organization for the Washington metropolitan area, has the responsibility under the provisions of 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 Joint Planning Regulations issued February 14, 2007 by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) require that the long-range transportation plan be reviewed and updated at least every four years; and

WHEREAS, the transportation plan, program, and projects must be assessed for air quality conformity as required by the conformity regulations originally published by the Environmental Protection Agency in the November 24, 1993 Federal Register and with latest amendments published in April 2012; and

WHEREAS, on November 16, 2016 the TPB adopted resolution R3-2017 determining that the 2016 CLRP Amendment and the FY 2017-2022 TIP conform with the requirements of the Clean Air Act Amendments of 1990 and resolution R4-2017 approving the 2016 CLRP Amendment; and

WHEREAS, on April 19, 2017 the TPB adopted resolution R20-2017 approving projects submitted by the Virginia Department of Transportation (VDOT) and the Maryland Department of Transportation (MDOT) for inclusion in, and the scope of work for, an out-of-cycle air quality conformity analysis for the 2016 CLRP Amendment and the FY 2017-2022 TIP; and

WHEREAS, in the attached letter of April 12, 2017 MDOT requested that the CLRP be amended to include the I-270 Innovative Congestion Management project in the out-of-cycle air quality conformity analysis for the 2016 CLRP Amendment and the FY 2017-2022 TIP; and

WHEREAS, MDOT has submitted a project description and inputs for the air quality conformity analysis, which have been reviewed by the Technical Committee at its meeting on May 5, 2017; and

WHEREAS, on April 13, 2017, the additional project submission for the off-cycle CLRP Amendment was released for a 30-day public comment and interagency consultation period which ended May 13; and

WHEREAS, the TPB was briefed on the additional submission to the 2016 CLRP Amendment at its April 19, 2017 and at the May 17, 2017 meeting, the TPB was briefed on the public comments received on the additional submission for the out-of-cycle CLRP Amendment, and the responses provided to the public comments; and

WHEREAS, the adoption of the off-cycle CLRP Amendment by the TPB is scheduled for the October 18, 2017 meeting upon completion of a 30-day public comment and interagency consultation on the results of the regional air quality conformity analysis for the off-cycle CLRP Amendment beginning on September 14, 2017; and

WHEREAS, the additional project submission for the off-cycle CLRP Amendment has been developed to meet the financial constraint requirements in the Metropolitan Planning Rules and show the consistency of the proposed projects with already available and projected sources of transportation revenues;

NOW, THEREFORE, BE IT RESOLVED THAT: The National Capital Region Transportation Planning Board approves for inclusion in the air quality conformity analysis of the off-cycle CLRP Amendment, the additional project submission as described in the attached memorandum.



Maryland Department of Transportation
The Secretary's Office

Larry Hogan
Governor

Boyd K. Rutherford
Lt. Governor

Pete K. Rahn
Secretary

April 12, 2017

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

Dear Chairman Newton:

The Maryland Department of Transportation (MDOT) is requesting an amendment to the National Capital Region Transportation Planning Board's (TPB) 2016 Constrained Long Range Plan (CLRP), which will require an air quality conformity analysis, to include construction of the I-270 Innovative Congestion Management Project.

The I-270 Innovative Congestion Management Project (CLRP #3564) proposes an automated smart traffic system which includes roadway improvements and innovative technologies that will maximize vehicular throughput, minimize vehicle travel times, and create a more predictable commute along I-270 between I-495 and I-70. This project already is included in the current 2016 CLRP as a part of a study for the I-270/I-495 West Side Corridor (CLRP #3281). The state funds for this project are included in the approved FY 2017-2022 Transportation Improvement Program (TIP). The project is now ready for implementation and the scope and scale of the project has been finalized. This amendment will add this project to the CLRP for construction and advance the completion date to 2019.

The proposed amendment to add the I-270 Innovative Congestion Management Project as a new CLRP project (CLRP #3564) reflects the following project elements:

- Fourteen roadway improvements (detailed in the attached CLRP form) that will increase capacity and vehicle throughput and address safety deficiencies by strategically eliminating existing bottlenecks.
- Innovative technologies and techniques, comprised of adaptive ramp metering, active traffic management and virtual weigh stations. These three technologies and techniques constitute an automated smart traffic flow management system that combines real-time communication to drivers, traffic monitoring with cameras and sensors, and intelligent signal systems.
- The limits of this project are from I-495 to I-70 including the east and west spurs of I-270.

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 Bridget Donnell Newton
Page Two

The proposed amendment has been determined to be regionally significant for air quality conformity purposes per the TPB's process of applying federal air quality conformity regulations in conducting regional air quality conformity analyses for the CLRP and the TIP. Since this project is estimated to be completed in 2019, MDOT is requesting an off-cycle conformity analysis to meet requirements necessary to meet the construction timeline. MDOT requests that this amendment be included in the off-cycle air quality conformity analysis that is soon to be underway.

The MDOT agrees to partially reimburse the TPB for the costs incurred in processing this CLRP amendment including those costs for revising the regional air quality conformity analyses under MDOT's Technical Assistance portion of the approved FY 2018 Unified Planning Work Program (UPWP).

We appreciate your cooperation in this matter. Should you have additional questions or concerns, please contact Ms. Kari Snyder, MDOT Office of Planning and Capital Programming (OPCP) Regional Planner at 410-865-1305, toll free 888-713-1414, or via e-mail at ksnyder3@mdot.state.md.us. Ms. Snyder will be happy to assist you.

Sincerely,



Heather Murphy *for*
Director
Office of Planning and Capital Programming

cc: Ms. Kari Snyder, Regional Planner, OPCP, MDOT

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



BASIC PROJECT INFORMATION

1. Submitting Agency: **MDOT/State Highway Administration**
2. Secondary Agency:
3. Agency Project ID:
4. Project Type: Interstate Primary Secondary Urban Bridge Bike/Ped Transit CMAQ
 ITS Enhancement Other Federal Lands Highways Program
 Human Service Transportation Coordination TERMS
5. Category: System Expansion; System Maintenance; Operational Program; Study; Other
6. Project Name: I-270 Innovative Congestion Management

	Prefix	Route	Name	Modifier
7. Facility:	I	270		/I-270Y
8. From (<input type="checkbox"/> at):	I	70		
9. To:	I	495		

10. Description: The I-270 Innovative Congestion Management Project proposes a two-pronged approach of roadway improvements and innovative technologies and techniques to maximize vehicular throughput, minimize vehicle travel times, and create a more predictable commuter trip along I-270 between I-70 and I-495. While the components address both recurring and nonrecurring congestion, the roadway improvements focus on relieving today’s recurring congestion, and the innovative technologies and techniques focus on managing today’s recurring and non-recurring congestion and extending the lifespan of the roadway improvements into the future.

- 14 roadway improvements (detailed below) will increase capacity and vehicle throughput and address safety deficiencies by strategically eliminating existing bottlenecks, the key element limiting vehicular throughput along the corridor, coupled with the impact of crashes and other incidents. The strategy takes a “right-sized”, practical design approach focused on minimizing impacts to maximize the improvements that can be provided throughout the corridor.
- Innovative technologies and techniques, comprised of adaptive ramp metering, active traffic management (ATM), and virtual weigh stations, that will work as a system to reduce congestion by improving traffic flow and safety. These three technologies and techniques constitute an automated smart traffic flow management system that combines real-time communication to drivers, traffic monitoring with cameras and sensors, and intelligent signal systems.

Implementing this approach will provide I-270 motorists with significant congestion relief and maximize the available budget. The approach addresses recurring congestion by reducing the severity and duration of peak periods, as well as non-recurring congestion by improving safety and providing demand management tools that can help to reduce incident impacts on travel times. As a result, travel time reliability will be improved throughout the corridor.

See attachment for further project details.

CLRP PROJECT DESCRIPTION FORM

- 11. Projected Completion Year: **2019**
- 12. Project Manager:
- 13. Project Manager E-Mail:
- 14. Project Information URL:
- 15. Total Miles:
- 16. Schematic (file upload): **See attachment**
- 17. State/Local Project Standing (file upload):
- 18. Jurisdictions: **Montgomery County, Frederick County, City of Rockville**
- 19. Baseline Cost (in Thousands): **\$105,000** cost estimate as of **12/1/2016**
- 20. Amended Cost (in Thousands): cost estimate as of
- 21. Funding Sources: Federal; State; Local; Private; Bonds; Other

Regional Policy Framework: Questions 22-27 address the goals identified in the Regional Transportation Priorities Plan. Question 28 should be used to provide additional context of how this project supports these goals or other regional needs identified in the Call for Projects.

22. Provide a Comprehensive Range of Transportation Options

Please identify all travel mode options that this project provides, enhances, supports, or promotes.

- | | | | |
|---------------------------------------------------|----------------------------------------------------------|-----------------------------------------------|-----------------------------------------------|
| <input checked="" type="checkbox"/> Single Driver | <input checked="" type="checkbox"/> Carpool/HOV | | |
| <input type="checkbox"/> Metrorail | <input type="checkbox"/> Commuter Rail | <input type="checkbox"/> Streetcar/Light Rail | |
| <input type="checkbox"/> BRT | <input checked="" type="checkbox"/> Express/Commuter bus | <input checked="" type="checkbox"/> Metrobus | <input checked="" type="checkbox"/> Local Bus |
| <input type="checkbox"/> Bicycling | <input type="checkbox"/> Walking | <input type="checkbox"/> Other | |

Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?)

23. Promote Regional Activity Centers

- Does this project begin or end in an Activity Center?
- Does this project connect two or more Activity Centers?
- Does this project promote non-auto travel within one or more Activity Centers?

24. Ensure System Maintenance, Preservation, and Safety

- Does this project contribute to enhanced system maintenance, preservation, or safety?

25. Maximize Operational Effectiveness and Safety

- Project is primarily designed to reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)?
- Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists?

26. Protect and Enhance the Natural Environment

- Is this project expected to contribute to reductions in emissions of criteria pollutants?
- Is this project expected to contribute to reductions in emissions of greenhouse gases?

27. Support Interregional and International Travel and Commerce

Please identify all freight carrier modes that this project enhances, supports, or promotes.

- Long-Haul Truck Local Delivery Rail Air

Please identify all passenger carrier modes that this project enhances, supports, or promotes.

- Air Amtrak intercity passenger rail Intercity bus

28. Additional Policy Framework Response

Please provide additional written information that describes how this project further supports or advances these and other regional goals or needs.

CLRP PROJECT DESCRIPTION FORM

MAP-21 PLANNING FACTORS

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

ENVIRONMENTAL MITIGATION

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

CONGESTION MANAGEMENT INFORMATION

31. Congested Conditions
- a. Do traffic congestion conditions necessitate the proposed project or program? Yes; No
 - b. If so, is the congestion recurring or non-recurring? Recurring; Non-recurring
 - c. If the congestion is on another facility, please identify it:
32. Capacity
- a. Is this a capacity-increasing project on a limited access highway or other principal arterial? Yes; No
 - b. If the answer to Question 32.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):
 - None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required
 - The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)
 - The number of lane-miles added to the highway system by the project totals less than one lane-mile
 - The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
 - The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles
 - The project consists of preliminary studies or engineering only, and is not funded for construction
 - The construction costs for the project are less than \$10 million.
 - c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.

CLRP PROJECT DESCRIPTION FORM

RECORD MANAGEMENT

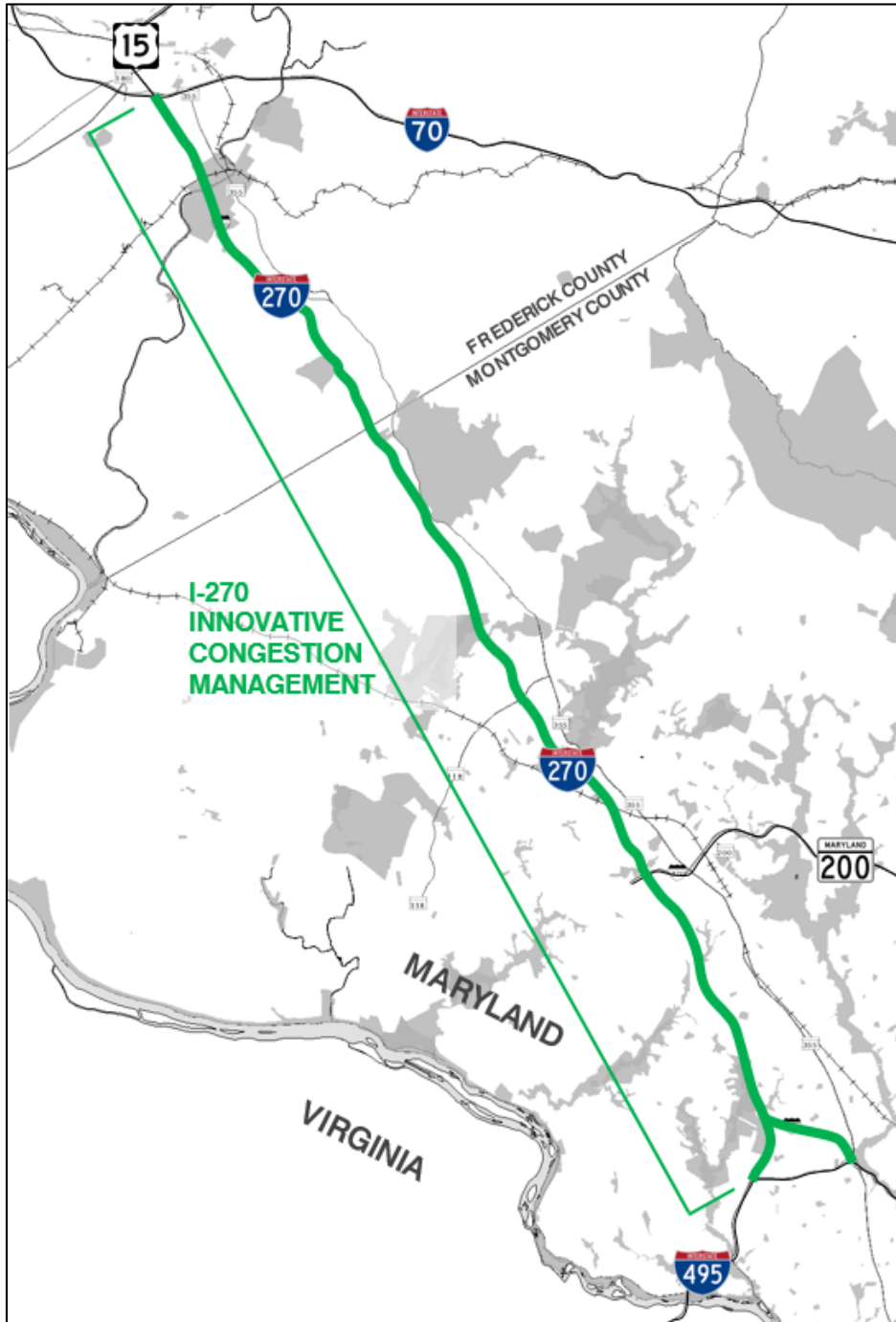
- 33. Completed Year:
- 34. Project is being withdrawn from the CLRP
- 35. Withdrawn Date:
- 36. Record Creator: **Matt Baker**
- 37. Created On: **4/11/2017**
- 38. Last Updated by: **Matt Baker**
- 39. Last Updated On: **4/12/2017**
- 40. Comments:

Maryland Department of Transportation

State Highway Administration

I-270 Innovative Congestion Management

The I-270 Innovative Congestion Management Project proposes a two-pronged approach of roadway improvements and innovative technologies and techniques to maximize vehicular throughput, minimize vehicle travel times, and create a more predictable commuter trip along I-270 between I-70 and I-495. While the components address both recurring and nonrecurring congestion, the roadway improvements focus on relieving today's recurring congestion, and the innovative technologies and techniques focus on managing today's recurring and non-recurring congestion and extending the lifespan of the roadway improvements into the future.



- 14 roadway improvements (detailed below) will increase capacity and vehicle throughput and address safety deficiencies by strategically eliminating existing bottlenecks, the key element limiting vehicular throughput along the corridor, coupled with the impact of crashes and other incidents. The strategy takes a “right-sized”, practical design approach focused on minimizing impacts to maximize the improvements that can be provided throughout the corridor.
- Innovative technologies and techniques, comprised of adaptive ramp metering, active traffic management (ATM), and virtual weigh stations, that will work as a system to reduce congestion by improving traffic flow and safety. These three technologies and techniques constitute an automated smart traffic flow management system that combines real-time communication to drivers, traffic monitoring with cameras and sensors, and intelligent signal systems.

Implementing this approach will provide I-270 motorists with significant congestion relief and maximize the available budget. The approach addresses recurring congestion by reducing the severity and duration of peak periods, as well as non-recurring congestion by improving safety and providing demand management tools that can help to reduce incident impacts on travel times. As a result, travel time reliability will be improved throughout the corridor.

The following table provides descriptions of the proposed program of roadway improvements:

Improvement	Description
Southbound (SB) 1	<p>Extend acceleration and deceleration lanes at MD 80: This improvement consists of two distinct components: extending the length of the deceleration lane for the exit to MD 80 and extending the length of the acceleration lane for the entrance from MD 80. The existing merge location at the MD 80 entrance ramps is an identified bottleneck during the AM peak period. Under this concept, a longer distance for entering traffic to merge is provided. The deceleration lane from southbound I-270 to MD 80 is identified as a frequent crash area. By extending the length of the deceleration lane, vehicles are provided a longer, safer distance to reduce their speeds.</p>
SB 2	<p>Extend acceleration lane at MD 109: This improvement involves extending the length of the acceleration lane for the entrance from MD 109 to southbound I-270. The existing acceleration length does not meet AASHTO design guidelines and the reduced speed of entering traffic from MD 109 at the merge with high speed traffic on I-270 contributes to congestion during the AM peak period. This concept provides a longer distance for entering traffic to accelerate and merge.</p>
SB 5A	<p>Reconfigure exit lanes to I-370: This improvement involves restriping southbound I-270 approaching the exit to I-370 so the outside lane becomes the right lane on the two-lane exit ramp to I-370. The interior lane next to the right lane on I-270 will become a choice lane for vehicles to exit on the ramp to I-370 or continue south on I-270. In the existing configuration where no choice lane is provided, vehicles in the right lane reduce speed approaching the exit ramp and contribute to congestion on this section of I-270. This concept eliminates the need to develop a deceleration lane for the exit to I-370 and vehicles will not need to slow down on I-270 approaching the exit.</p>
SB 6	<p>Create auxiliary lane in local lanes south of Shady Grove Road: This improvement involves creating a third local lane by providing an auxiliary lane between the slip ramps south of Shady Grove Road. The entrance slip ramp from the express lanes will be connected to the first exit slip ramp to the express lanes. AM peak period traffic volumes in the local lanes approach capacity of the existing two lane section, resulting in recurring congestion. Under this concept the auxiliary lane will provide additional capacity at this bottleneck.</p>

Improvement	Description
SB 7	<p>Create auxiliary lane in local lanes between MD 28 and MD 189: This improvement involves creating an auxiliary (third) lane in the local lanes by connecting the entrance from MD 28 to the exit to MD 189. AM peak period traffic volumes in the local lanes approach capacity of the existing two lane section, resulting in recurring congestion. Under this concept, the auxiliary lane will provide additional capacity between the two interchanges.</p>
SB 10	<p>Maintain three lanes from I-270 and drop right lane on I-495 at I-270/I-495 merge: This improvement involves restriping the I-495 outer loop at the merge with the southbound I-270 west spur. Instead of dropping the inside (left) lane from the I-270 spur, the three lanes from I-270 would continue on I-495 and the right lane on I-495 would drop to maintain five lanes. During the AM peak period, recurring congestion at the I-270/I-495 merge results in queues that spill back onto the I-270 west spur. This improvement maintains capacity in three continuous lanes on the I-270 spur, the heavier traffic movement, and provides an expected merge on the right side of the highway with minimal impacts to I-495 outer loop operations approaching the merge.</p>
SB 12	<p>Create additional travel lane between Montrose Road and Democracy Boulevard: This improvement consists of restriping southbound I-270 to provide an additional travel lane within the existing typical section from the slip ramp entrance to the express lanes north of Montrose Road to the interchange at Democracy Boulevard on the west spur, a distance of approximately 3.1 miles. The large volume of weaving movements on the section of southbound I-270 between the express/local lane merge and the Y-split interchange results in substantial friction and reduced speeds during the AM peak period. In addition, the I-270 West Spur operates over capacity during the AM peak. Under this improvement, the added travel lane provides additional capacity on southbound I-270 and the I-270 West Spur. This concept uses performance-based practical design principles to continue to provide a right shoulder throughout the concept area.</p>
Northbound (NB) 1	<p>Create additional travel lane between Democracy Boulevard and Montrose Road: This improvement involves restriping northbound I-270 to provide an additional travel lane within the existing typical section between the entrance from Democracy Boulevard on the I-270 West Spur to the slip ramp exit to the local lanes just north of Montrose Road, a distance of approximately 2.7 miles. Traffic volumes on this section of northbound I-270 approach capacity of the existing lanes during the PM peak period. Under this improvement, the added travel lane provides additional capacity on the west spur and on the express lanes on northbound I-270.</p>
NB 2	<p>Create auxiliary lane in local lanes between MD 189 and MD 28: This improvement involves creating an auxiliary (third) lane in the local lanes by connecting the entrance from MD 189 to the exit to MD 28. This concept also involves restriping the northbound express lanes within the existing typical section to create an auxiliary lane by connecting the entrance slip ramp from the local lanes south of MD 28 with the exit slip ramp to the local lanes north of MD 28. Traffic volumes approach capacity of the existing two local lanes between MD 189 and MD 28 during the PM peak period. Under this improvement, the auxiliary lane provides additional capacity between the two interchanges. On northbound I-270 within the MD 28 interchange, traffic volumes exceed capacity of the existing three general purpose express lanes during the PM peak period. This improvement provides additional capacity in this section.</p>

Improvement	Description
NB 3	<p>Close loop ramp from NB Shady Grove Road to NB I-270; close slip ramp to express lanes north of Shady Grove Road:</p> <p>This improvement involves closing the existing loop ramp from northbound Shady Grove Road to northbound I-270. Northbound Shady Grove Road will be reconfigured to provide dual left turn lanes in the median north of the existing bridge over I-270, and a new left turn spur will be constructed at the existing intersection to connect with the existing entrance ramp from southbound Shady Grove Road. The existing configuration of ramp and slip ramp entrances within the Shady Grove Road interchange contributes to considerable friction and recurring traffic congestion during the PM peak period. This improvement eliminates the friction by removing a merge point on northbound I-270. This improvement also involves closing the slip ramp exit from the local lanes on northbound I-270 to the express lanes south of the I-370 interchange. The left (third) local lane that drops at the slip ramp in the existing configuration will be extended to connect with the exit to I-370. PM peak volumes approach capacity of the existing two local lanes between the exit slip ramp and I-370 and there is a short weaving movement between the Shady Grove Road entrance ramp and the exit to the express lanes. These improvements will eliminate the weave and provide additional capacity.</p>
NB 4	<p>Create auxiliary lane between MD 124 and Watkins Mill Road and between Watkins Mill Road and WB Middlebrook Road:</p> <p>This improvement consists of two improvements: an auxiliary lane will be provided in the northbound local lanes by connecting the entrance from MD 124 to the exit at the new Watkins Mill Road interchange and an auxiliary lane will be provided along northbound I-270 by connecting the entrance from Watkins Mill Road with the exit to westbound Middlebrook Road (loop ramp). Traffic volumes on northbound I-270 between MD 124 and Middlebrook Road exceed capacity of the existing three general purpose lanes during the PM peak period. Under this improvement, the added travel lane will provide additional capacity in the general purpose lanes.</p>
NB 5	<p>Extend third lane to Comus Road overpass:</p> <p>This improvement extends the right (third) lane drop from its current location north of MD 121 to Comus Road, a distance of approximately 0.8 miles. The additional lane will be provided by widening into the median. The lane drop north of MD 121 is a major source of congestion during the PM peak period. Extending the point of the lane drop, including further separating it from the end of the HOV lane will provide more distance for vehicles to merge into the two lane section.</p>
NB 7	<p>Extend deceleration lane at MD 118:</p> <p>This improvement involves extending the length of the deceleration lane for the exit to eastbound MD 118. The existing deceleration length is substandard and the exit is identified as a frequent crash area. Extending the deceleration lane will provide additional length for vehicles to slow down off of the through lanes.</p>

The proposed program of technology/ATM improvements are as follows:

Active Traffic Management (ATM) strategies involve the use of technologies to dynamically manage recurring and non-recurring congestion based on prevailing and predicted traffic conditions. The specific ATM strategies proposed for I-270 include:

- **Dynamic speed limits (DSL)**, also known as variable speed limits, to adjust speed limit displays based on real-time traffic, roadway, and/or weather conditions. DSL can be speed advisories or regulatory limits, and they will be applied to an entire roadway segment. This “smoothing” process helps minimize the differences between the lowest and highest vehicle speeds.
- **Queue warning (QW)** to provide real-time displays of warning messages (on DMS) along I-270 to alert motorists that queues or significant slowdowns are ahead. QW is also used to provide additional information to motorists as to why the speed limit is being reduced.

Adaptive Ramp Metering will automatically set the optimum vehicle rate of release at each ramp based on a variety of parameters including mainline traffic flow conditions in the vicinity of the ramp, mainline traffic flow conditions along other segments along I-270 both upstream and downstream of the ramp, queue length at the ramp, and queue lengths at other metered ramps located within the corridor. Time-of-day/day-of week scheduling can be implemented as necessary.

Ramp metering in other states has been shown to reduce mainline congestion and overall delay, while increasing mobility through the freeway network and traffic throughput. Travel times, even when considering time in queue on the ramp, have generally been reduced when ramp metering is implemented. Many regions have experienced increased travel time reliability (reduced variations in day to day travel times) due to ramp metering.

Ramp meters help break up platoons of vehicles that are entering the freeway and competing for the same limited gaps in traffic. By allowing for smooth merging maneuvers, collisions on the freeway can be avoided. Many regions have reported significant reductions in crash rates after implementing ramp metering.

Ramp metering is adaptive to provide effective ramp queue management. This adaptive metering can prevent queues from spilling onto the adjacent arterial and clogging up the local street network with stopped vehicles that are waiting to enter the freeway.

Ramp meters smooth the flow of traffic entering the freeway so vehicles can merge with mainline traffic with minimal disruption to traffic flow. Eliminating prolonged periods of stop and go conditions due to congestion can reduce vehicle emissions and fuel consumption on the freeway. Though difficult to measure, many regions have attributed reductions in carbon emissions and fuel consumption to ramp metering implementation.

Virtual Weigh Stations (VWS) are used to pre-screen trucks at highway speeds for weight and height violations. Scaling equipment embedded in the pavement of the travel lanes and adjacent height sensors measure the weight and height of a vehicle and an infrared camera photographs the vehicle and the license plate. Within seconds, a report is transmitted wirelessly to the computer of an enforcement officer located downstream of the VWS so the officer can determine if the vehicle is violating any regulations. If the vehicle is in violation, the officer can choose to pull over the vehicle for inspection and/or static weighing.

Transit

The proposed improvements will not only benefit the vehicles utilizing I-270, but transit routes, such as WMATA's Metrobus I-270 Express Line. Transit routes utilizing I-270 will see reduced travel time and increased travel time reliability which will provide better service to riders along with the potential ability to increase the number of service trips without the need for additional buses.

Schedule

Improvements with no environmental, right-of-way or utility impacts are generally scheduled for design completion within 6 to 12 months from Notice to Proceed (NTP). Improvements requiring more rigorous regulatory agency review, or with utility impacts, are scheduled for design completion within 12 to 18 months from NTP. Construction is expected to begin as early as winter of 2017-2018, and be completed by the end of 2019.

Federal Environmental Review (NEPA) Process

The program of improvements will likely be implemented as a series of distinct and separate projects. This approach affords the opportunity to streamline the process ensuring swift approvals. The design-builder will support MDOT by recommending an appropriate purpose and need addressing logical termini and critical elements such as noise analysis and Section 4(f)/park land coordination. The MDOT will ensure that all stakeholders are involved throughout the process. Also, coordination will occur with the environmental regulatory agencies. Any impacts that are unavoidable in the design process will be mitigated as required by environmental regulatory agencies.

Transportation Management Plan

Consistent with MDOT's commitment to keeping traffic flowing during construction in a safe and efficient manner, a Transportation Management Plan (TMP) will be developed with stakeholder input, including input from local jurisdictions, emergency responders, transit service providers, etc.

Coordination with Other Projects

The program of improvements is fully compatible with the Watkins Mill Interchange, located about 2,000 feet north of the I-270/MD 124 interchange. No modifications to I-270/Watkins Mill Interchange configuration are proposed; however, ramp meters will be evaluated to be added to the project. Along northbound I-270, an auxiliary lane between MD 124 and Middlebrook Road will be constructed. Some of this pavement will overlap pavement to be constructed as part of the Watkins Mill Interchange. It will be necessary to coordinate construction schedules between the two projects to determine the most effective manner to complete construction.

Public Involvement

A comprehensive Public Involvement Plan (PIP) will be provided. The plan will include regular progress updates, public meetings, displays to communicate proposed improvements, a website, etc. The project includes Maryland's first application of adaptive ramp metering as part of an active traffic management system; therefore, public education will be an important component of the PIP to familiarize the public with the technology and how to safely and efficiently navigate the new system in accordance with traffic laws.



Maryland Department of Transportation
The Secretary's Office

Larry Hogan
Governor

Boyd K. Rutherford
Lt. Governor

Pete K. Rahn
Secretary

April 25, 2017

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

Dear Chairman Newton:

The Maryland Department of Transportation (MDOT) requested an amendment to the National Capital Region Transportation Planning Board's (TPB) 2016 Constrained Long Range Plan (CLRP) on April 12, 2017. This change required an air quality conformity analysis to include construction of the I-270 Innovative Congestion Management Project. One of the project elements was left out of the official project amendment submission, and we are requesting that this element be added to the project inputs for the air quality conformity analysis and added to the information out for public comment.

The proposed amendment to add the 1-270 Innovative Congestion Management Project as a new CLRP project (CLRP #3564) is missing the following project element:

- Southbound 8 (SB 8): Reconfigure local lanes between MD 189 and Montrose Road. This improvement involves developing a third lane in the local lanes by connecting the entrance ramp from MD 189 with the exit ramp to Montrose Road. The existing inside (left) local lane becomes a dedicated exit at the slip ramp to the express lanes north of Montrose Road and two lanes continue to the exit to Montrose Road. AM peak period traffic volumes in the local lanes exceed capacity of the existing two lane section, resulting in reduced speeds and queuing. Under this concept, the third lane provides additional capacity between the two interchanges.

We appreciate your cooperation in this matter. Should you have additional questions or concerns, please contact Ms. Kari Snyder, MDOT Office of Planning and Capital Programming (OPCP) Regional Planner at 410-865-1305, toll free 888-713-1414, or via e-mail at ksnyder3@mdot.state.md.us. Ms. Snyder will be happy to assist you.

Sincerely,

Tyson Byrne
Regional Planning Manager
Office of Planning and Capital Programming

cc: Ms. Kari Snyder, Regional Planner, OPCS, MDOT

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

ITEM 9 – Action
May 17, 2017
Long-Range Plan Task Force Resolution
Clarification and Status Report

Staff

Recommendation: Adopt Resolution R16-2017, as amended, to provide clarification on the Task Force’s activities.

Issues: None

Background: In March, the board formally established the Long-Range Plan Task Force and charged it to accomplish several activities. On April 19, the Task Force Chair proposed a clarification to the resolution. The board will be updated on the proposed resolution and on the Task Force’s activities to date.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

3. Charges the Task Force and staff to consider lessons learned from the various alternative scenario exercises conducted by TPB and WMATA staff such as “What Would it Take,” “Aspirations,” and “Connect Greater Washington.”
4. Charges the Task Force and staff to develop measurable goals and performance metrics considering the best practices in long range transportation plans - including in the areas of performance measures, project evaluation and selection, and scenario analysis - that have been developed by other MPOs to achieve projects, policies, and programs as described in #6 below.
5. Charges the Task Force and staff with acquiring and utilizing any state of the art and more fully integrated regional land use and transportation model necessary to ensure the ability to test alternative program, policy, land use, and project combinations, including an analysis of prospective changes to land use and traveler behavior because of such alternatives.
6. Charges the Task Force and staff, by June 2017, with identifying for TPB’s acceptance approval in July 2017 for further analyses approximately 6-10 projects, policies, or programs to determine if they ~~that~~ make significantly better progress towards achieving the goals laid out in TPB and COG’s governing documents, and to also develop a process by which the TPB will later endorse ~~make~~ a final selection from among these for future concerted TPB action ~~in 2018 and beyond~~, with the goal of constructing a Long Range Transportation Plan and ultimately including them in future CLRP updates.
7. Charges the Task Force and staff to explore possible sources of funding and financing strategies for advancing these regionally significant projects, policies or programs.
8. Charges the Task Force and staff with completing all these tasks by December 31, 2017, to inform the upcoming comprehensive update to the CLRP, as well as future updates.

ITEM 10 –Action

May 17, 2017

**Performance Based Planning and Programming
Regional Targets for Transit Asset Management**

Staff

Recommendation: Adopt Resolution R24-2017 to approve the table which sets the targets.

Issues: None

Background: The board will be asked to adopt a set of regional targets for transit asset management, as required under the federal performance-based planning and programming (PBPP) rulemaking for providers of public transportation and metropolitan planning organizations. A draft set of asset management targets for the providers of public transportation in the region was presented in April.

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

RESOLUTION TO ADOPT TARGETS FOR THE REGION'S TRANSIT ASSETS

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 FAST Act continued the implementation of performance based planning and programming to achieve desired performance outcomes for the multimodal transportation system, including the setting of targets for future performance by States, providers of public transportation, and metropolitan planning organizations (MPOs); and

WHEREAS, the Federal Transit Administration (FTA) issued a final rule on transit asset management to establish a system to monitor and manage public transportation assets to improve safety and increase reliability and performance, under which providers of public transportation receiving federal funds were required to set their initial asset management targets by January 1, 2017; and

WHEREAS, the Federal Highway Administration (FHWA) and the FTA issued a joint final rule on planning (Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning), under which MPOs shall establish performance targets within 180 days of a State or transit provider setting targets; and

WHEREAS, the transit agencies or jurisdictions operating public transportation in the National Capital Region have developed information and targets toward compliance with the law and regulation and have communicated their current targets for transit asset management to the TPB; and

WHEREAS, the transit agencies or jurisdictions operating public transportation coordinated with TPB staff on a method for development of regional targets, and given the diversity of agency sizes, asset usage levels, and other factors among the necessary agencies concurred with the adoption of a matrix of local targets for this initial set of regional transit asset management targets;

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board adopts the following set of targets for the region's transit assets, as described in the attached materials.

**REGIONAL TARGETS FOR TRANSIT ASSET MANAGEMENT – 2017
NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD**

Reporting Entity	Rolling Stock	Service Vehicles	Rail Infrastructure	Station/ Facility Condition
WMATA	1% Rail, 3% Bus	15% ^{c,d}	5%	32%
DDOT	0% Rail, 40% Bus	20% ^c	5%	20%
Ffx. Co.	10%	14% ^e	n/a	0%
Mont. Co.	8% ^a	50% ^{c,d}	n/a	50% ^f
Pr. Geo. Co.	0%	18% ^d	n/a	0%
PRTC	46% ^b	50% ^c	n/a	0%
VRE	0% Rail	50% ^e	n/a	0%
MTA	24% ^a	31% ^d	n/a	25% ^f
DRPT	20%	Not reported	n/a	20%

a: heavy-duty buses; b: 45-foot buses; c: autos; d: trucks; e: service vehicles; f: maintenance/administrative facilities

REGIONAL TARGETS FOR TRANSIT ASSET MANAGEMENT

Performance-Based Planning and Programming

2017 Report



National Capital Region
Transportation Planning Board

Regional Targets for Transit Asset Management – 2017 Report

May 11, 2017

ABOUT THE TPB

The National Capital Region Transportation Planning Board (TPB) is the federally designated metropolitan planning organization (MPO) for metropolitan Washington. It is responsible for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process in the metropolitan area. Members of the TPB include representatives of the transportation agencies of the states of Maryland and Virginia and the District of Columbia, 23 local governments, the Washington Metropolitan Area Transit Authority, the Maryland and Virginia General Assemblies, and nonvoting members from the Metropolitan Washington Airports Authority and federal agencies. The TPB is staffed by the Department of Transportation Planning at the Metropolitan Washington Council of Governments (COG).

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Jurisdictional and transit agency staff from across the region.

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Overview of Performance-Based Planning and Programming Requirements

Under the Moving Ahead for Progress in the 21st Century Act (MAP-21) and reinforced in the Fixing America's Surface Transportation (FAST) Act, federal surface transportation regulations require the implementation of performance management requirements through which states and metropolitan planning organizations (MPOs) will “transition to a performance-driven, outcome-based program that provides for a greater level of transparency and accountability, improved project decision-making, and more efficient investment of federal transportation funds.”

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have been gradually issuing a set of rulemakings, initially proposed and subsequently final, for the implementation of this performance-based planning and programming (PBPP) process. Each rulemaking lays out the goals of performance for a particular area of transportation, establishes the measures for evaluating performance, specifies the data to be used to calculate the measures, and then sets requirements for the setting of targets.

Under the PBPP process, states, MPOs, and providers of public transportation must link investment priorities to the achievement of performance targets in the following areas.

1. Highway Safety
2. Highway Assets: Pavement and Bridge Condition
3. System Performance (Interstate and National Highway System, Freight Movement on the Interstate System, and the Congestion Mitigation and Air Quality Improvement Program)
4. Transit Safety and Transit Asset Management

The final Statewide and Metropolitan Planning Rule, published May 27, 2016, provides direction and guidance on requirements for implementation of PBPP, including specified measures and data sources, forecasting performance, target-setting, documentation in the statewide and metropolitan long-range transportation plans and Transportation Improvement Programs (TIPs), and reporting requirements. The initial part of the PBPP process will require coordination and agreement on specific responsibilities for each agency in accordance with the planning rule.

Table 1 displays the PBPP goal areas and the corresponding prospective parties in the region which will need to agree on and formally document respective PBPP responsibilities for performance target selection and project programming.

Table 1 – PBPP Goal Areas and Prospective Responsible Parties

	DDOT, MDOT, VDOT	NPS, MdTA, MWA	Arlington, Alexandria, Charles, Fairfax, Frederick, Loudoun, Montgomery, Prince George's, Prince William	DRPT, MTA, NVTC, PRTC, VRE, WMATA	TPB
Highway Safety	√				√
Highway Pavement and Bridge Condition	√	√	√		√
System Performance (NHS Congestion, Freight, and CMAQ)	√				√
Transit Safety			√	√	√
Transit Asset Management			√	√	√

States will typically measure performance and set targets on a statewide basis, and providers of public transportation will measure performance and set targets for their transit system. Depending upon the area of performance, targets may be set annually, biennially, or every four years. States and providers of public transportation must also develop supporting strategic plans for monitoring and improving performance in order to achieve their selected targets. In addition to quantitative targets, periodic narrative reports on performance will also be required. Target-setting is intended to be based on an agency's strategic plan and science-based methodology for forecasting performance based on measured trends and the funding available and programmed for projects that will affect performance.

The MPO is responsible for agglomerating this information to calculate measures and set targets for the metropolitan planning area as appropriate. MPOs have up to 180 days to adopt targets following the targets being set by state DOTs or providers of public transportation. MPOs must coordinate with the state DOTs and providers of public transportation in setting the metropolitan area targets, which should be based on the strategic plans and funded projects of the cognizant agencies. Accordingly, through 2018, the TPB will be taking action on setting performance targets for a variety of prescribed performance measures for the metropolitan planning area.

Introduction to the Transit Asset Management Performance and Target Reporting

This report presents the transit asset management (TAM) targets being adopted by the National Capital Region Transportation Planning Board (TPB) for 2017. The setting of TAM targets is one of the requirements of the PBPP rulemaking.

The final Transit Asset Management rule was published in the Federal Register on July 26, 2016, and became effective October 1, 2016.¹ Transit asset management (TAM) is “a strategic and systematic process of operating, maintaining, and improving public transportation capital assets effectively through the life cycle of such assets.”

Under the final TAM rule, transit providers must collect and report data for four performance measures, covering rolling stock, equipment, infrastructure, and facility condition. For these measures, transit providers have to annually set targets for the fiscal year, develop a four-year TAM plan for managing capital assets, and use a decision support tool and analytical process to develop a prioritized list of investments.

Each provider of public transportation is required to adopt targets for the performance of their transit assets, initially by January 1, 2017. Subsequently, MPOs have 180 days to adopt transit asset targets for their metropolitan planning area. Accordingly, the TPB adopted transit asset targets for the region in May 2017.

Scope

The final TAM rule applies to all recipients and subrecipients of federal transit funds (e.g., Section 53XX funds) that own, operate, or manage capital assets used in the provision of public transportation and requires accounting for all assets used in the provision of public transportation service, regardless of funding source, and whether used by the recipient or subrecipient directly, or leased by a third party.

The following annual schedule for TAM requirements² was published in the final rulemaking:

- **By January 1:** Providers of public transportation must establish performance targets for the year.
- **By January 30:** Providers of public transportation must report data and targets in the National Transit Database.
 - Optional reporting for this year, e.g., FY 2018 targets by January 30, 2017.
 - Mandatory reporting for future years, e.g., FY 2019 targets by January 30, 2018.
- **By June 30:** The TPB shall adopt transit asset targets for the metropolitan region within 180 days (i.e., by June 30, 2017).
- **By October 2018:** Providers of public transportation must develop four-year TAM Plans by October 2018. Subsequently, plans must be updated every four years.

¹ <https://www.gpo.gov/fdsys/pkg/FR-2016-07-26/pdf/2016-16883.pdf>

² Subsequent guidance has been promulgated by the FTA modifying the deadlines to account for different fiscal years.

The federal TAM rulemaking defines two tiers of providers of public transportation. Tier 1 providers are those that operate rail service or more than 100 vehicles in regular service. Tier 2 providers are those operating less than 100 vehicles in regular service. Tier 1 providers must set transit asset targets for their agency, as well as fulfilling other additional reporting and asset management requirements. Tier 2 providers can set their own targets, or participate in a group plan with other Tier 2 providers whereby targets are set for the group as a whole. Note that a parent organization can operate several services, such as bus service and paratransit service, that combined exceed 100 vehicles.

The region has seven Tier 1 providers of public transportation as defined in the federal rulemaking:

1. WMATA: Metrorail, Metrobus, MetroAccess
2. District of Columbia: Streetcar, Circulator
3. Fairfax County: Connector, Community and Neighborhood Services
4. Montgomery County: Ride On
5. Prince George's County: TheBus, Call-A-Bus
6. Potomac and Rappahannock Transportation Commission (PRTC): OmniRide, OmniLink
7. Virginia Railway Express (VRE)

The region has twelve Tier 2 providers as defined in the federal rulemaking, including several small paratransit providers and non-profit providers:

Northern Virginia

1. Alexandria: DASH, DOT
2. Arlington: ART
3. Fairfax City: CUE
4. Loudoun County Transit
5. Virginia Regional Transit (VRT)
6. The Arc of Greater Prince William
7. Every Citizen Has Opportunities, Inc. (ECHO)
8. Endependence Center of Northern VA
9. Weinstein Jewish Community Center
10. Prince William Area Agency on Aging

Suburban Maryland

11. Charles County: VanGo
12. Frederick County: TransIT

All of the Tier 2 providers in the region have chosen to participate in a group plan with their respective state agency: the Maryland Transit Administration (MTA) or the Virginia Department of Rail and Public Transportation (DRPT). Accordingly, there are nine reporting entities in the TPB's metropolitan planning area.

Providers of public transportation operating within the region but based outside of the TPB's metropolitan planning area, such as MTA Commuter Bus and MARC commuter rail, do not need to be included.

Performance Measures

There are four transit asset performance measures, two of which are age-based and two of which are condition-based:

1. Rolling stock (Age)
2. Equipment: (non-revenue) service vehicles (Age)
3. Infrastructure: rail fixed-guideway track, signals, and systems (Condition)
4. Stations/Facilities (Condition)

Within each of the performance measures, assets are further divided into asset classes. For example, distinct asset classes for buses can be 30-foot, 35-foot, 40-foot, articulated, etc. Each asset class is measured separately for performance and for target-setting. In addition, for the age-based performance measures, providers may set their own standard – the useful life benchmark (ULB) – for each asset class. So, two agencies may have different standards for their 40-foot buses as well as different targets for the anticipated percentage of buses that will exceed those standards, to reflect different degrees of usage and operating conditions, variations in maintenance efforts, etc. This limits the feasibility of comparison among agencies and of the integration of data to measure regional performance or set regional targets.

Figure 1 – TAM Performance Measures

	Performance Measure	Asset Classes
Rolling stock (Age)	Percentage of revenue vehicles within a particular asset class that have met or exceeded useful life benchmark (ULB).	40 foot bus, 60 foot bus, vans, automobiles, locomotives, rail vehicles
Equipment - (non-revenue) service vehicles (Age)	Percentage of vehicles that have met or exceeded their ULB.	Cranes, prime movers, vehicle lifts, tow trucks
Infrastructure-rail fixed-guideway track, signals, and systems (Condition)	The percentage of track segments, signal, and systems with performance restrictions.	Signal or relay house, interlockings, catenary, mechanical, electrical and IT systems
Stations/ Facilities (Condition)	The percentage of facilities, within an asset class, rated below 3 on the TERM scale.	Stations, depots, administration, parking garages, terminals

Data Sources

Providers of public transportation measure their performance in accordance with the definitions and requirements of federal rulemaking, including the TAM final rule and the final rule on National Transit Database (NTD) Asset Inventory Reporting. The FTA has also published a Guideway

Performance Assessment Guidebook and a Facility Performance Assessment Guidebook to provide guidance to providers of public transportation on how to collect data and measure performance for these assets.

Regional Performance

In most cases for the 2017 target-setting process, providers set targets that are approximately equivalent to their current performance. In future years, TPB staff will work with the providers of public transportation to collate performance data across the region.

Regional Targets

The nine reporting entities for provision of public transportation have provided their targets to the TPB. The draft targets for the metropolitan planning region are presented in tabular form to account for the differences in targets and standards among the providers of public transportation. Targets are the threshold for the maximum percentage of assets at or exceeding acceptable standards.

Figure 2 – 2017 Regional TAM Targets

Reporting Entity	Rolling Stock	Service Vehicles	Rail Infrastructure	Station/Facility Condition
WMATA	1% Rail, 3% Bus	15% ^{c,d}	5%	32%
DDOT	0% Rail, 40% Bus	20% ^c	5%	20%
Ffx. Co.	10%	14% ^e	n/a	0%
Mont. Co.	8% ^a	50% ^{c,d}	n/a	50% ^f
Pr. Geo. Co.	0%	18% ^d	n/a	0%
PRTC	46% ^b	50% ^c	n/a	0%
VRE	0% Rail	50% ^e	n/a	0%
MTA	24% ^a	31% ^d	n/a	25% ^f
DRPT	20%	Not reported	n/a	20%

a: heavy-duty buses; b: 45-foot buses; c: autos; d: trucks; e: service vehicles; f: maintenance/administrative facilities

Appendix

PROVIDERS OF PUBLIC TRANSPORTATION – INDIVIDUAL TARGETS

The following letters, presentation slides, and other data were provided by the individual reporting entities, and are posted on the COG website at the following URL address.

<https://www.mwcog.org/transportation/planning-areas/performance-based-planning-and-programming/transit-asset-management/>

District Department of Transportation (DDOT)

- Table

Fairfax County

- Presentation

Maryland Transit Administration (MTA)

- Presentation to the TPB Technical Committee, January 6, 2017

Montgomery County

- Table

Prince George's County

- Table

Virginia Department of Rail and Public Transportation (DRPT)

- Presentation to the TPB Technical Committee, February 3, 2017

Potomac and Rappahannock Transportation Commission (PRTC)

- Letter from Interim Executive Director Eric Marx, dated March 9, 2017

Virginia Railway Express (VRE)

- Letter from Deputy CEO and COO Rich Dalton, dated March 24, 2017

Washington Metropolitan Area Transit Authority (WMATA)

- Letter from General Manager and CEO Paul Wiedefeld, dated February 3, 2017
- Presentation to the TPB Technical Committee, March 3, 2017

ITEM 11 –Action

May 17, 2017

Approval of Technical Assistance Recipients
Under the FY 2018 Transportation Land-Use Connections
(TLC) Program

Staff

Recommendation: Approve TLC technical assistance recipients under the FY 2018 TLC Program.

Issues: None

Background: The TPB initiated the Transportation Land-Use Connections (TLC) Program in 2006 to provide support to local jurisdictions as they deal with the challenges of integrating land-use and transportation planning at the community level. To date over 100 technical assistance projects have been funded through the program. The solicitation for the FY2018 TLC round of technical assistance was conducted between February 3 and April 3. The board will be briefed and asked to approve the applications that are being recommended for funding in FY 2018.



MEMORANDUM

TO: Transportation Planning Board
FROM: John Swanson, Transportation Planner
SUBJECT: FY 2018 Transportation Land-Use Connections (TLC) Technical Assistance Funding Recommendations
DATE: May 11, 2017

This memo provides information on projects that are being recommended for funding in the FY 2018 round of technical assistance under Transportation Land-Use Connections (TLC) Program. The TLC Program provides consultant support to local jurisdictions as they deal with the challenges of integrating land-use and transportation planning at the community level. The board will be asked to approve TLC technical assistance recipients under the FY 2018 TLC Program at the meeting on May 17.

FUNDING RECOMMENDATIONS FOR FY 2018

The TPB received 11 project applications for FY 2018 TLC technical assistance, including two from the District of Columbia, five from Maryland, and four from Virginia. Planning and preliminary engineering (“30% design”) projects are eligible to apply for TLC technical assistance.

For FY2018, the total requested amount for all applications was \$615,000. Requested funding for individual projects ranged from \$30,000 to \$60,000. Last year, for FY 2017, the TPB received 20 applications for a total request of \$1,080,000.

The FY 2018 Unified Planning Work Program (UPWP) provides up to \$420,000 in funding for TLC technical assistance, including \$260,000 in regional UPWP planning funds and \$160,000 for Maryland projects from the state’s technical assistance account in the UPWP. Brief descriptions of all applications received may be found in the attachments to this memorandum.

Staff is recommending that the following projects be funded under the FY 2018 TLC Technical Assistance Program:

District of Columbia - DC Public Space Activation and Stewardship Guide (\$60,000)

This project will develop a public space activation and stewardship guide for the District of Columbia, focusing on new uses for public rights-of-way. The guide will include techniques for creative placemaking, interagency collaboration, investment, permanent improvements, and community partnerships. The final deliverable will include the guide and a pilot implementation project.

Charles County – Waldorf Urban Area Bicycle / Pedestrian Connectivity Analysis (\$50,000)

Existing facilities will be assessed to determine local needs for connectivity, circulation, and convenience of bicycle and pedestrian travel in Waldorf. The final deliverable will include facility type and design recommendations, a prioritization schedule for implementation, and cost estimates.

College Park – Rhode Island Ave Protected Bike Lane Design - 30% Design (\$55,000)

The project will provide 30% design work for 1.1 miles of new bicycle facilities along Rhode Island Avenue, from Greenbelt Road to Muskogee Street. The project will align with the City's existing efforts on the College Park Trolley Trail. The final deliverable will include 30% design drawings and construction cost estimates.

Montgomery County – Developing Educational Materials for the New Infrastructure in BiPPAs and Bikeways Program (\$60,000)

The county will develop new bilingual/ADA educational training material to alert users of new safety infrastructure planned in Bicycle and Pedestrian Priority Areas (BiPPAs) and the Bikeways Program Areas. The educational training materials will be piloted in White Flint and Silver Spring activity centers.

Prince George's County – Washington, Baltimore and Annapolis Trail Extension Feasibility Analysis (\$30,000)

A feasibility analysis will examine the potential for extending the Washington, Baltimore, and Annapolis Trail along MD 704 from MD 450 to the DC Boundary. The report will include a proposed alignment, potential design issues, implementation phases, funding sources, and illustrative sketches of proposed trail sections.

Fairfax County – Columbia Pike Bike and Pedestrian Study (\$45,000)

This study will review and analyze the existing bicycle and pedestrian infrastructure along Columbia Pike. It will make recommendations that identify progressive infrastructure improvements. The final report will include a map of recommendations, proposed facility improvements, prioritization matrix, and planning level cost estimates.

Fairfax County – Technology Plan for a Travel Monitoring Program in Tysons (\$45,000)

The project will develop a travel monitoring program for Tysons to include continuous and automated counters to collect volumes for all modes of travel. The program will use the data to identify travel patterns, allow for timely programming and funding decisions, and will suggest system adjustments. The final deliverable will identify appropriate tools and technology to collect and analyze the travel data, work with stakeholders, and estimate costs of implementation and operations.

Loudoun County – Engineering Analysis to Improve Bicycle and Pedestrian Connections to Future Metro Stations (\$25,000)

Building on FY 2014 TLC study, an engineering analysis will support identified improvements for bicycle and pedestrian facilities within one-mile radius of future Metrorail stations. This project would document site-specific data to advance implementation of improvements to address safety issues across all modes. The final product will be a traffic signal warrant analysis addressing the existing conditions and documenting site-specific data.

APPLICATION PROCESS

On February 3, 2017, the TPB issued a call for projects for the FY 2018 round of TLC technical assistance. The deadline for application submissions was April 3, 2017. Applicants were invited to submit optional abstracts which provided applicants an interim opportunity for TPB staff to review project concepts and provide feedback on how to develop stronger TLC applications.

For this application cycle, \$260,000 from the TPB's FY 2018 UPWP is available for technical assistance projects. In addition, the Maryland Department of Transportation (MDOT) committed \$160,000 from its technical assistance account in the UPWP for projects in Maryland.

The Call for Projects placed a special focus on key TPB priorities, including the goals of the Regional Transportation Priorities Plan, regional Activity Centers, access to transit, and cross-jurisdictional collaboration.

SELECTION PANEL

The selection panel included the following participants:

*Chair: Julia Koster
National Capital Planning
Commission*

*Joel Mills,
American Institute of
Architects*

*Michael Farrell
COG/TPB*

*Ayan Addou
Virginia Housing
Development Authority*

*Mina Wright General
Services Administration*

*Nicole McCall
COG/TPB*

*Jonathan Esslinger,
American Society of Civil
Engineers*

*Lee Schoenecker,
American Planning
Association*

*John Swanson
COG/TPB*

The selection panel met on April 24, 2017, to review the project applications and develop a list of recommended projects for the FY 2018 round of TLC technical assistance. The selection panel used the evaluation criteria and their own extensive industry knowledge to assess the proposed projects. TPB staff provided an overview of previous rounds of TLC technical assistance and was available to answer any questions related to the program. The selection panel members individually reviewed and scored each application based on their assessment of the project as well as the established program priorities. The panel members then used their scores to divide the applications in rankings of high/medium/low. The rankings served as a starting point for their collective discussion.

After additional review of the regional and local merits of each project, the selection panel developed a list of projects to recommend to the TPB for approval. The end result of the panel's deliberations is a slate of project recommendations that the panel endorses as the most locally and regionally beneficial. The panel strives to balance the TPB's portion of funding between the District of Columbia, Maryland, and Virginia, while also attempting to create a slate of projects that addresses regional priorities across a diversity of topics affecting core, inner, and outer jurisdictions.

MARYLAND REVIEW PROCESS

The Maryland Department of Transportation (MDOT) annually allocates a portion of its UPWP Technical Assistance funding to the TLC Program for Maryland projects. MDOT requests that the same Selection Panel that is used for the UPWP also makes recommendations on how to award the projects that will utilize the Maryland Technical Assistance funding. Because MDOT is using this

specially designated funding, the department has typically been provided the opportunity to review and comment upon the selection panel's recommendations.

As a result of MDOT's review for their FY 2018 funding, some changes are being made to the selection panel's recommendations. The selection panel recommended funding for an application from Prince George's County Maryland National Capital Park and Planning Commission to develop an Operations & Maintenance Plan for the Central Avenue Connector Trail. However, based upon input from MDOT and the Maryland State Highway Administration, it was determined that funding for this project would be premature. Staff therefore removed the project from the list of recommendations. MDOT and Prince George's County are currently discussing whether this project might be pursued at a future date.

MDOT also requested that full funding in the amount of \$60,000 be provided to the Montgomery County project titled "Developing Educational Materials for the New Infrastructure in BiPPAs and Bikeways Program." The applicant had requested \$60,000, but the selection panel had recommended funding it at \$50,000.

PROPOSED PROJECT COMPLETION TIMELINE

On May 17, 2017, the TPB will be asked to approve the proposed slate of projects for completion under the FY 2018 TLC technical assistance program. Upon approval of the projects, TPB staff will begin to coordinate with the jurisdictions that have been awarded technical assistance to commence the consultant selection process from the pre-qualified list of TLC consultants. All projects will begin soon after consultant contracts are signed. The projects will be scheduled for completion by May 31, 2018.

REVIEW OF THE TLC PROGRAM TO DATE: 2006-2017

The TPB initiated the Transportation/Land-Use Connections (TLC) Program in November 2006 to provide support to local jurisdictions as they deal with the challenges of integrating land-use and transportation planning at the community level. In addition to providing technical assistance, the TLC Program includes a Regional Peer Exchange Network and provides support for the TPB's project selection role under the federal Transportation Alternatives Program (TAP).

Since its inception, the TPB has funded 100 technical assistance projects in all the TPB's member jurisdictions for \$3.7 million in funding. For more information about completed projects, please visit the TLC website at www.mwcog.org/tlc and click on "Completed Projects" under Technical Assistance Program.

The TLC technical assistance program began with a pilot phase in 2007, and has continued with annual fiscal-year phases from FY 2008 through FY 2016. Beginning in FY 2008, additional funding for projects in Maryland jurisdictions has been provided every year through Maryland's Technical Assistance account in the TPB's Unified Planning Work Program (UPWP), with the support of the Maryland Department of Transportation (MDOT). Special funding for Virginia projects was provided in 2007 through the Virginia Department of Transportation (VDOT) Multimodal Planning Grants Program.

The program currently provides a range of funding between \$20,000 and \$60,000 for planning projects. This funding range offers the potential for scaling applications so that technical assistance can be awarded at amounts less than what was requested. Beginning in FY 2013, the program began funding 30% design projects up to \$80,000.

In addition to providing technical assistance for planning, the TLC Program includes the Regional Peer Exchange Network, which provides a variety of opportunities and media to communicate information and best practices on TLC topics.


Since 2012, the program has also provided supported for the TPB's role in the project selection process for small capital improvements using funding that is sub-allocated to the Washington metropolitan region through the state DOTs from the federal Transportation Alternatives Program (TAP).

Projects completed through the TLC technical assistance program are summarized in Attachment B to this memorandum.

For further questions regarding the TLC program, contact TPB staff at (202) 962-3295 or at TLC@mwkog.org.

ATTACHMENTS

Attachment A contains a list of the recommended projects. Attachment B includes a list of all projects funded through the TLC Program between FY 2007 and FY 2017.

 Transportation / Land Use Connections Program FY 2018 Technical Assistance Project Recommendations				
<i>Applicant Jurisdiction</i>	<i>Project</i>	<i>Budget Request</i>	<i>Panel Recommendation</i>	<i>Staff Recommendation</i>
District of Columbia	DC Public Space Activation and Stewardship Guide	\$60,000	60,000	60,000
District of Columbia	Ranking of DC Government Buildings Public Rights of Way based on Asset Collection	\$60,000		
Charles County	Waldorf Urban Area Bicycle / Pedestrian Connectivity Analysis	\$50,000	50,000	50,000
College Park	Rhode Island Ave Protected Bike Lane Design	\$55,000	55,000	55,000
Montgomery County	Developing Educational Materials for the new infrastructure in BiPPAs and Bikeways Program	\$60,000	50,000	60,000
Prince George's County	Central Avenue Connector Trail: Operations & Maintenance Plan	\$60,000	60,000	
Prince George's County	Washington, Baltimore and Annapolis Trail Extension	\$30,000	30,000	30,000
Fairfax County	Columbia Pike Bike and Pedestrian Study	\$60,000	45,000	45,000
Fairfax County	Technology Plan for a Travel Monitoring Program in Tysons	\$60,000	45,000	45,000
Loudoun County	Loudoun: Engineering Analysis to Improve Bicycle and Pedestrian Connections to Future Metro Stations	\$60,000	25,000	25,000
Prince William County	Integrating Transportation and Land Use Plans to Develop a Multimodal Transportation Plan	\$60,000		
		\$615,000	420,000	370,000



Transportation/Land Use Connections (TLC)
 Technical Assistance Funding History FY 2007 - FY 2017



Fiscal Year	Jurisdiction	Project	TPB Funding	MDOT Technical Assistance	VDOT Grant
2007	District of Columbia	Potomac Avenue Metro Station Revitalization Strategy	\$20,000		
2007	Multiple	Takoma/Langley Crossroads Pedestrian Access and Mobility Study	\$20,000		
2007	Charles County	Development of Urban Roads Standards	\$20,000		
2007	Fairfax County	Automobile "Levels of Service" in Transit Station Areas	\$20,000		
2007	Prince William County	Scoping Assistance: Impacts of BRAC on the Potomac Communities	\$20,000		
2007	Multiple	Public Presentation on Density Issues	\$20,000		
2007	Loudoun County	Leesburg-Dulles Greenway Bus Rapid Transit Feasibility Study (Town of Leesburg)			\$20,000
2007	Fairfax County	A Review of Rezoning Cases to Compare Projected and Actual Transportation Impacts			\$20,000
2007	City of Manassas Park	City Core Planning and Development: Strategic Action Plan Near the VRE Rail Station			\$20,000
2007	City of Falls Church	South Washington Street Corridor Planning			\$20,000
2007	City of Alexandria	A Review of the Transportation Management Plan (TMP) Program			\$20,000
2007		TOTAL:	\$120,000		\$100,000
2007	11 PROJECTS	TOTAL (TPB+VDOT):	\$220,000		
2008	District of Columbia	"Multimodal Takoma!" - Development of a Multimodal Scorecard	\$20,000		
2008	District of Columbia	Recommendations for Performance-Based Parking Regulations Near the Nationals Ballpark	\$20,000		
2008	City of Bowie	Community Charrette on Pedestrian Trail Feasibility to the Bowie MARC Station		\$20,000	
2008	City of Frederick	Assessment of Pedestrian Crossing Options at East Street and Carroll Creek	\$20,000		
2008	Frederick, City/County	Fort Detrick Area Transit and Non-Motorized Transportation Access Study		\$20,000	
2008	City of Greenbelt	Maximizing Transit Opportunities in Greenbelt		\$20,000	
2008	Montgomery County	Recommendations for the Bethesda Circulator (Bethesda Urban Partnership)	\$20,000		
2008	Prince George's County	Identification of Appropriate TOD Strategies for the Landover Metro Station Area		\$20,000	
2008	Prince George's County	Recommendations for "Complete Streets" in the Prince George's Plaza Transit District		\$20,000	
2008	Arlington County	Parking Management Plans: Process Improvements for Parking in New Development	\$20,000		
2008	Prince William County	Transportation and Land-Use Strategies for the Yorkshire Corridor	\$20,000		
		TOTAL:	\$120,000	\$100,000	
2008	11 PROJECTS	TOTAL (TPB+MDOT):	\$220,000		
2009	District of Columbia	Gateway Transportation Enhancement Project (NoMa BID)	\$50,000		
2009	City of Bowie	Pedestrian Trail System, Phase I Concept Development		\$20,000	
2009	Frederick County	MD-355 / MD-85 TOD Study		\$60,000	
2009	City of Greenbelt	Pedestrian and Bicycle Master Plan	\$30,000		
2009	City of Rockville	Complete Streets Policy	\$30,000		
2009	Prince George's County	Non-Motorized Transportation Study (Town of Cheverly)	\$10,000	\$20,000	
2009	City of Manassas Park	Marketing the Redevelopment Potential of TOD	\$20,000		
2009	Prince William County	Sustainability of Mixed-Use Development at Commuter Rail Stations	\$30,000		
		TOTAL:	\$170,000	\$100,000	
2009	8 PROJECTS	TOTAL (TPB+MDOT):	\$270,000		
2010	District of Columbia	Independent Shuttle Bus Consolidation Strategy for the Greater Brookland Community	\$25,000		
2010	District of Columbia	Golden Triangle Business Improvement District Design Standards (Golden Triangle BID)	\$30,000		
2010	Charles County	Waldorf Urban Transportation Improvement Plan	\$30,000		
2010	Prince George's County	Purple Line Bicycle Access and Bicycle Hub Location Study	\$30,000		
2010	Prince George's County	Interim Pedestrian Safety Measures for the New Carrollton Metro Station		\$30,000	
2010	Prince George's County	Pedestrian-to-Transit Accessibility Prioritization Project		\$30,000	
2010	Arlington County	Multi-Use Trail Traffic Control Study	\$30,000		
2010	Fairfax County	Wiehle Avenue Station Multimodal Mobility Needs Analysis	\$45,000		
2010	Prince William County	Harbor Station Multimodal Commuter Center	\$30,000		
2010	Montgomery County	Analyzing Transportation Impacts of Neighborhood-Scale Retail		\$40,000	
		TOTAL:	\$220,000	\$100,000	
2010	10 PROJECTS	TOTAL (TPB+MDOT):	\$320,000		



Transportation/Land Use Connections (TLC)
 Technical Assistance Funding History FY 2007 - FY 2017



Fiscal Year	Jurisdiction	Project	TPB Funding	MDOT Technical Assistance	VDOT Grant
2011	District of Columbia	Van Ness / UDC Metro and Commercial Corridor Enhancement Study	\$30,000		
2011	Frederick County	Freight Transportation and Land Use Connections	\$60,000		
2011	Montgomery County	US 29 / Cherry Hill Area TOD Scenarios	\$40,000	\$10,000	
2011	Prince George's County	Central Avenue TOD Corridor Pedestrian and Mobility Study		\$30,000	
2011	Prince George's County	Naylor Road Metro Station Area Accessibility Improvement Study		\$30,000	
2011	City of Rockville	Accessibility and Rockville's TODs: Safer Walkways to Transit		\$30,000	
2011	Arlington County	Best Practices in Providing Bicycle Facilities in Streetcar Corridors	\$30,000		
2011	Prince William County	Pedestrian Facility Standards for Mixed-Use Development Centers	\$60,000		
		TOTAL:	\$220,000	\$100,000	
2011	8 PROJECTS	TOTAL (TPB+MDOT): \$320,000			
2012	District of Columbia	Farragut Square Pedestrian Safety/Access Study	\$30,000		
2012	Montgomery County	Glenmont Community Visioning Workshop Plan		\$30,000	
2012	Prince George's County	Transitway Systems Study	\$20,000	\$40,000	
2012	City of Rockville	Bikeway Master Plan Update		\$30,000	
2012	City of Takoma Park	New Hampshire Avenue Streetscape Design Standards		\$30,000	
2012	Arlington County	ADA Evaluation	\$50,000		
2012	Fairfax County	Multimodal Transportation Hubs in Tysons Corner	\$60,000		
2012	Multiple	TOD Housing Needs Analysis for District of Columbia, Prince George's County and Alexandria	\$60,000		
		TOTAL:	\$220,000	130000	
2012	8 PROJECTS	TOTAL (TPB+MDOT): \$350,000			
2013	District of Columbia	Study of Affordable Housing with Access to Jobs via Multi-Modal Transit	\$60,000		
2013	City of College Park	College Park Metro Station - TOD Analysis		\$30,000	
2013	City of Frederick	East Street Trail Project Design (30 Percent Design Pilot Project)	\$80,000		
2013	City of Greenbelt	Greenbelt Bus Stop Safety and Accessibility Study		\$30,000	
2013	Montgomery County	Study to Establish Parking Credits Related to Bike Sharing		\$30,000	
2013	City of Rockville	Cross-Jurisdictional Development Impacts: Transportation Capacity Analysis		\$30,000	
2013	City of Takoma Park	New Hampshire Avenue Multiway Boulevard Feasibility Study	\$10,000	\$40,000	
2013	City of Falls Church	Analysis of Transportation Demand Management along the Washington Street Corridor	\$40,000		
2013	Loudoun County	Town of Middleburg Washington Streetscape Improvement Plan	\$30,000		
		TOTAL:	\$220,000	\$160,000	
2013	9 PROJECTS	TOTAL (TPB+MDOT): \$380,000			
2014	District of Columbia	Parking Demand Research	\$60,000		
2014	District of Columbia	Sustainable DC: Healthy by Design Standards for Affordable Housing	\$30,000		
2014	District of Columbia	Green Street: 19th Street Paving Removal Strategy (30 Percent Design Project)	\$70,000		
2014	City of Bowie	Bowie Heritage Trail Pedestrian Underpass of MD 197		\$40,000	
2014	City of Frederick	Golden Mile Multimodal Access Enhancement Plan		\$35,000	
2014	City of Gaithersburg	The Gaithersburg Connector: A Circulator Bus Network		\$45,000	
2014	Montgomery County	Guidance for Bikeway Classifications		\$40,000	
2014	Fairfax County	Bringing Capital Bikeshare to Reston, VA	\$30,000		
2014	Loudoun County	Enhancing Bicycle/Pedestrian Connectivity around Future Metro Stations	\$30,000		
		TOTAL:	\$220,000	\$160,000	
2014	9 PROJECTS	TOTAL (TPB + MDOT): \$380,000			



Transportation/Land Use Connections (TLC)
 Technical Assistance Funding History FY 2007 - FY 2017



Fiscal Year	Jurisdiction	Project	TPB Funding	MDOT Technical Assistance	VDOT Grant
2015	District of Columbia	Connecticut Ave / Forest Hills Paving Removal Strategy	\$70,000		
2015	Charles County	College of Southern Maryland, Hughesville Transportation Study		\$30,000	
2015	City of College Park	College Park Complete and Green Streets Policy and Implementation Plan		\$30,000	
2015	Montgomery County	Creating Non-Auto Infrastructure in the Life Sciences Center	\$20,000	\$40,000	
2015	Prince George's County	Central Avenue Trail Implementation Study	\$5,000	\$30,000	
2015	Prince George's County	Town of Upper Marlboro Bicycle and Pedestrian Study		\$30,000	
2015	Arlington County	Lee Highway Multimodal Needs Assessment	\$30,000		
2015	Arlington County	Sycamore Street Metro Station Area Complete Streets Design	\$80,000		
2015	City of Fairfax	Old Lee Highway "Great Street" Multimodal Planning	\$60,000		
		TOTAL:	\$265,000	\$160,000	
2015	9 PROJECTS	TOTAL (TPB+MDOT): \$425,000			
2016	District of Columbia	K Street / Water Street Bikeway and Pedestrian Connectivity Enhancements	\$60,000		
2016	City of College Park	City-wide Bicycle Boulevards		\$30,000	
2016	City of Gaithersburg	Improving Access to Transit		\$30,000	
2016	Prince George's County	Central Avenue Connector Trail 30% Design Project	\$20,000	\$60,000	
2016	City of Takoma Park	Parking Takoma Park: Smart Solutions for a Growing Activity Center		\$40,000	
2016	Arlington County	Low Stress Bicycle Network Mapping	\$45,000		
2016	Fairfax County	Determining Multi-family Residential Development Parking Demand and Trip Generation in Urbanizing Suburban Activity Centers: Let's Not Over Park	\$60,000		
2016	Fairfax County	Vienna Metro Station Area Bicycle Improvements	\$45,000		
2016	Prince William County	Safety and Connectivity in a Planned Community	\$30,000		
		TOTAL:	\$260,000	\$160,000	
2016	9 PROJECTS	TOTAL (TPB+MDOT): \$420,000			
2017	District of Columbia	Metro Walkshed Improvement Project	\$40,000		
2017	City of Frederick	Golden Mile Multimodal Access Enhancement Plan - 30% Design		\$80,000	
2017	City of Greenbelt	Senior Mobility and Accessibility Needs and Barriers Study	\$30,000		
2017	Montgomery County	Bus Rapid Transit Station Design		\$80,000	
2017	City of Takoma Park	New Ave Bikeway	\$60,000		
2017	City of Falls Church	West Falls Church Transportation Study	\$50,000		
2017	City of Manassas	Streetscape Design Standards for Mathis Avenue	\$30,000		
2017	Prince William County	Mixed-use and Multimodal Connectivity Around Future VRE Stations	\$50,000		
		Total:	\$260,000	\$160,000	
2017	8 PROJECTS	TOTAL (TPB+MDOT): \$420,000			
		TOTAL:	\$ 2,295,000	\$ 1,330,000	\$ 100,000
TOTAL TLC FUNDING TO DATE:				\$3,725,000	
TOTAL PROJECTS TO DATE:				100	



TRANSPORTATION/LAND USE CONNECTIONS

FY 2018 TECHNICAL ASSISTANCE

John Swanson
Transportation Planner

Transportation Planning Board
May 17, 2017

National Capital Region
Transportation Planning Board

Agenda Item #11

Background

- Began in 2007
- Promotes TPB goals and priorities
- Program Components
 - TAP/STP Set-Aside: Collaboration with state DOTs
 - Technical Assistance: Regional Funds (\$260,000) and Maryland Technical Assistance (\$160,000)
 - 100 Technical Assistance projects funded for \$3.7 million between 2007-2017
 - Projects cover a range of planning issues, including trail planning, corridor studies, and TOD analysis

National Capital Region
Transportation Planning Board

TIC Agenda Item #11: FY 2018 TLC Technical Assistance | 2
May 17, 2017

Solicitation

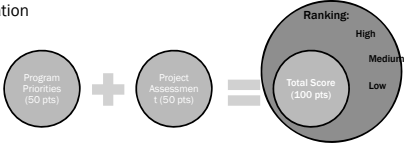
- Application solicitation between February 3 – April 3, 2017
 - Joint solicitation with Urban Land Institute Technical Assistance Panels
 - Optional Abstracts due February 24, 2017
- 11 applications were received for \$615,000 in funding requests
 - 2 applications from the District of Columbia, 5 from Maryland, and 4 from Virginia

National Capital Region
Transportation Planning Board

TIC Agenda Item #11: FY 2018 TLC Technical Assistance | 3
May 17, 2017

Selection

- Panel
 - Chaired by TPB member Julia Koster from the National Capital Planning Commission
 - American Institute of Architects, American Planning Association, American Society of Civil Engineers, General Services Administration, Virginia Housing Development Authority
- Evaluation



Program Priorities (50 pts) + Project Assignments (50 pts) = Total Score (100 pts)

Ranking: High, Medium, Low
- Panel also looks to reflect geographic balance among projects

National Capital Region
Transportation Planning Board

TIC Agenda Item #11: FY 2018 TLC Technical Assistance | 4
May 17, 2017

Recommendations

- District of Columbia - DC Public Space Activation and Stewardship Guide (\$60,000)
- Charles County - Waldorf Urban Area Bicycle / Pedestrian Connectivity Analysis (\$50,000)
- College Park - Rhode Island Ave Protected Bike Lane Design - 30% Design (\$55,000)
- Montgomery County - Developing Educational Materials for the New Infrastructure in BiPPAs and Bikeways Program (\$60,000)

National Capital Region
Transportation Planning Board

TIC Agenda Item #11: FY 2018 TLC Technical Assistance | 5
May 17, 2017

Recommendations (continued)

- Prince George's County - Washington, Baltimore and Annapolis Trail Extension Feasibility Analysis (\$30,000)
- Fairfax County - Columbia Pike Bike and Pedestrian Study (\$45,000)
- Fairfax County - Technology Plan for a Travel Monitoring Program in Tysons (\$45,000)
- Loudoun County - Engineering Analysis to Improve Bicycle and Pedestrian Connections to Future Metro Stations (\$25,000)

National Capital Region
Transportation Planning Board

TIC Agenda Item #11: FY 2018 TLC Technical Assistance | 6
May 17, 2017

Next Steps

- Present project recommendations to TPB for approval at May 18 meeting
- Begin consultant selection process in late May

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TRANSPORTATION/LAND USE CONNECTIONS

FY 2018 TECHNICAL ASSISTANCE

John Swanson
Transportation Planner

Transportation Planning Board
May 17, 2017



National Capital Region
Transportation Planning Board

Agenda Item #11

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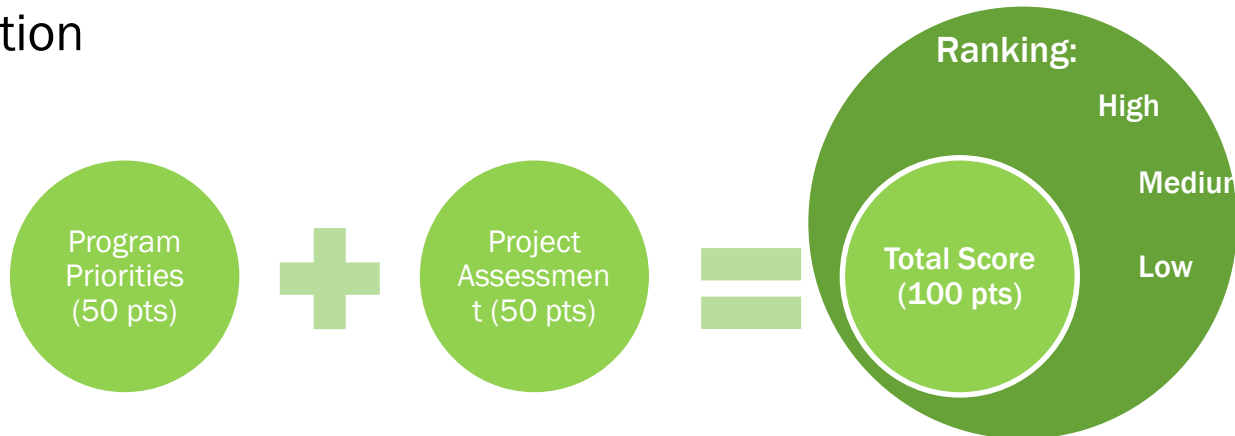
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- Panel also looks to reflect geographic balance among projects



Recommendations

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- College Park – Rhode Island Ave Protected Bike Lane Design - 30% Design (\$55,000)
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Recommendations (continued)

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Next Steps

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National Capital Region
Transportation Planning Board

ITEM 12 –Action
May 17, 2017
WMATA Funding – CAO Report

Staff

Recommendation: Briefing.

Issues: None

Background: The board will be briefed on the findings of the COG Chief Administrative Officers (CAOs) Metro Technical Panel Report including information on Metro’s 10 year operating and capital funding gaps, the economic value of Metro, suggested metrics and benchmarks for Metro, and assessment of options for a future dedicated source of funding.

TECHNICAL PANEL FINAL REPORT ON METRO

April 2017



Metropolitan Washington
Council of Governments

COG CHIEF ADMINISTRATIVE OFFICERS TECHNICAL PANEL FINAL REPORT ON METRO

Prepared by the COG Chief Administrative Officers Technical Panel on Metro, April 26, 2017

ABOUT COG

The Metropolitan Washington Council of Governments (COG) is an independent, nonprofit association that brings area leaders together to address major regional issues in the District of Columbia, suburban Maryland, and Northern Virginia. COG's membership is comprised of 300 elected officials from 23 local governments, the Maryland and Virginia state legislatures, and U.S. Congress.

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Tim Firestine, Montgomery County Chief Administrative Officer
Nicholas Majett, Prince George's County Chief Administrative Officer
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Mark Jinks, City Manager, City of Alexandria
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Andrea Burnside, WMATA Chief Performance Officer
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ACCOMMODATIONS POLICY

Alternative formats of this document are available upon request. Visit www.mwcog.org/accommodations or call (202) 962-3300 or (202) 962-3213 (TDD).

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El Consejo de Gobiernos del Área Metropolitana de Washington (COG) cumple con el Título VI de la Ley sobre los Derechos Civiles de 1964 y otras leyes y reglamentos en todos sus programas y actividades. Para obtener más información, someter un pleito relacionado al Título VI, u obtener información en otro idioma, visite www.mwcog.org/nondiscrimination o llame al (202) 962-3300.

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INTRODUCTION AND PURPOSE

In this Final Report, the Technical Panel presents further analysis on moving forward to provide the dedicated funding needed to support WMATA's continuing restoration and sustained system maintenance to assure it provides safe, reliable service to our region.

In October 2016, the COG (Council of Governments) Chief Administrative Officers (CAO) Technical Panel presented the Interim Report on Metro¹ (Washington Metropolitan Area Transit Authority - WMATA and its Metro system). The Interim Report presented a preliminary analysis of data to provide the technical foundation for pursuing a comprehensive-long-term approach to funding Metro. The Interim Report described the essential role Metro plays in the continued prosperity and livability of the region, and sought to define regional expectations on system performance focused on customer expectations. The Interim Report incorporated a robust financial forecasting model that enables projecting the long-term (10-year) financial needs of Metro.

The COG Board accepted the Interim Report on October 26, 2016. See Appendix A.

Focus of This Report

This Final Report is focused on the capital and maintenance needs of WMATA and how the region's localities can help meet those needs, to bring Metro to a State of Good Repair², to help it stay well-maintained and to advance projects required to address critical system needs.

This report is focused on finances. It does not include any discussion of WMATA governance, or other potential reforms. These are important issues, but are not part of the charge for the Technical Panel.

WMATA comprises Metrorail, Metrobus and MetroAccess. This report focuses on the capital and maintenance needs for WMATA, with primary focus on Metrorail.

¹ Metropolitan Washington County of Governments, "COG Technical Panel Interim Report on Metro," October 2016.

² "State of Good Repair" (SGR) means the condition in which a capital asset is able to operate at a full level of performance, which is defined as: 1) the asset is able to perform its manufactured design function; 2) the use of the asset in its current condition does not pose a known unacceptable safety risk; and 3) the asset's life-cycle investment needs have been met or recovered, including all scheduled maintenance, rehabilitation and replacements. This is included in the Federal Transit Administration's (FTA) final rule on transit asset management (Federal Register, July 26, 2016, p. 48963, <https://www.gpo.gov/fdsys/pkg/FR-2016-07-26/pdf/2016-16883.pdf>) (accessed April 17, 2017).

THE BOTTOM LINE

WMATA/Metro are vital to our region's continued success and economic growth. Metro has suffered from decades of delayed maintenance and insufficient capital investment, and must be provided the resources it needs to build on recent progress – to fully achieve a State of Good Repair and execute additional capital and maintenance projects essential for the long-term viability of the system. The COG CAO Metro Technical Panel worked together for the better part of a year to come forward with a regional solution for this regional asset.

The Technical Panel found that the predominant funding problem faced by WMATA is a **significant capital shortfall** that requires urgent attention. It concluded that a regional funding solution must be in place by no later than January, 2019 as local governments cannot afford the steep bill for Metro's needed capital and maintenance program while simultaneously financing their jurisdictional needs for schools and other critical infrastructure.

The Technical Panel concluded it is time to act for the good of the region, and establish **dedicated funding** to fill the major gap in funding needed for Metro's capital and maintenance – to assure the long-range safety and reliability of the system. After examining many different options, the Panel concluded that a **dedicated sales tax** is the best, most equitable revenue option.

The Technical Panel found that a dedicated sales tax is the source of funding for most large transit systems in the nation, and for logical reasons. It is a reasonable solution that spreads the cost widely, over the entire region, including tens of millions of annual visitors. It provides a stable funding source, well understood by investors to debt-finance substantial capital infrastructure needs at low interest rates. It is easily understood.

It's important to remember that **everyone benefits from Metro**, whether you take it or not – everyone benefits from congestion relief; from the need for fewer roads, bridges, etc.; and from the environmental benefits.

The Technical Panel's analysis demonstrates that doing nothing is not acceptable. A safe and reliable Metro system is fundamental to the long-term success of our region.

EXECUTIVE SUMMARY

In this Final Report, the Technical Panel presents further analysis on moving forward to provide the dedicated funding needed to support WMATA's continuing restoration and sustained system maintenance to assure it provides safe, reliable service to our region. The Technical Panel investigated, analyzed and discussed numerous options to support Metro's long-term capital and maintenance needs.

The Case for Metro Investment

It is clear that Metro is an essential asset to the region. The Interim Report described the strong case for investing further in Metro – economic value, transportation benefits (congestion reduction, environmental benefits); and the downside of not investing. Metro's health is critical to the region's ability to continue to prosper and thrive. Above all, it is important to remember that Metro is a regional asset, a regional issue, and a regional priority.

The Panel believes that localities must move forward, together, to give Metro the resources it needs to build on its progress in the past year.

Failure to invest in Metro – to restore it to a safe, reliable system in state of good repair – could reduce regional tax revenues by \$1 billion to \$2 billion annually³. The lack of investment puts at risk \$50 billion of investment, adjacent to Metro, that depends on a safe and reliable system. The success of the region's economy overall relies heavily on a world-class transit system.

Capital and Maintenance Funding Needed

The scope and scale of Metrorail's infrastructure, long-term capital and maintenance funding needs require billions of dollars of investment. These problems are insurmountable in the absence of significant new funding – funding that faces competing priorities in the localities. Years of deferred maintenance, insufficient capital investment, and expanding service hours (reducing time available for track maintenance) have brought Metro to the current state. If the region desires for Metrorail to continue to support economic development and mobility, the region must find a financial solution to support Metro.

The Funding Gap

The capital funding required to achieve a State of Good Repair is \$15.6 billion of investment over the next 10 years⁴. Analysis of anticipated revenues for capital investment indicates a funding shortfall (gap) for State of Good Repair of \$6.1 billion or an annual average gap of \$610 million per year (pay-as-you-go). The total estimated capital funding need is higher than the previous estimate in the Interim Report of 11.7 billion. **It is not possible to close this gap through farebox revenue and cost-**

³ Jeffrey S. DeWitt, "WMATA's Funding Needs: The Magnitude and the Effect, Updated to Reflect WMATA's Proposed FY 2018 Budget," March 31, 2017 (Office of the Chief Financial Officer, District of Columbia).

⁴ Ibid

saving measures alone. The vast majority of Metro’s funding gap is due to insufficient capital funding, including significant capital needs beyond State of Good Repair.

The Technical Panel concluded that the best way to achieve long-term capital funding is through bonding, with dedicated funding paying the debt service. Bonds will distribute the cost of capital projects over the lifetime of the project – the most feasible answer. The Technical Panel also concluded that the best way to fund the debt service on the bonds would be a dedicated funding source – **a dedicated tax.**

In addition, WMATA faces a \$1.3 billion funding gap for maintenance needs; this represents \$130 million per year (pay-as-you-go) requirement, which could also be funded by a dedicated tax.

Today, federal funding (including PRIIA – Passenger Rail Investment and Improvement Act of 2008) provides about 30% of WMATA’s funding, which is assumed to continue in these projections. If federal funding drops, the funding gap will grow.

In order to contain WMATA’s expense growth within a reasonable operating budget, the Panel suggests Metro limit its spending growth. For example, placing annual growth caps of 3% on capital and operating expenses and 2% for some non-personnel costs are assumptions built into the financial analysis in this report.

Regional Revenue Analysis

These are difficult times. Localities and states are struggling with capital budgets. As a region, localities must come together to find a solution.

The Technical Panel reviewed all potential options for raising revenue in the region. After much discussion and debate, the Panel concluded that a dedicated funding solution is required to support WMATA’s essential capital and maintenance needs. To raise this funding, the Panel finds that the best revenue solution is an addition to the general sales tax in all localities in the WMATA Compact area in the National Capital Region. This funding would be designated for capital or maintenance needs only – it would not be used for daily operating expenses.

Choosing to implement an addition to the general sales tax in the WMATA Compact region could provide enough funding to allow Metro to make continuous improvements to achieve safety and reliability, with the goal of reaching full State of Good Repair within 10 years.

The CAOs did not come to this recommendation lightly. After analyzing all the options, the Panel found this is the most equitable solution. Metro benefits the entire region – regardless of whether a person takes Metro or not – by boosting the regional economy, supporting employees, and relieving traffic congestion.

A uniform regional sales tax brings many benefits:

- Easily understood by the public.
- All residents in the Metro Compact area pay the same.
- For example, a 1% increase in the sales tax is generally equitable to taxpayers across the region, wherever a purchase is made.

- Provides stable funding source well understood by investors to debt-finance substantial capital infrastructure needs at low interest rates.
- Dedicated sales tax is source of funding for most large transit systems in the nation.
- It is a reasonable solution that spreads the cost widely, over the entire region, including tens of millions of annual visitors.

This finding is very similar to a 2005 COG report⁵, which recommended “sales tax as the best means of generating dedicated revenue.”

Regional Approach: Proposed Sales Tax

The sales tax revenue – consistent across the region – raises the necessary financing for Metro’s capital and maintenance needs, but not in the exact proportions of the Compact formula. The Panel recognizes this difference, and believes this can be addressed in the implementation phase.

Performance Metrics

WMATA tracks hundreds of performance metrics every year. This information helps them identify priorities and where improvements need to be made. The Panel has identified these metrics as important measures of Metro’s progress:

- Safety
- Reliability
- Customer experience
- Financial management

Over the last year, Metro has made excellent progress in its SafeTrack program. More maintenance work is necessary and will be a priority in coming years.

What Capital and Maintenance Buys

The Panel expects that a significant regional investment will yield tangible results, including:

- Ongoing rehabilitation and replacement of track – to ensure reliable service and restore user confidence.
- Replace nearly 600 older railcars with 7000 series state-of-the-art railcars – this alone will greatly help to improve service and reduce outages and service time.
- Replace or rehabilitate approximately 240 escalators – to improve access and customer experience.
- Rehabilitate approximately 100 elevators – to improve access to trains.
- Replace or refurbish fare gates and fare boxes – to improve customer experience and provide greater accountability.
- Replace or rehabilitate approximately 185 buses per year – to improve service and reliability.

⁵ Metropolitan Washington Council of Governments, “Report of the Metro Funding Panel,” January 6, 2005, page 35. Accessed April 7, 2017: <http://www.mwcog.org/uploads/pub-documents/9VpeWw20051109142424.pdf>

- Additional critical capital projects (not included in the \$15.6 billion), such as Rosslyn connection, relining Red Line tunnels, power systems; these could be funded through available funds from the dedicated tax.

Challenges and Next Steps

The vision for Metro is achievable. Much can be accomplished in the next few years; capital investments can support a Metro system that works smoothly, dependably, with minimal delays and disruptions. A system that has sufficient dedicated funding can ensure regular maintenance and replacement of aging equipment. A safe and reliable system can continue to fuel economic development, continue to pull thousands of cars off the roads, and continue to support those who live, work, play, and visit in the National Capital Region.

This essential *regional asset* requires a *regional solution*.

THE CASE FOR METRO INVESTMENT

The Panel's Interim Report⁶ came to the same fundamental conclusion that many have: **the Metrorail system is essential to the prosperity of the region.**

Panel members concurred with the December 2015 District of Columbia Office of the Chief Financial Officer's (DC CFO) report, which stated that Metro's overall health is "absolutely imperative to accommodate business and population growth" across the region⁷. In a recent article, The Washington Post's "Dr. Gridlock" underscored Metro's role in the region, writing, "Metro is too necessary to fail ... The region's plans for commercial, office and housing development presume the existence of the subway system ... The Downtown D.C. Business Improvement District sees fixing the Metrorail infrastructure as essential to the future of the region's hub."⁸

The Panel's Interim Report⁹ provided an analysis of data on WMATA/Metro, summarizing a number of analyses and studies. The Interim Report focused on safety, reliability, customer experience and the system's benefits to the region – to provide the technical foundation necessary to pursue a comprehensive, long-term approach to funding Metro and provide it with a solid financial foundation.

A look at the numbers. Without Metro, hundreds of thousands more vehicles would be on the roads:

- More than 1 million trips are made on an average weekday on Metro (bus and rail).
- Approximately 5% of rail trips are made by a person who lives elsewhere in the United States (visitors).
- Another 9% of rail trips are made by residents in the region but outside of the Compact area.

On an average weekend:

- Nearly half a million trips are made on an average weekend on Metro (bus and rail).
- Approximately 12% of rail trips were made by a person who lives elsewhere in the United States (visitors).
- Another 7% of rail trips were made by residents in the region but outside of the compact area.

It has been proven that **Metro fosters smart growth**. The 2011 WMATA technical report, "Making the Case for Transit,"¹⁰ measured and assessed benefits such as avoidance of additional road capacity and parking costs; travel time savings; travel cost savings; accident reduction savings; emissions reduction savings; and land value premium impacts.

⁶ MWCOG, "Interim Report on Metro."

⁷ Office of the Chief Financial Officer, District of Columbia, "Recommended Capital Planning Process for Remediation of Metrorail's Infrastructure Challenges," December 2015.

⁸ Robert Thomson, "Death spiral? No. Metro is too necessary to fail," The Washington Post, March 22, 2017. Accessed March 29, 2017: https://www.washingtonpost.com/local/trafficandcommuting/death-spiral-no-metro-is-too-necessary-to-fail/2017/03/20/03d6fcea-0744-11e7-b77c-0047d15a24e0_story.html?utm_term=.14a98e7e2445

⁹ MWCOG, "Interim Report on Metro."

¹⁰ Washington Metropolitan Area Transit Authority, "Making the Case for Transit: WMATA Regional Benefits of Transit, Technical Report," November 2011. Accessed March 20, 2017: <https://www.wmata.com/initiatives/case-for-transit/upload/WMATA-Making-the-Case-for-Transit-Final-Tech-Report.pdf>

It is clear that **Metro brings economic value**. Several studies show that proximity to Metrorail brings higher real estate values; boosts economic development; brings more property tax revenues.¹¹ For example, Virginia's investment in the rail system was \$941 million for 1978-2000, with a net return in tax revenue of \$2.1 billion, for a net gain to the Commonwealth of \$1.2 billion on a dollar-for-dollar basis.¹²

A poorly functioning Metro that is unsafe, unreliable, and lacks adequate capacity harms the region by causing delays that keep workers from getting to their jobs on time; increasing traffic congestion and disrupting the flow of people and commerce in the region; and harming Metro's ability to operate and improve as it loses riders and fare revenues. This will encourage more sprawl and a more car-dependent community.

The cost of not acting is high. It is essential that the region supports Metro to continue on its path toward a State of Good Repair. "With Metro, the region works. Without Metro, the region would be less wealthy, harder to get around, and have less economic activity," the 2011 WMATA report found¹³. Furthermore, the report found that properties near Metro stations had higher real estate values and produced more property tax revenues.

Metro is an investment-worthy asset; its infrastructure is valued at \$40 billion. Currently, \$50 billion of investments are active or planned near Metro stations.¹⁴

The DC CFO's report concludes that failure to invest in Metro, to restore it to a safe, reliable system in state of good repair, could reduce regional economic growth by $\frac{1}{4}$ to $\frac{1}{2}$ percent or more, reducing regional tax revenues by \$1 billion to \$2 billion per year.¹⁵

There has also been significant impact of reduced reliability in the form of lost productivity for Metro system users, estimated at \$51-61 million per year (2014-2015). And the cost of delay for 2015-2016 is preliminarily estimated at \$153-253 million.¹⁶ Without providing Metro the resources it needs, traffic congestion will worsen and economic growth in the region will slow.¹⁷

The entire region will suffer if the region does not invest in Metro. A preliminary analysis from the DC CFO shows that failure to implement dedicated funding will hurt all localities in the region. To bring Metro to State of Good Repair (capital and maintenance), localities would have to contribute significant sums; for example, over 10 years, Prince George's County would contribute \$1.3 billion and Fairfax County, \$1.1 billion.

¹¹ MWCOG, "Interim Report on Metro."

¹² Ibid

¹³ WMATA, "Making the Case."

¹⁴ MWCOG, "Interim Report on Metro."

¹⁵ How this is calculated: the $\frac{1}{4}$ that equals \$1.0 billion is the impact of reducing the total tax revenue growth derived from the COG demographic forecast that is estimated at 2.5% annually. In other words, the population, household and employment forecast translates into about 2.5% annual growth in the combined income, property, and sales taxes for the Metro Compact area. Keeping the math simple, that is about \$40 billion a year as the total tax base today. If, over 10 years, that grows at 2.5% per year, ignoring compounding, that is \$10 billion more in year 10 (25% X 40). If growth is reduced from 2.5% to 2.25%, or 0.25 percent, that is a 10% reduction in growth (0.25/2.5). Ten percent of \$10 billion in growth is \$1.0 billion. This is oversimplified, as the calculation would be a bit larger with compounding. (Source: Office of the Chief Financial Officer, District of Columbia.)

¹⁶ Freudberg, "Technical Panel Status Update."

¹⁷ Jeffrey S. DeWitt, "WMATA's Funding Needs."

Localities have major competing priorities for infrastructure investments within their jurisdictions; a new regional solution is needed for these long-term Metro priorities. The table¹⁸ below shows the bill that jurisdictions would face without a regional solution.



Total 10-Year Funding Gap Summary

(\$ Millions)

CIP Funding Gap	\$ 6,157.05
Maintenance Budget Gap	\$ 1,300.29
Total	\$ 7,457.34
Annual Average (10 Years - FY 2017-FY 2026)	\$ 745.73

(Dollars in Thousands)

		FY 2017		FY 2020		FY 2023	FY 2026	Total
Jurisdictional Share Gap Funding Needed	%	Current Year	%	Add-on Needed for Gap - Above Current Year			Gap Need	
<i>District of Columbia</i>	37.2%	\$ 416,700	35.7%	\$ 232,305	\$ 108,099	\$ 633,556	\$ 2,671,543	
Montgomery County	17.1%	193,050	16.4%	106,652	49,630	290,872	1,226,604	
Prince George's	17.7%	235,550	17.0%	110,394	51,371	301,078	1,269,643	
Maryland Subtotal	34.8%	\$ 428,600	33.4%	\$ 217,086	\$ 101,021	\$ 592,071	\$ 2,496,786	
Alexandria	4.5%	33,000	4.3%	27,761	12,918	75,712	319,276	
Arlington	8.2%	77,100	7.9%	51,143	23,799	139,483	588,196	
City of Fairfax	0.3%	2,550	0.3%	1,871	871	5,103	21,519	
Fairfax County	14.7%	155,450	14.1%	91,683	42,664	250,048	1,054,449	
Falls Church	0.3%	3,150	0.3%	1,871	871	5,103	21,519	
Loudoun County	0.0%	-	4.1%	26,600	12,378	72,546	283,520	
Virginia Subtotal	28.0%	\$ 271,250	30.9%	\$ 200,969	\$ 93,521	\$ 548,104	\$ 2,289,007	
Unfunded	100.0%	-	100.0%	\$ 650,360	\$ 302,641	\$ 1,773,731	\$ 7,457,336	

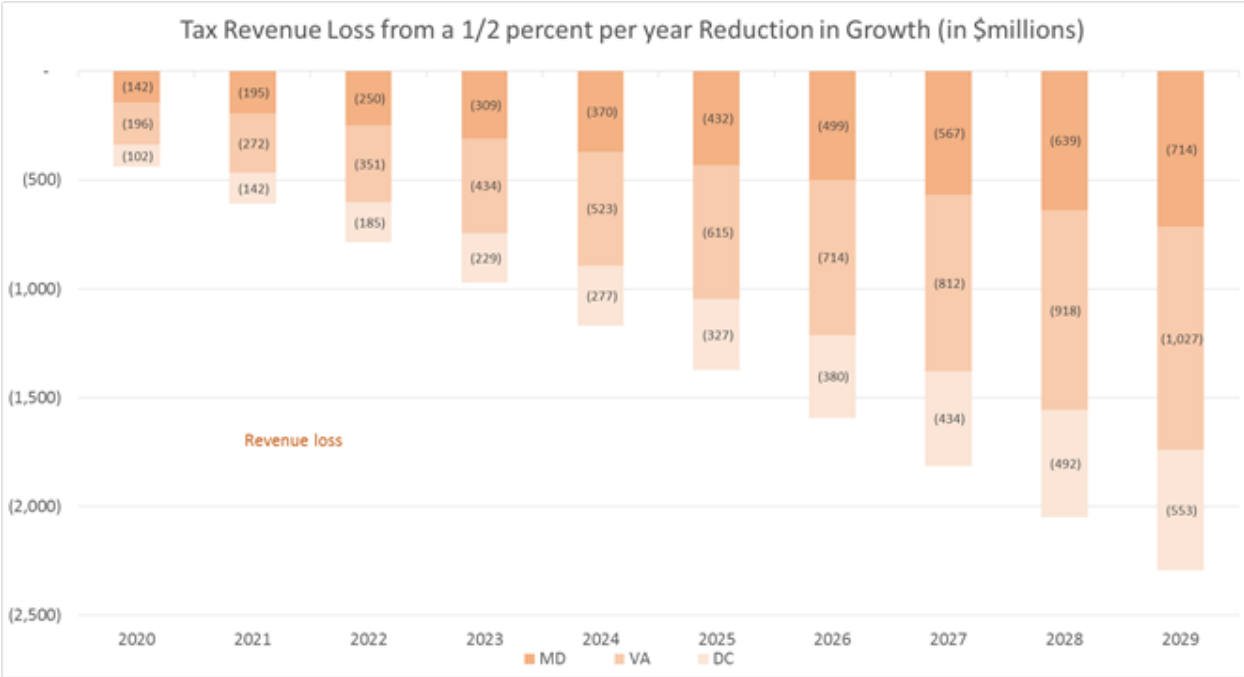
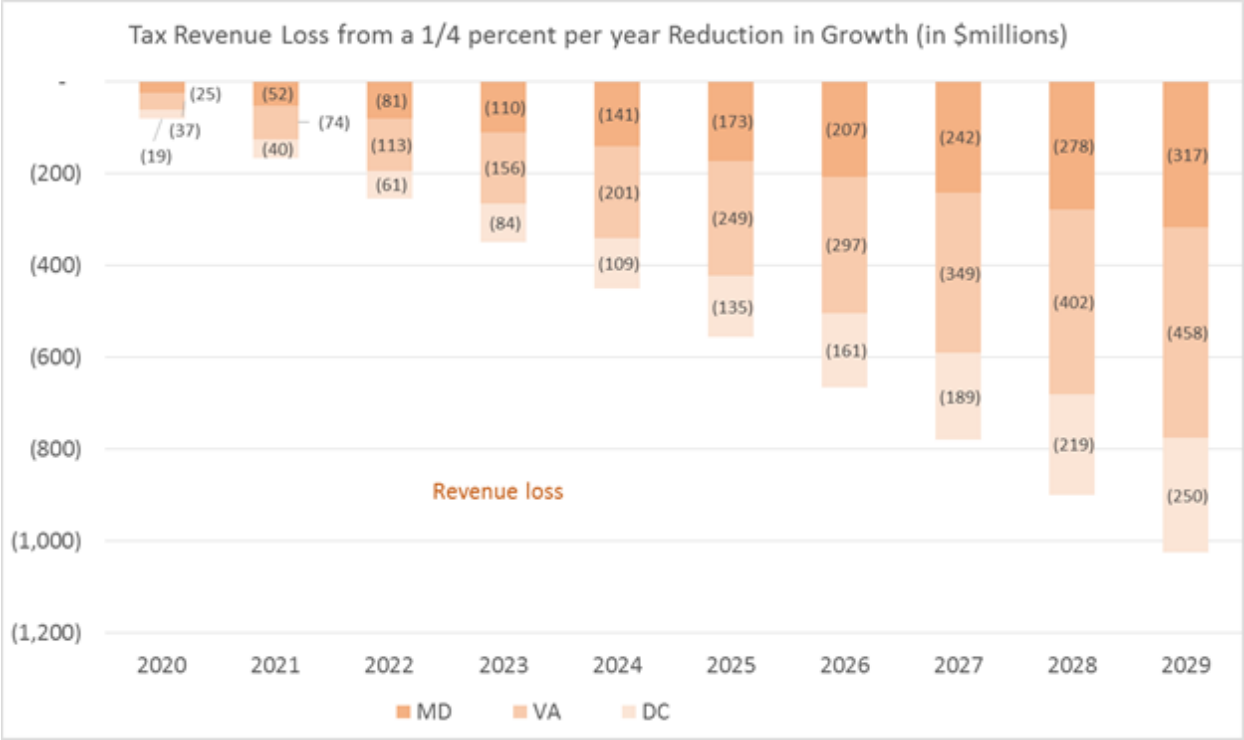
See the full Pro Forma for greater details

Failure to invest in Metro will slow economic growth in the region, resulting in annual losses to area income taxes, estimated from \$1 to 2.3 billion in 10 years.¹⁹

Regional growth forecasts rely on a fully functioning Metro system. The worse Metro performs, the lower the region's ability to accommodate population and job growth will be. The reduction in growth will negatively impact local jurisdiction Sales, Property, Income, and Corporate taxes. Below are charts that show the loss in local tax revenue of a 0.25% and a 0.5% percentage point reduction in growth. These reductions are off of the baseline revenue growth rate of 3%. This was found from the 1% real growth in population/jobs coming from the COG regional forecasts and per capita income growth of 2% being conservatively assumed.

¹⁸ Ibid

¹⁹ Ibid



CAPITAL AND MAINTENANCE FUNDING NEEDED

As an essential asset to our region, Metro must continue on its path to State of Good Repair, so that the region can depend on reliable, safe service that is sustainable over the long-term. Years of deferred maintenance, insufficient financial investment, and expanding service hours (reducing time available for track maintenance) have brought us to the current state.

To bring Metro to a safe, reliable and stable State of Good Repair, WMATA must make a number of capital investments (totaling \$15.6 billion) over the next 10 years²⁰:

- Rail vehicles and vehicle parts: \$3.3 billion
- Rail systems: \$3.0 billion
- Track, structures, and systems: \$2.1 billion
- Passenger facilities and stations: \$2.6 billion
- Bus and paratransit investments: \$2.6 billion
- Business support systems: \$2.0 billion
- Repayment of short-term borrowing: \$0.2 billion

In addition to this \$15.6 billion for capital needs, an additional \$1.3 billion over a 10-year period is needed for maintenance of the capital investment. Localities have major competing priorities for infrastructure investments within their jurisdictions; a new regional solution is needed to pay for these long-term Metro priorities.

Capital and Maintenance Needs Will Continue

In addition to these important safety and reliability projects, there are many known projects on Metro's list of needs. Here are additional critical capital projects (not part of the \$15.6 billion) that are also important for safety and reliability. Their timing will vary and some are likely to stretch beyond the 10-year period for State of Good Repair. Other projects will come up and be added to the list over time. Estimated costs of other critical capital projects beyond the State of Good Repair are analyzed in the Capital Needs Inventory²¹ as requiring as much as estimated \$10 billion.

- New Rosslyn Connection
- Major Station Capacity Increases
- Heavy Overhaul Facility (Rail)
- Red Line Water Remediation
- Improved Tunnel Ventilation
- Bladensburg Bus Garage
- Metro Office Facilities

²⁰ Ibid

²¹ Washington Metropolitan Area Transit Authority, "10-Year Capital Needs; Inventory and Prioritization, CY 2017-2026 Needs," November 2016, accessed April 19, 2017: <https://www.wmata.com/initiatives/plans/upload/CNI-full-report-and-appendices.pdf>

THE FUNDING GAP

Having agreed that Metro is an essential regional asset – one that needs significant **capital and maintenance** investment – the Technical Panel examined budgets and needs. After fully evaluating WMATA’s long-term needs, the Panel determined that the fundamental problem is that WMATA’s capital needs are vast, sustained long-term maintenance is essential, and insufficient funding is currently available.

The Panel spent the better part of year determining how best to fill the significant funding gap for capital and maintenance.

Capital Funding Gap

The capital funding required to achieve a State of Good Repair is \$15.6 billion of investment over the next 10 years. Analysis of anticipated revenues for capital investment indicates a funding shortfall (gap) for State of Good Repair of \$6.1 billion or an annual average gap of \$610 million per year (pay-as-you-go). The total estimated capital funding need is higher than the previous estimate in the Interim Report of 12.6 billion. It is not possible to close this gap through farebox revenue and cost-saving measures alone. The vast majority of Metro’s funding gap is due to insufficient capital funding, including significant capital needs beyond State of Good Repair.

Closing the Gap

The Panel concluded that the best way to provide long-term capital funding is through bonds, with dedicated funding going to pay the debt service. Bonds will distribute the cost of capital projects over the lifetime of the project, which benefits the region today, as well as future residents – the most feasible answer. WMATA has little debt outstanding, and has the capacity to issue substantial new debt, but would need a new dedicated revenue source established to secure this new financing.

The Panel concluded that the best way to fund the debt service on the bonds would be a dedicated funding source – a dedicated tax. The next section, “Regional Revenue Analysis,” describes options on how to generate these revenues. The maintenance gap could be funded on a pay-as-you-go basis, using the same dedicated revenue source.

Assumptions

To develop estimates of long-term funding needs, the Technical Panel thoroughly vetted the District of Columbia’s independent CFO’s (Chief Financial Officer) financial model for calculating long-term Metro funding needs. Subsequent to detailed review by the Chief Administrative Officers and their senior financial management staffs, and acknowledgement by WMATA that the model represented a reasonable set of assumptions, the Technical Panel endorsed the DC CFO’s Financial model.

In order to contain WMATA’s expense growth within a reasonable operating budget, the Panel assumed WMATA will limit its spending growth. The analysis specifically incorporates annual growth

caps of 3% on capital and operating expenses and 2% for some non-personnel costs. These assumptions are built into the financial analysis in this report. The primary cost and revenue assumptions in the model are:

Key Cost Assumptions Include:

- Base operating year FY 2018.
- Base capital plan year FY 2017. Using FY 2017 as the base because it was a more representative base year; the FY 2018 request was out of the ordinary.
- Analysis assumes WMATA personnel costs do not increase more than 3% per year (slower than current rate of growth). Assumes no funding increases for personnel in FY2018.
- Capital funding gap through FY 2026 estimated at ~\$6.1 billion.²²
- Operating funding gap through FY 2026 estimated at ~1.3 billion.²³
- Operating and capital needs – updated based on FY 2018 WMATA budgets and Capital Needs Inventory (CNI).
- Analysis focused on achieving State of Good Repair, coupled with ongoing preventative maintenance.
- Use of bonding (6%, 30 year municipal type revenue bonds) to finance long-term public capital projects is good public policy, spreading costs over the lifecycle of the asset.
- Keeps fuel and utilities inflated at 2% annually.

Key Revenue Assumptions Include:

- Analysis assumes local and state operating subsidies continue at FY 2018 level, escalated 3% annually and that capital contributions continue at FY 2017 level, escalated at 3% annually.
- Analysis assumes Federal PRIIA (\$150 million + \$150 million DC-MD-VA match) and FTA funding continue at same level.²⁴
- Assumes passenger revenue growth – from ridership and/or fare increases – of 3% starting in 2021.

Recent analyses bring overall conclusions:²⁵

- Recent analyses indicate 10-year capital funding gap larger, operating funding gap smaller than October 2016 estimates.
- Similar to October 2016 conclusion, recent analyses suggest dedicated funding starting in FY 2019, coupled with debt financing, is required to fund State of Good Repair capital needs gap, plus maintenance cost gap, and additional critical capital project investments.

²² Freudberg, "Technical Panel Status Update."

²³ Ibid

²⁴ DeWitt, "WMATA's Funding Needs."

²⁵ Freudberg, "Technical Panel Status Update."

REGIONAL REVENUE ANALYSIS

Metro is a regional asset, a regional issue, and a regional priority. This regional priority needs a regional solution, as well as a regional viewpoint.

Bridging the Funding Gap

Metro faces a capital gap of \$15.6 billion through FY 2026 and a maintenance gap estimated at ~\$1.3 billion,²⁶ plus as documented in the Capital Needs Inventory²⁷, has at least several billion dollars of additional critical capital needs.

Revenue Options

The Panel considered a wide range of revenue options for the WMATA Compact region. They are described briefly here, and in more detail in Appendix B, “Revenue Options,” and Appendix C, “Tax Options for Funding Metrorail’s Capital Needs.”²⁸

Type of Tax	Tax Increase	Annual Tax Revenue Collected in WMATA Compact Region
Sales Tax	1.0%	\$650 million
Property Tax (all property)	8 cents per \$100	\$650 million
Property Tax (½ mile from Metro)	43 cents per \$100	\$650 million
Gas Tax	16.3% increase	\$650 million

- Sales Tax – a 1% general sales tax in the region would generate the required amount, and would spread the cost widely, not only across the region, but also including tens of millions of visitors.
- Property Taxes – To raise the needed amount, the property tax rate would have to be increased 8 to 43 cents, which is significant, especially for homeowners and businesses within a half-mile of Metro stations.
- Gas Tax – reaching the required amount would require a 16.3% increase in gas tax across the region.

²⁶ Ibid

²⁷ WMATA Capital Needs Inventory

²⁸ Jeffrey S. DeWitt, “COG Technical Report -- Tax Options for Funding Metrorail’s Capital Needs,” April, 2017.

The table below provides the estimated revenue raised from each of these four options by jurisdiction:

Jurisdictions:	District of Columbia	Montgomery County	Prince George's County	Arlington County	City of Alexandria	Fairfax County	City of Falls Church	City of Fairfax	Loudon County	TOTAL
Scenarios to raise \$650 million per year:										
<i>1) Sales Tax</i>										
Uniform tax rate to generate \$650mm	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	TOTAL
Amount paid by jurisdiction w/uniform rate	\$ 148	\$ 91	\$ 81	\$ 39	\$ 32	\$ 179	\$ 4	\$ 10	\$ 66	\$ 650
Jurisdiction share of the total revenue	22.8%	14.0%	12.5%	6.0%	4.9%	27.6%	0.6%	1.5%	10.2%	100.0%
<i>2) Property Tax</i>										
Uniform tax rate to generate \$650mm (\$/\$100 of assessment)	\$ 0.080	\$ 0.080	\$ 0.080	\$ 0.080	\$ 0.080	\$ 0.080	\$ 0.080	\$ 0.080	\$ 0.080	TOTAL
Amount paid by jurisdiction w/uniform rate	\$ 142	\$ 124	\$ 59	\$ 55	\$ 31	\$ 176	\$ 3	\$ 5	\$ 58	\$ 652
Jurisdiction share of the total revenue	21.7%	19.0%	9.1%	8.5%	4.7%	27.0%	0.4%	0.7%	8.9%	100.0%
<i>3) Property Tax near Metro</i>										
Uniform tax rate to generate \$650mm (\$/\$100 of assessment)	\$ 0.428	\$ 0.428	\$ 0.428	\$ 0.428	\$ 0.428	\$ 0.428	\$ 0.428	\$ 0.428	\$ 0.428	TOTAL
Amount paid by jurisdiction w/uniform rate	\$ 328	\$ 67	\$ 28	\$ 108	\$ 32	\$ 80	\$ 4	\$ 4	\$ -	\$ 650
Jurisdiction share of the total revenue	50.5%	10.3%	4.3%	16.5%	4.9%	12.4%	0.6%	0.6%	0.0%	100.0%
<i>4) Gas Tax</i>										
Uniform tax rate to generate \$650mm	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%	16.3%	TOTAL
Amount paid by jurisdiction w/uniform rate	\$ 41	\$ 169	\$ 148	\$ 26	\$ 19	\$ 160	\$ 8	\$ 12	\$ 67	\$ 650
Jurisdiction share of the total revenue	6.3%	26.0%	22.8%	4.0%	3.0%	24.6%	1.2%	1.8%	10.4%	100.0%

The Panel also considered two other options:

- Value Added Tax (VAT) – a tax on the value-added at each stage in production of goods and services. Exists nowhere in the United States; elsewhere, it is implemented as a national sales tax.
- Commuter Tax – two states cannot tax the same earned income; also, Congress barred the District in 1973 from imposing a commuter tax.

A Shared Regional Economy

It's important to have this discussion in the context of the regional economy. People who live, work, visit and play in the region do so across the region, without regard to jurisdictional borders. People in DC buy their cars in Maryland or Virginia. People stay in an Arlington hotel and eat meals in DC. Virginia residents visit National Harbor for dinner and a show.

And the region includes the tens of millions of people who come here to visit – for business, for vacation, to run a marathon, to visit our attractions, to witness history. They, too, use – and can help pay for – Metro.

Metro benefits everyone – those who take Metro and those who do not. Metro removes vehicles from the roads, relieves congestion, lessens the need for additional roads, bridges, and parking, and brings environmental benefits, including fewer carbon emissions. Everyone has a stake in Metro and its success.

In order to support bond funding needed for Metro's critical capital and maintenance needs, it is necessary to find a method to generate the hundreds of millions of dollars per year, to pay the debt service and pay-go for maintenance.

This is **new money** – money that is not collected today. This new money will come from the entire region ... and will be dedicated to capital/maintenance needs for an essential regional entity.

This includes not only those who live in the NCR (National Capital Region), but also anyone who comes here for business, for vacation, for a visit, for entertainment. Government officials may think of jurisdictions as individual and separate, but people flow back and forth across boundary lines without giving it much thought.

An important part of running a major rail system is the needed ongoing maintenance and investment. Metrorail was originally conceived as a regional Compact, without dedicated funding. It is the only major big-city rail system in the U.S. (perhaps the world) without dedicated funding. This lack puts Metro – known as “America’s Subway” – at risk, and keeps Metro from regaining world-class status. As Greater Greater Washington noted, “And while securing dedicated funding wouldn’t fix all of Metro’s woes, a more stable and reliable operating budget funding would bring Metro’s budget in line with other systems and help provide a stronger platform for keeping the entire system in a state of good repair.”²⁹

REGIONAL APPROACH: PROPOSED SALES TAX

The Panel worked together to consider and analyze numerous options for dedicated regional funding. The Panel believes that Metro is so important to our region that the region must invest in its future. The Panel concludes that the sales tax best meets criteria for funding the capital and maintenance needs gap and additional critical capital projects.

The Panel recommends that the COG Board take a serious look at proposing that DC, Maryland and Virginia add to the general sales tax in all Metro Compact jurisdictions. It is not a perfect solution, but it comes closest to collecting revenue as if a regional taxing entity existed, and is an efficient and stable method to generate the revenue needed for Metro’s critical capital needs.

A uniform regional sales tax brings many benefits:

- Easily understood by the public.
- All residents in the Metro Compact area pay the same
- For example, a 1% increase in the sales tax is equitable across the region, wherever a purchase is made.
- Provides stable funding source well understood by investors to debt-finance substantial capital infrastructure needs at low interest rates.
- Dedicated sales tax is source of funding for most large transit systems in the nation.
- It is a reasonable solution that spreads the cost widely, over the entire region, including tens of millions of visitors annually.
- Dedicated, stable funding allows for longer-term capital planning not currently included in the \$15.6 billion needed for a State of Good Repair.

The Panel’s conclusion regarding the sales tax option is the same as one made in 2005. A COG report then also concluded with its “preferred option” for a regional sales tax: “Based on revenue production and the rating criteria, the Panel finds that four revenue sources would be most appropriate for consideration by regional elected officials. Among these the preferred option would be a uniform regional sales tax ... While there are issues as to the incidence of the tax and its

²⁹ Matt Eldridge and Rayanne Hawkins, “How does Metro’s funding compare to other cities’ systems?”, Greater Greater Washington, March 25, 2016; accessed April 7, 2017: <https://gqwash.org/view/41125/how-does-metros-funding-compare-to-other-cities-systems>

regressivity, at the levels contemplated these should not overcome its simplicity, its effectiveness in capturing visitor revenue, and its ability to grow with the regional economy.”³⁰

The Panel acknowledged there are differences between jurisdictional revenue generation from the sales tax and the WMATA funding formula. As these and other issues arise in the implementation phase, more discussion will be needed by policy officials to work out those details.

PERFORMANCE METRICS

WMATA tracks hundreds of performance metrics every year. This information helps them identify priorities and where improvements need to be made. The Panel has selected these metrics as important measures of Metro’s progress: safety, reliability, customer experience, financial management. The metrics from 2016:³¹

Safety. Safety is Metro’s highest priority. For 2016, Metrorail’s “major events” (collisions, derailments, etc.) will end up slightly lower than 2015. Major events overall – including Metrobus and MetroAccess – will end up slightly higher than 2015.

While it’s vital that the region helps Metro make needed capital/maintenance improvements, WMATA ranks third-lowest in the nation for fewest “major events” among major heavy rail systems, on a per-mile basis. (Miami-Dade Transit and San Francisco Bay Area Rapid Transit are lower.)³²

Reliability. Metrorail’s on-time performance is at 70%, with 85% completing trips within 5 minutes of expected arrival time. New railcars and continued preventative maintenance are expanding reliability and making steady improvements. Customer surveys help measure rider satisfaction. WMATA has already accepted 316 of the 748 7000 Series railcars ordered.

Cost recovery. Looking at the past four years, Metro’s cost recovery ratio is currently at its lowest – 47%, largely due to the impacts of SafeTrack and reduced service.

Financial. WMATA ended FY 2016 on budget and completed its audit on time with no new findings. WMATA’s federal ECHO privileges were restored for future grants; WMATA also recovered more than \$1.3 billion in grant expenses. Over the last year, WMATA has improved its ability to invest capital funds to improve the system, reaching a historic high of \$1 billion in capital investment.

³⁰ MWCOG, “Report of Metro Funding Panel.”

³¹ Washington Metropolitan Area Transit Authority (WMATA), “Regional Measures,” March 28, 2017 – see Appendix D.


³² Ibid

On April 18, 2017, WMATA released updated metrics for the first three months of 2017.³³ A few highlights:

- Half as many trains were offloaded in the first three months of 2017 as compared to the same period in 2016. The significant improvement in customer reliability was the result of the ongoing, accelerated retirement of all 1000- and 4000-series railcars, Metro's oldest and least reliable, respectively, combined with a "get well" maintenance program on the transit authority's other railcars to make them more reliable.
- In the first three months of the year, a total of 218 trains were offloaded (a rate of 2.4 offloads per day), as compared to 433 offloads during the same period in 2016.
- Metro's "mean distance between delays," a metric that tracks how far a railcar travels, on average, before encountering a problem that delays a train, improved nearly 70 percent - from 48,064 miles between delays in the first quarter of 2016 to 81,451 miles in the first quarter of 2017. Specifically, propulsion-related delays were down 39 percent and door problems were down 16 percent during the period.
- Metro has implemented an industry-first method of measuring on-time performance that is based on the actual customer experience, tracking travel times from the moment a customer taps into the system to the moment they tap out. So far this month, Metro customers have arrived within five minutes of their expected arrival time about 90 percent of the time, even with SafeTrack maintenance in effect.


BACK 2 GOOD

Customer Update #2: April 18, 2017




RAILCARS

- **Customers experiencing fewer offloads:** Railcar offloads cut in half in the first three months of 2017, compared to the same period last year.
- **Railcar "Get Well Plan" seeing results:** Propulsion-related delays down 39% and door-related delays down 16% in the first three months of 2017, compared to the same period last year.
- **Out with the old:** 70% of the 1000-series railcars and 46% of the 4000-series railcars removed from passenger service to date.
- **In with the new:** 39 new 7000-series trains in service at the end of March 2017 – now accounting for 1/3 of all Metro trains during rush hour.




FINANCIAL MANAGEMENT

- **Fiscal Year 2018 Budget approved:** A balanced budget for FY18 required shared sacrifice by regional funders, Metro employees and management, and customers.




SAFETY

- **Buses being equipped with new safety feature:** New flashing amber safety lights are being mounted on the front and back of Metrobuses to catch the attention of pedestrians and prevent rear collisions.



WI-FI AND CELLULAR SERVICE

- **New underground cell phone service available:** Cell phone coverage in Metro's underground tunnels has expanded to the Red Line between Glenmont and Silver Spring. This is part of an ongoing project to bring underground cell service system wide.
- **Station Wi-Fi program expanding:** Metro will expand Wi-Fi service in underground stations from the current 6 locations to 30 by the end of 2017. All remaining underground stations will have Wi-Fi available in the first half of 2018.



STATION IMPROVEMENTS

- **Escalator performance continues at six-year high:** System wide, escalator performance averaged 95% for the first three months of 2017 – the highest in more than six years.

For more information on WMATA's plan for 2017, visit wmata.com/back2good

³³ Washington Metropolitan Area Transit Authority (WMATA), "Back2Good Customer Update," April 18, 2017, accessed April 19, 2017: <https://www.wmata.com/about/back2good/initiatives.cfm>

Update: SafeTrack Metrics

As its SafeTrack program demonstrates, Metro is making a concerted effort to improve its safety and reliability within its existing tools and resources. The 12-month program is nearing completion; more work is necessary and will be a priority in coming years. Highlights of the work completed to date:³⁴

Safety. In 2016, track-related delays reduced by 7%, including delays caused by smoke, fire or arcing insulators (compared to previous year).

To ensure all these programs are effective in meeting stated quality objectives, in October 2016, WMATA established an independent internal compliance department that reports directly to the General Manager, providing quality assurance and oversight. This internal compliance function, overall, is intended to promote compliance with internal policies and procedures, external laws, regulations and directives while adding greater accountability and transparency to Metro's compliance and internal control activities.

Reliability. By the end of calendar year 2017, nearly 20 percent of all track in the Metrorail system will be refurbished, improving service reliability. This includes 50,000+ rail ties, reducing the number of defective ties to less than 5,000. More than 25,000+ track fasteners have already been replaced. More than 20,000 linear feet of grout pad have been replaced, which would have taken 2-½ years to accomplish under previous maintenance access.

Financial. As of now, 12 of 16 SafeTrack surges are complete. To achieve this, WMATA is spending at a higher rate than in the past – a good indicator that WMATA will be able to accelerate its infrastructure projects.

WHAT CAPITAL AND MAINTENANCE INCLUDES

In proposing this funding plan, localities have a number of expectations. The Panel expects that a significant regional investment will yield tangible results, including:

- Metro will be an organization worthy of the region's continued support and expanded investment.
- WMATA will be good stewards of our investment.
- Metro will manage an expanded budget that will help to rebuild trust with the region.
- Metrorail will be in State of Good Repair.
- Metro will continue to enable economic growth in the region.

³⁴ Paul J. Wiedefeld, WMATA, "Testimony of Paul J. Wiedefeld, General Manager and Chief Executive Officer of the Washington Metropolitan Area Transit Authority; Before a hearing of the Subcommittee on Government Operations under the Committee on Oversight and Government Reform, March 29, 2017: <https://oversight.house.gov/wp-content/uploads/2017/03/17-3-29-Testimony-of-Paul-Wiedefeld.pdf>, accessed April 11, 2017.

The Panel expects that significant regional investment – \$15.6 billion for capital and \$1.3 billion for maintenance – will yield tangible results, including:

- Ongoing rehabilitation and replacement of track – to ensure reliable service and restore user confidence.
- Replace nearly 600 older railcars – this alone will greatly help to improve service and reduce outages and service time.
- Replace or rehabilitate approximately 240 escalators – to improve access and customer experience.
- Rehabilitate approximately 100 elevators – to improve access to trains.
- Replace or refurbish fare gates and fare boxes – to improve customer experience and provide greater accountability.
- Replace or rehabilitate approximately 185 buses per year – to improve service and reliability.

Additional critical capital projects (not included in the \$15.6 billion), such as Rosslyn connection, relining Red Line, power systems; these may be able to be funded through available funds from the dedicated tax.

CHALLENGES FACING STATE PARTNERS

Today, state partners contribute significant funding to support WMATA and its localities.

For example, in Maryland, the state funds 100% of Maryland jurisdictions' required funding for WMATA operations and capital. For FY 2018, Maryland will provide \$223.7 million in capital funding for WMATA.

The picture in Virginia tells a different story.

In FY 2018, Virginia will provide \$195.6 million in funding for WMATA capital expenses, which includes \$102.9 million from local member jurisdictions and \$92.7 million in state funding. Officials at the Virginia Dept. of Rail and Public Transportation (DRPT) tell us that these state funds are not guaranteed going forward because the state will be losing about \$110M/year in statewide transit funding with the loss of Capital Project Revenue Bonds in 2019. As of this time the state has not identified a replacement source of revenues to cover this gap, and any new funds will require action by the General Assembly. (See Appendix E for more details.)

While the localities fully support the effort to fund Metro's capital needs, the Panel is aware that state funds are not assured and must compete with other transportation priorities in the states.

The Panel consulted with and thanks representatives from the District and the states:

- Chris Conklin, Deputy Director, Transportation Policy, Montgomery County
- Todd Horsley, Director of Northern Virginia Transit Programs, Virginia Dept. of Rail and Public Transportation (DRPT)
- Jennifer Mitchell, Director, Virginia Dept. of Rail and Public Transportation (DRPT)
- K. Jane Williams, Director, Maryland Department of Transportation (MDOT) Washington Area Transit Office

CHALLENGES AND NEXT STEPS

The Panel members worked together to develop a long-term regional solution for Metro. In working toward its recommendation, all Panel members are all in full agreement that the localities must find the right solution for the region. Working together was very rewarding for Panel members, as everyone values the benefit Metro brings to our two states, District, and all our localities.

The Panel identified needs and next steps:

- COG Board accepts report from the Technical Panel and asks the Metro Strategy Group to develop recommendations for consideration at the June COG Board meeting.
- COG coordinates with the business community, with the initiative led by former Secretary LaHood in Virginia, with Maryland and D.C., with the WMATA General Manager and Board of Directors, and with others, to receive inputs.
- Legislative proposals are developed to implement the funding plan with a goal of consideration in the 2018 legislative sessions.
- The critical importance of federal funding support – PRIIA and FTA grants – must remain a very high priority to help contribute to Metro’s long-term success.

As the old saw goes, “Sometimes the hardest thing and the right thing are the same.” Metro must be preserved – and improved – for the good of the region.

APPENDIX A: COG BOARD RESOLUTION ACCEPTING THE CAO TECHNICAL PANEL INTERIM REPORT

Resolution R63-2016
October 26, 2016

METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
777 North Capitol Street, N.E.
Washington, D.C. 20002

RESOLUTION ACCEPTING THE CHIEF ADMINISTRATIVE OFFICERS TECHNICAL PANEL ON METRO INTERIM REPORT

WHEREAS, the Metrorail system is the most significant regional transportation system and plays a critical role in meeting the National Capital Region's socio-economic and mobility needs and has served this need for the past 40 years; and

WHEREAS, the region's leaders are unified in their desire to help the Washington Metropolitan Area Transit Authority (WMATA) address the safety and service reliability issues faced by its Metrorail system that are partly due to funding constraints; and

WHEREAS, the current state of safety and service concerns associated with Metrorail and the resultant disruptions to mobility and commerce in the region reaffirms the need to thoroughly explore and address to the best of the region's ability the funding and revenue needs of the Metrorail system; and

WHEREAS, on June 8, 2016 the board adopted Resolution R39-2016 authorizing the Executive Director to convene a Technical Panel of Chief Administrative Officers and Chief Financial Officers to partner with WMATA to develop safety and reliability performance metrics for Metro, analyze operating and capital funding needs, and assess revenue options to meet operating and capital funding needs; and

WHEREAS, the panel also analyzed the economic value of Metro and its importance to the region.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS THAT:

1. The board accepts the Technical Panel's Interim Report and expresses its gratitude to its members for their support to date, and for continuing its work on this critical priority for the region.
2. The board directs the Executive Director and the Technical Panel to coordinate with the WMATA General Manager to complete its technical foundation work and provide a final report to the COG

Board of Directors by the end of the first quarter of 2017, consistent with the focus areas in R39-2016, plus the addition of analysis of the economic value of Metro.

I HEREBY CERTIFY THAT the foregoing resolution was adopted by the COG Board of Directors on October 26, 2016.

**Laura Ambrosio
COG Communications Specialist**

APPENDIX B: REVENUE OPTIONS

The committee considered the following revenue options, described briefly in the table below and in more detail in Appendix C.

Funding Source	Pro	Con
Sales Tax	Simple to implement/raise awareness of 1% increase	Potential legal constraints re: state approval for local add-on
	Applies equally to all Compact area jurisdictions	Not proportional to current share of jurisdictions' Metro funding
	Consistent with other large transit agencies' source of funds	Not all subject to tax utilize the service
VAT	Easier to collect than a sales tax	Administrative and political difficulty replacing a sales tax
	Self-enforcing to a large degree	Educating the public about distributional implications of a VAT
	Likely generates more revenue than a sales tax does	Is typically implemented at the National level, not State
	Affects individuals/businesses equally	--
Motor Vehicle Fuel Tax	Complements Metrorail's purpose of reducing road congestion and environmental damage by discouraging driving	Relatively low level of revenue generated; would require a very large increase in the tax rate
	--	Gasoline taxes set at state level
Commuter Tax	Tax pays for the benefits commuters receive in the jurisdiction they work	Congress barred DC from imposing a Commuter Tax on non-residents in 1973
	--	2 states cannot tax the same income, so commuter tax results in a credit for taxes paid in other jurisdictions
	--	Administrative and political difficulty in implementing

APPENDIX C: TAX OPTIONS FOR FUNDING METRORAIL'S CAPITAL NEED

Source: Office of the Chief Financial Officer, District of Columbia

One method to cover the costs of necessary maintenance and capital expenditures needed to restore the Metrorail system is to implement a new dedicated funding source. As part of the COG Metro Technical Panel, several dedicated funding options for Metrorail have been discussed. These options would generate revenue in the jurisdictions served by Metrorail (DC, Montgomery County, Prince George's County, Arlington County, City of Alexandria, Fairfax County, City of Falls Church, City of Fairfax, Loudoun County) and the revenue raised would be dedicated to funding Metrorail's maintenance and improvements. The four specific revenue options that this committee shortlisted include: Sales Tax, Value-Added Tax (VAT), Motor Vehicle Fuel Tax, and a Commuter Tax. The subsequent sections of this report discuss these options in more detail and provide the high level benefits and drawbacks of each option.

Sales Tax

In order to generate the estimated cost of necessary repairs and capital expenditures, the region could institute a 1% general sales tax. In D.C., for example, this would raise the general sales tax rate from 5.75% to 6.75%. If each jurisdiction in the region added 1% to their respective Sales and Use Taxes, the increased revenues would be sufficient to fund Metrorail's needed improvements.

There are several benefits to this proposal. First, it is simple to raise awareness of a 1% increase in tax (i.e. 1 cent on the dollar). Second, since this add-on to the sales tax would apply across all the Compact area jurisdictions, it would not change the current relative sales tax burdens across the participating jurisdictions. As such, it would not change the incentive for consumers to shop in one jurisdiction over another. Additionally, a dedicated sales tax is what most major jurisdictions around the country use to fund their transit systems, so it would be consistent with what other large transit agencies in other cities do.

Drawbacks of this proposal include legal constraints some jurisdictions may have in imposing a local add-on to the sales tax; Virginia and Maryland jurisdictions require state legislative body approval to levy a local add-on to the sales tax. Another downside of a broad-based add-on sales tax is that some of those paying pay the tax would not be Metrorail riders and might consider it unfair that they are paying for a service they do not use (although there are indirect benefits in the form of less road congestion and better air quality). Finally, the 1% regional tax is not entirely proportional to the current share of each jurisdiction's funding levels for Metro. This will need to be addressed going forward.

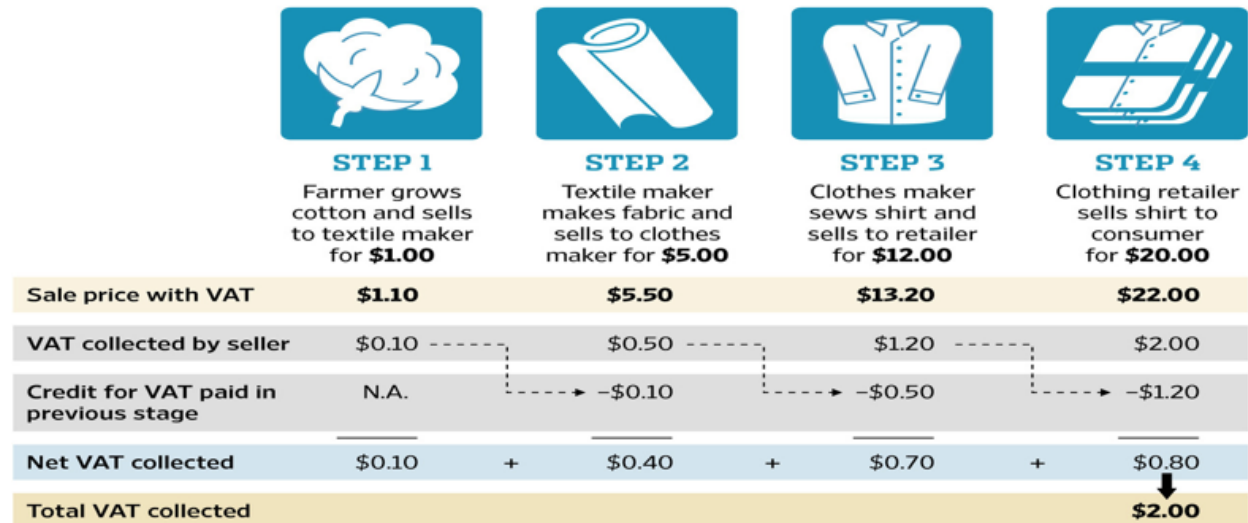
Value Added Tax

A value-added tax (or VAT), is used in many parts of the industrialized world but nowhere in the United States (although Puerto Rico came very close to implementing a VAT tax in 2016). Similar to the state and local sales and use tax, in many countries the VAT is implemented as a national sales tax. It is a tax on the value-added at each stage in the chain of production of both goods and services

and, ultimately, consumers end up paying the entire cost of the VAT (see diagram below). One implementation of the VAT (the credit-invoice) requires that firms offset the tax they have paid on their purchase of goods and services against the tax they charge on the sales of their goods and services.

How a Value-Added Tax Works

In a country with a value-added tax, businesses collect the tax on their sales and pay it on their purchases from other businesses. Here's how a 10% VAT would apply to the production and sale of a shirt.



Source: Heritage Foundation

THE WALL STREET JOURNAL.

In the illustration above, the final customer paid \$22 for the shirt, of which \$2 (or 10%) was the VAT embedded in the price. Effectively, the customer paid the full cost of the 10% VAT even though it was collected in increments along the production process because the intermediate stages of production can pass on the net tax paid to the following stage.

Although the VAT seems more complicated than a retail sales and use tax, proponents say a VAT is easier to collect (and harder to evade) than a sales tax. The VAT is self-enforcing to a large degree because an intermediate producer must file a tax return for taxes paid on good and services purchased; thus, tax authorities can glean information on taxes collected by an intermediate producer because businesses in the next stage in the production chain would report having paid a VAT to the prior producer. The VAT, in theory, could generate increased tax revenues, and would, like a 1% regional sales tax, not target specific individuals or businesses. However, some of the major drawbacks would include the administrative and political difficulty in replacing a sales tax with a value-added tax and educating the public about the distributional implications of the VAT. Furthermore, almost all of the existing VAT systems apply at the national level, doing so at the state or region level would be novel. The COG Metro Technical Panel did not estimate any revenues that would be generated by switching to a VAT.

Gas Tax

Every state in the U.S. implements some form of tax on motor vehicle gasoline. The state taxes are on top of the federal gasoline tax which is 18.4 cents per gallon. Some states assess a per-gallon tax rate that is collected at the pump. Other states charge wholesalers a tax on the wholesale price of a gallon, and some states assess a sales tax on the purchase of gasoline[1]. According to the American Petroleum Institute[2], the national average of both state and federal taxes for gasoline is 49.44 cents per gallon. Maryland, Virginia, and the District, comparatively, have rates of 51.90, 41.73, and 41.90 respectively.

Increasing the gasoline tax was a proposal the COG Metro Technical Panel considered in addition to the two aforementioned proposals. In the District, all revenue generated by the Motor Vehicle Fuel Tax is dedicated to the Highway Trust Fund. Each fiscal year, the District generates roughly \$20 million from this tax. To raise enough revenue to bridge the capital funding gap, all the jurisdictions would have to significantly increase their gasoline tax rates. This was quickly seen as unfeasible. Another difficulty with this idea is that gasoline taxes are currently set at the state level for Maryland and Virginia and some legislative changes at the state level to increase the tax rates in the Metrorail jurisdictions.

Commuter Tax

A commuter tax is a tax charged to persons who work, but do not live, in a certain locality. In the metropolitan D.C. area, for example, the idea would be that the District would levy a tax on the roughly 300,000 Maryland and Virginia residents who work in the District, while Maryland and Virginia jurisdictions in the Compact Area would tax District residents working in their jurisdictions. The underlying argument for this is that this tax would pay for the public services that benefit commuters (including the direct and indirect benefits of Metrorail) in the jurisdiction they work. Since two states cannot tax the same earned income, a commuter tax would require that residents filing taxes in their home jurisdiction receive a credit for taxes paid to other jurisdictions – an obvious point of contention to those states.

The idea of a commuter tax in the DC area has been long discussed. In fact, as part of the Home Rule Act of 1973, Congress barred the District from imposing a commuter tax on non-residents. The controversial point here was that more than 40 communities across the country, however, do levy commuter taxes – none subject to congressional approval.[3]

The COG Metro Technical Panel did not evaluate potential tax rates or revenues generated by a commuter tax as it is, in terms of feasibility, quite difficult to implement.

[1] <https://taxfoundation.org/state-gasoline-tax-rates-2016>

[2] <http://www.api.org/oil-and-natural-gas/consumer-information/motor-fuel-taxes/gasoline-tax>

[3] <http://www.washingtonpost.com/wp-dyn/content/article/2005/11/04/AR2005110401052.html>

APPENDIX D: WMATA REGIONAL MEASURES

Source: WMATA, March 28, 2017

Regional Measures Washington Metropolitan Area Transit Authority

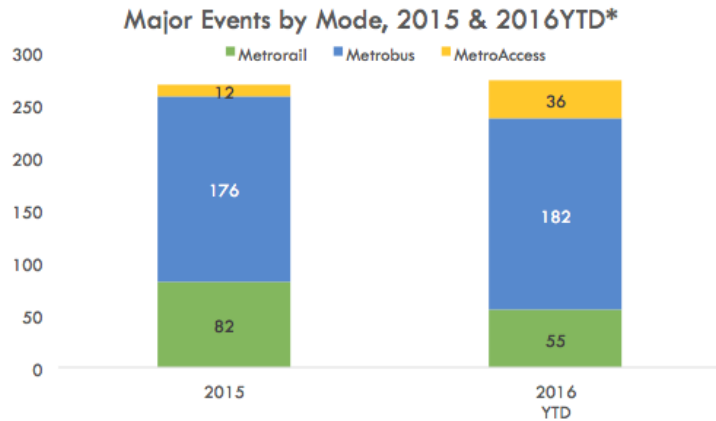


Priorities	CY2016 Results
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Safety - How Metro is making safety its first priority and ensuring it will continue to significantly improve in a way that restores the trust of the public and regulators

As measured by

- National Transit Database (NTD)-reported Major Events, including collisions, derailments, fires, security incidents, and all other reportable events



*2015 includes full-year data; 2016 includes YTD through November

Reliability - How Metro is ensuring riders will get to destinations on time and delivering quality customer service

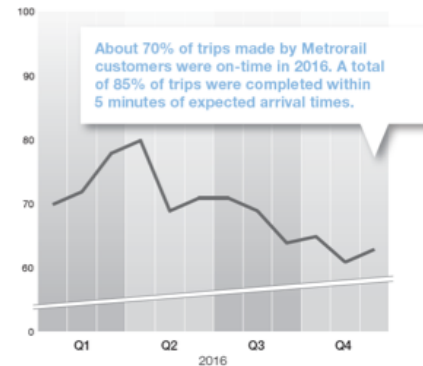
As measured by

- Rail customers on time (MyTripTime)
- Customer experience ratings, based on a quarterly survey of nearly 800 customers.

ANNUAL PERFORMANCE
Rail Customer On-Time Performance



1-YEAR TREND IN PERFORMANCE



Customer Experience
70% Overall experience

Experience Factors from Q3 of Calendar Year 2016
60% Service Reliability
79% Personal Safety/Security
70% Customer Service

Regional Measures

Washington Metropolitan Area Transit Authority



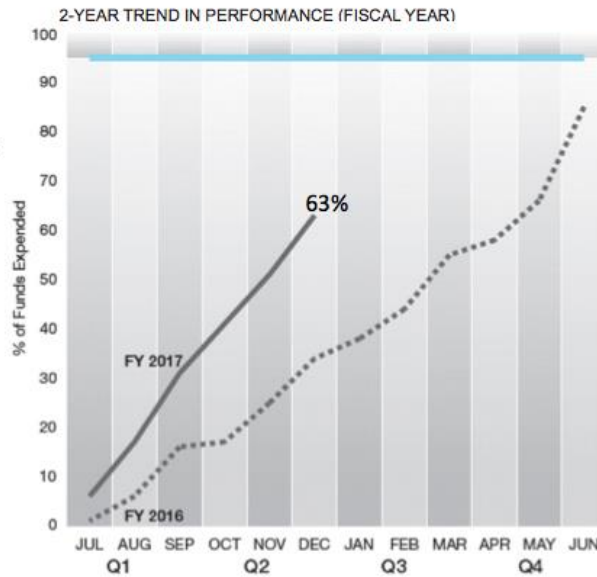
Priorities

FY2017/Q1 & Q2 Results

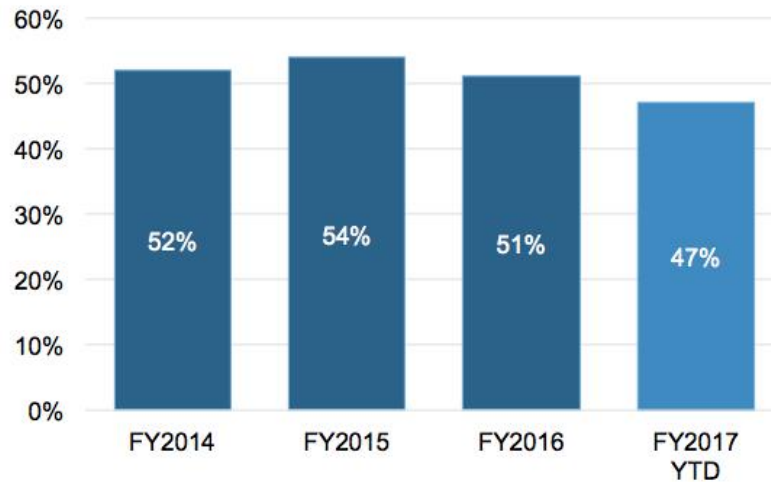
Financial - How Metro is managing capital funds to make smart investments and restore the system and operating efficiently to limit the need for growth in jurisdictional subsidies

As measured by

- Capital Funds Invested
- Cost Recovery Ratio



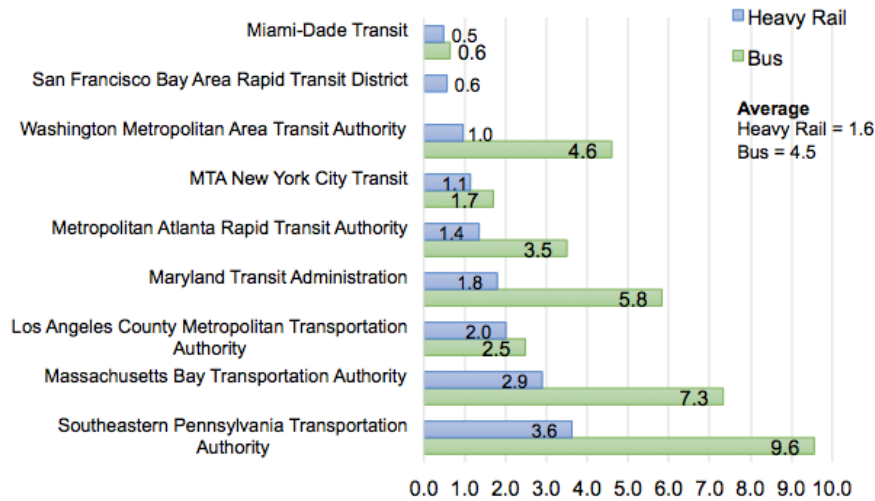
Cost Recovery Ratio



Definitions and Context

Major Events. National Transit Database-reported Major Events include the following Safety & Security event data reported via NTD form S&S-40 in five categories: (1) Collisions (includes all collision types reported to NTD, excludes suicides), (2) Derailments (includes all derailments reported to NTD), (3) Fires (includes all fires reported to NTD), (4) Security (includes all security events reported to the NTD), and (5) NOC ("Not Otherwise Classified" includes all other reportable events). The following chart compares WMATA to peer transit agencies.

Safety: Major Events divided by Millions of Vehicle & Passenger Car Revenue Miles, 2015



Source: National Transit Database, 2015 data (most recent full-year available)

Rail customers on time (MyTripTime): Percentage of customer journeys completed on time using customer Smartrip data. Number of journeys completed on time ÷ Total number of journeys

Factors incorporated in this measure include: railcar availability, fare gate availability, elevator and escalator availability, infrastructure conditions, speed restrictions, single-tracking around scheduled track work, railcar delays (e.g., doors), or passenger-caused delays.

Customer experience: Based on a quarterly customer satisfaction survey of nearly 800 customers. Measure derived from aggregation of experiential factor ratings.

Capital Funds Invested. Percentage of capital budget spent. Cumulative monthly capital expenditures ÷ fiscal year capital budget, including actual rollover from previous fiscal year

Cost Recovery Ratio. Total share of operating expenses recovered through non-subsidy revenue generation, including passenger fares, parking, advertising, and real estate.

APPENDIX E: VIRGINIA STATE FUNDING

Source: Virginia Department of Rail and Public Transportation (DRPT)

In Virginia, state funding for mass transit capital projects is currently provided from three primary sources. In FY 2018 state funding is estimated to be approximately \$249 million from the following:

- Approximately \$98 million annually from the state Transportation Trust Fund (TTF)
- Approximately \$41 million from federal grant funds
- \$110 million annually from Transportation Capital Project Revenue (CPR) bonds
 - The CPR bonds have a 10-year term that will expire in 2018 and cannot be renewed or extended
 - CPR bonds provide \$60 million annually for statewide transit capital needs
 - CPR bonds also provide \$50 million annually for state match to federal PRIIA funding for state of good repair needs at the Washington Metropolitan Area Transit Authority (WMATA)

In FY 2018, Virginia will provide \$195.6 million in funding for WMATA capital expenses, which includes \$102.9 million from local member jurisdictions and \$92.7 million in state funding. Officials at the Virginia Dept. of Rail and Public Transportation (DRPT) tell us that these state funds are not guaranteed going forward because the state will be losing about \$110M/year in statewide transit funding with the loss of Capital Project Revenue Bonds in 2019. As of this time the state has not identified a replacement source of revenues to cover this gap, and any new funds will require action by the General Assembly.

CPR bond revenues currently comprise approximately 44% of revenues used for state funding for mass transit capital projects. Expiration of these bonds in 2018 will leave transit systems in the Commonwealth, including WMATA, without necessary funds for capital improvement, at a time when transit demand and needs continue to grow across Virginia.

Today DRPT is able to provide state funding for 68% of the cost of rolling stock purchases and 34% of costs for most transit facility and systems projects. Assuming no additional revenues are generated, by 2021 DRPT will be unable to provide funding for any transit expansion projects and state funding for state of good repair projects would likely be capped at 36%. This reduced state transit capital funding will require local jurisdictions to significantly increase the amount of funding they will be required to contribute to transit capital projects at their own local transit systems as well as to WMATA. In FY 18, local jurisdictions in Virginia who are members of the WMATA Compact are budgeted to provide \$208.7 million in local funding for WMATA capital expenses.

In 2016, the Virginia General Assembly enacted HB 1359, creating the Transit Capital Revenue Advisory Board (RAB) to examine the impacts of the forthcoming revenue reduction created by the expiration of the CPR bonds in 2018. Additionally, the RAB is tasked with identifying possible sources of replacement revenue, and to develop methodologies for prioritization of transit capital funds similar to the successful HB2 (SMART SCALE) program enacted in 2015.

Thus far, the RAB has focused on validating the transit capital needs and developing a transit capital prioritization process. The transit capital needs work was summarized in three ten year (FY 18 – FY 27) funding scenarios with the conservative base case projecting a funding gap of \$178M in FY 27.

Furthermore, analysis indicates that existing state transit capital funds are insufficient to cover just those needs associated with maintaining a state of good repair for existing transit assets. Consequently, existing state transit capital grant match rates cannot be maintained without additional revenue. Reduced state capital grant contributions will likely result in a reduction in transit capital investments by Virginia transit agencies, or will require additional funding from local, regional, or federal funding sources to make up the gap created by reductions in state funding.

For the purpose of prioritization, it is proposed that projects will be divided into two major groups that will follow separate prioritization processes: State-of-Good Repair (SGR) and Major Expansion projects. In this proposed approach, minor capital expansion projects will be evaluated and prioritized using the same criteria as the SGR projects. Both prioritization processes will use a different set of criteria and scoring process, and will ultimately lead to two separate lists of prioritized projects. Project scores would be compared against other transit projects and ranked relative to cost (i.e. cost-effectiveness) within the two categories.

CHIEF ADMINISTRATIVE OFFICERS TECHNICAL PANEL

Report to the Northern Virginia Transportation Commission

May 4, 2017

Technical Panel

District of Columbia

- Rashad Young, City Administrator, District of Columbia
- Jeffrey DeWitt, Chief Financial Officer

Maryland

- Tim Firestine, Chief Administrative Officer, Montgomery County
- Nicholas Majett, Chief Administrative Officer, Prince George's County

Virginia

- Tim Hemstreet, County Administrator, Loudoun County
- Mark Jinks, City Manager, City of Alexandria
- Ed Long, County Executive, Fairfax County
- Mark Schwartz, County Manager, Arlington County

Washington Metropolitan Area Transit Authority

- Dennis Anosike, Chief Financial Officer
- Andrea Burnside, Chief Performance Officer
- Barbara Richardson, Chief External Affairs

We All Agree

- **Metro is essential** to the region & regional economy – must be brought to a **safe & reliable** state.
- **Capital & maintenance needs** require significant funding – needs a regional solution.
- Cost of delay is too high.
- These are difficult times – we must come together as a region to find a solution.

**Metro is a regional asset
that requires
a regional solution**

Presented our Report to COG Board

Presented this report last week to COG Board:

- Board passed resolution to asked for Technical Panel to support the COG Metro Strategy Group as it reviews material in this report.
- Resolution also asked Strategy Group to review and prepare recommendations for regional actions to COG Board of Directors at a future meeting.

Following the Interim Report

- Technical Panel updated analysis of WMATA's capital, operating and maintenance funding needs for next 10 years to reflect WMATA's Capital Needs Inventory and adopted FY 2018 budget.
- Re-calculated funding needs and gap over next 10 years:
 - \$15.6 billion capital funding is required to address safety and get to State of Good Repair, with funding gap of \$6.1 billion.
 - \$21.1 billion needed for operations and maintenance, with \$1.3 billion maintenance funding gap.
 - Additional capital funding for critical capital projects is required; funding gap is at least several billion dollars over next 10 years.



Following the Interim Report, cont'd

- Analyzed and discussed revenue options.
- Narrowed the choices and focused on revenue that will meet Metro's capital/maintenance needs over 10 years.
- Weighed pros and cons of each option; also considered implications of state needs and challenges.
- Looked at metrics that will help ensure that Metro moves towards a more safe and reliable system.
- Focused on regional economy and Metro's important role in the region.

Our Regional Economy

- Important to consider Metro's capital needs in context of regional economy.
 - Failure to invest in Metro could result in regional tax revenue reduction of \$1-2 billion annually.
 - \$50+ billion in planned and proposed development near Metro and future regional economic growth depend on a well-functioning, safe and reliable Metro system.
- Metro benefits everyone, whether you take Metro or not – e.g., congestion relief, less need for additional roads, bridges and parking, environmental benefits

A “Regional Entity”

- Our economy is regional – all are interlinked.
- No one revenue solution will exactly match current Metro agreements.
- In lieu of regional entity, how can we best collect revenue as a region?
 - Looked for way to generate revenue that meets Metro’s capital/maintenance needs.
 - Looked for most equitable method.
 - Looked for new money; money not collected today.
 - Plan is back-loaded as Metro gears up for infrastructure improvements.

Our Analysis

- DC CFO Jeff DeWitt will present his work:
 - Determining Metro's 10-year capital and maintenance needs.
 - Impact on the region.
 - Cost of delay/failure to act.



CAOs' Perspective

- Fairfax County Executive Ed Long
 - Report validated reasonable and achievable needs.
 - Local budgets can be developed without extreme requests.
 - Urgency of a regional solution by January 2019.
 - Dedicated funding source is critical.
 - No solution is perfect and that is why a regional solution is needed.
 - Regional solution is critical to our economy.
 - The consequences of no action will be devastating.



Challenges & Next Steps

- COG Metro Strategy Group will be coordinating with the business community, LaHood initiative, WMATA, NVTC and others.
- Need to consider and develop options for COG Board consideration.
 - Technical Panel stands ready to provide ongoing assistance to COG Board as requested.

Discussion

- Questions?

MWCOG Staff:

- Chuck Bean, Executive Director
- Stuart Freudberg, Deputy Executive Director and Project Manager
- Monica Beyrouti, Government Relations and Member Services Coordinator
- Sharon Pandak, General Counsel
- Eric Randall, Principal Transportation Engineer
- Kanti Srikanth, Director, Transportation Planning

Consultant

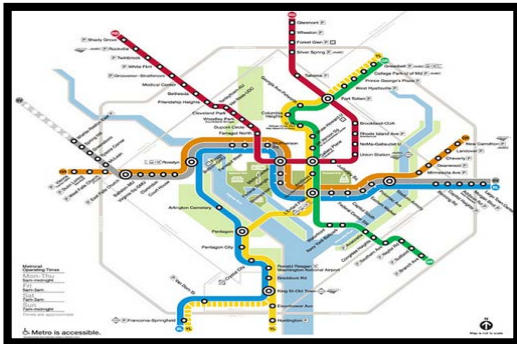
- Barbara Donnellan, President, Castle Gray Associates

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777 North Capitol Street NE, Suite 300
Washington, DC 20002



Metropolitan Washington
Council of Governments



WMATA's Funding Needs

The Magnitude and the Effect

Updated to Reflect WMATA's Proposed FY 2018 Budget

Presentation to the

Northern Virginia Transportation Commission

May 4, 2017



Overview

- Development of a reasonable basis to estimate the total WMATA funding gap
 - ✓ *Realistic State of Good Repairs (SGR) capital needs*
 - ✓ *Operating and maintenance gap*
- The models initially developed for this analysis have been updated based on WMATA's Proposed FY 2018 operating and capital budgets
- Potential impact of the Capital Needs Inventory (CNI) versus the CIP
- Need for additional contributions to fill the gap, and the impact on jurisdictions
- Determine the needed level of a dedicated funding source



Assumptions to Address the Funding Gap

Data

- Created “out-year” funding based on WMATA’s FY 2018 proposed budget for expenses.
- Used WMATA’s 6-year CIP (FY 2018-FY 2023) as basis for capital needs analysis.
- Developed key forecasting assumptions (inflation, growth, etc.).
- Included Loudoun County and Metropolitan Washington Airports Authority (MWAA) impacts (beginning in FY 2020).

Funding Assumptions

- Federal PRIIA contributions will continue at present levels through FY 2026
- Jurisdictional contribution changes:
 - ✓ *Operating and Maintenance - 3% annual increases using FY 2018 as the base*
 - ✓ *Capital – Assumes we will meet the FY 2018 WMATA need, and then beginning in FY 2019 applied a 3% annual increase - using FY 2017 as the base year*
- Assumes dedicated funding source (beginning in January of 2019), escalated at 3% per year

Analysis

- Determine operating and maintenance gap
- Determine capital gap
- Determine impact of a dedicated regional tax to fund shortfall



Key Assumptions – Operating and Maintenance

Operating and Maintenance Budget

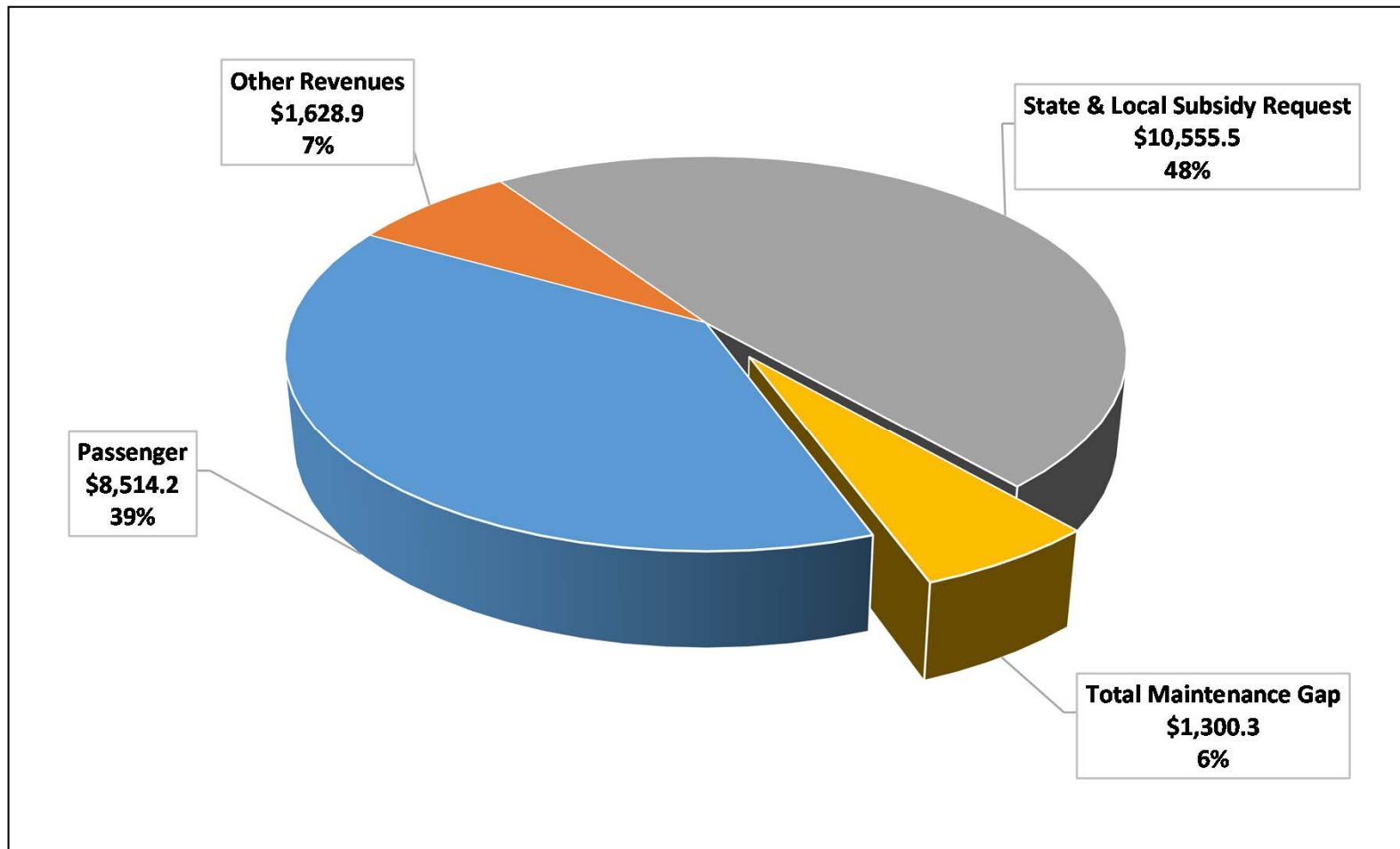
- Required State of Good Repair maintenance (Safe-Track) is built into the WMATA proposed budgets.
- Assumed WMATA's FY 2018-2020 operating budget, then escalated after that at 3% annually.
- Passenger revenues track WMATA estimates through FY 2020, and then are escalated at 3% annually to reflect either ridership and/or fee increases, beginning in FY 2021.
- Assumes Jurisdictions will contribute to meet the FY 2018 need.
- Assumes State and local operating subsidies grow at a 3% annually compounded rate (FY 2018 as the base year). Personnel, services, materials and supplies are inflated at a 3% compounded annual rate.
- Fuel, propulsion power and utilities are inflated at a 2% annual compounded rate.
- Reflects additional operating expenses of Silver Line coming online in FY 2020.
- OPEB contributions are increased per the FY 2017 assessment recommendation – starting in FY 2019.
- Funding gap does not reflect any potential impacts of a new collective bargaining agreement.

(Dollars in Thousands)	
	10 Year Total
Revenues:	
Passenger	\$ 7,710,909
Other Passenger	\$ 209,154
Parking	\$ 468,667
Advertising	\$ 263,456
Joint Development	\$ 86,027
Fiber Optics	\$ 162,023
Other	\$ 118,967
Jurisdictional Reimbursements	\$ 320,584
Total Direct Revenues	\$ 9,339,788
State & Local Subsidy Request	10,757,967
Total Revenues	\$ 20,097,755
Expenses:	
Personnel	\$ 14,986,925
Services	\$ 3,320,006
Materials and Supplies	\$ 1,386,991
Utilities - Fuel	\$ 368,075
Fuel and Propulsion Power	\$ 943,349
Casualty and Liability	\$ 330,620
Leases and Rentals	\$ 95,090
Miscellaneous	\$ 60,364
Capital Allocation	\$ (472,609)
OPEB - Additional Need based on FY 2017 Assessment	\$ 180,000
Total Expenses	\$ 21,198,810
Operating and Maint Gap (Expense minus Revenue)	\$ (1,101,056)
State and Local Debt Service (Metro Matters)	\$ (199,232)
Total Funding Gap	\$ (1,300,288)

See the full Pro Forma for greater details



Operating Revenue & Maintenance Funding Gap (in \$millions)



Total is approx. \$21 Billion



Key Assumptions - CIP

Capital Improvements Program

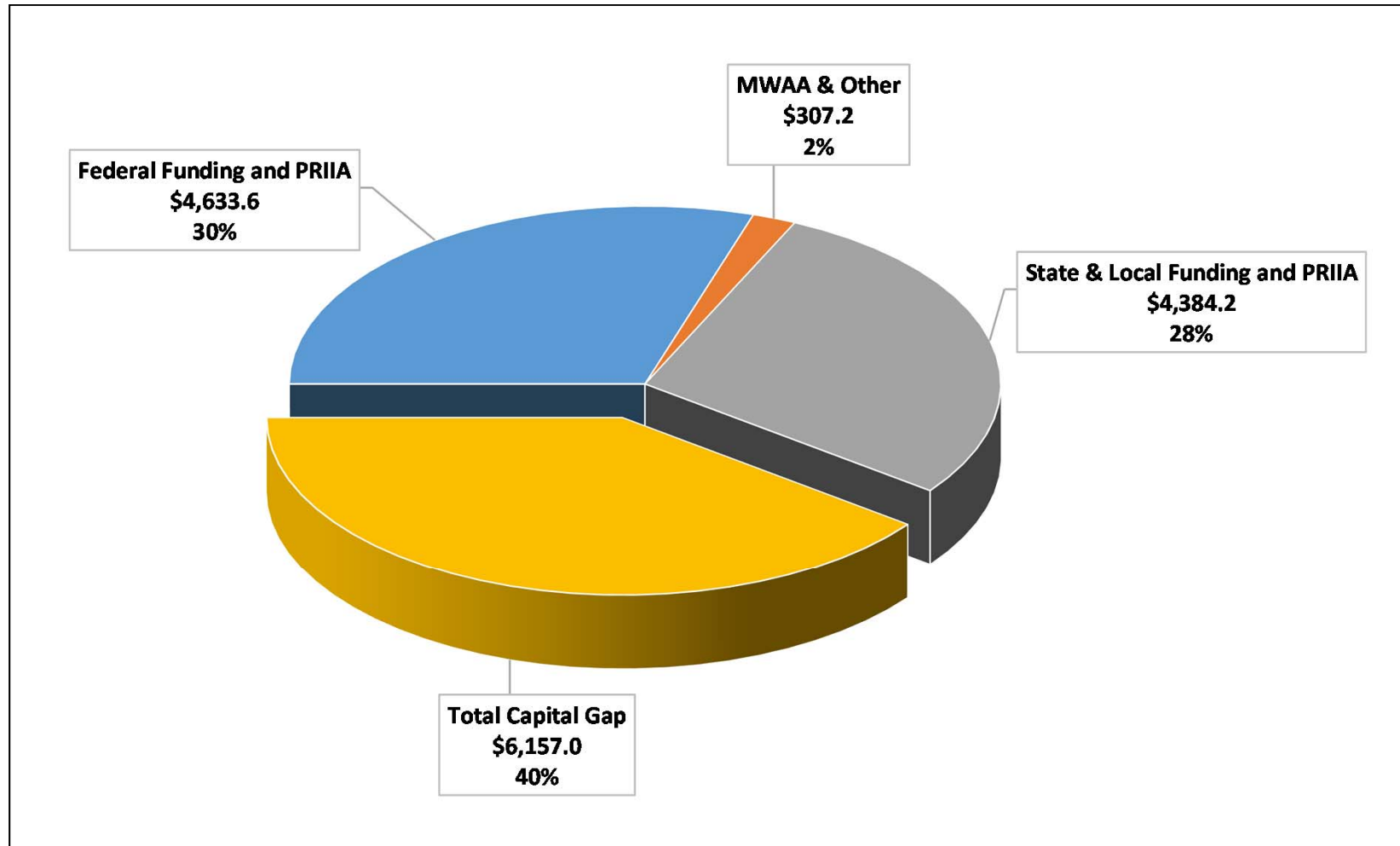
- Assumes PRIIA funding is continued at current levels beyond FY 2019, and assumes Federal Formula Grants remain flat.
- The 6-year CIP is from WMATA's "FY 2018 Proposed Budget – December 1, 2016".
- Assumes the jurisdictions meet the WMATA requested budget for FY 2018.
- Assumes 3% annual escalation on jurisdictional contributions for the remainder of the 10 year period (above FY 2017 base).
- Used the WMATA proposed 6-year CIP of \$7.2B – the additional \$8.4B was assumed to occur beyond the CIP planning period, and within the 10 year plan, for a total of \$15.6B total CIP.
- Based on CNI SGR adjusted to reflect safety and reliability totaling approx. \$15.6 billion.

(Dollars in Thousands)	
	10 Year Total
Sources:	
Federal Formula Grants	3,053,350
Other Federal Grants	58,200
Federal PRIIA	1,522,000
Federal Subtotal	4,633,550
MWAA	292,000
Other	15,200
State and Local PRIIA Match	1,522,000
Local Match to Federal Formula	764,650
System Performance - Local ('Regular' CIP)	1,885,452
State and Local Subtotal (per WMATA proposed budget through FY2023)	4,172,102
Other State and Local	62,100
<i>Additional Short-Term Borrowing Required for Capital</i>	150,000
Total Sources	\$ 9,474,952
Uses:	
Rail Vehicles/Vehicle Parts	3,301,000
Rail Systems	3,036,000
Track, Structures, and Systems	2,050,000
Passenger Facilities and Stations	2,559,000
Bus and Paratransit Investments	2,572,000
Business Support	1,964,000
Repayment of Short-Term Borrowing	150,000
Total Uses	\$ 15,632,000
Capital Funding Gap	\$ (6,157,048)

See the full Pro Forma for greater details



Capital Budget Revenue & Funding Gap (in \$millions)



Total is approx. \$15.6 Billion



Total 10-Year Funding Gap Summary

(\$ Millions)

CIP Funding Gap	\$ 6,157.05
Maintenance Budget Gap	\$ 1,300.29
Total	\$ 7,457.34
Annual Average (10 Years - FY 2017-FY 2026)	\$ 745.73

(Dollars in Thousands)

		FY 2017		FY 2020	FY 2023	FY 2026	Total
Jurisdictional Share Gap Funding Needed	%	Current Year	%	Add-on Needed for Gap - Above Current Year			Gap Need
<i>District of Columbia</i>	37.2%	\$ 416,700	35.7%	\$ 232,305	\$ 108,099	\$ 633,556	\$ 2,671,543
Montgomery County	17.1%	193,050	16.4%	106,652	49,630	290,872	1,226,604
Prince George's	17.7%	235,550	17.0%	110,394	51,371	301,078	1,269,643
<i>Maryland Subtotal</i>	34.8%	\$ 428,600	33.4%	\$ 217,086	\$ 101,021	\$ 592,071	\$ 2,496,786
Alexandria	4.5%	33,000	4.3%	27,761	12,918	75,712	319,276
Arlington	8.2%	77,100	7.9%	51,143	23,799	139,483	588,196
City of Fairfax	0.3%	2,550	0.3%	1,871	871	5,103	21,519
Fairfax County	14.7%	155,450	14.1%	91,683	42,664	250,048	1,054,449
Falls Church	0.3%	3,150	0.3%	1,871	871	5,103	21,519
Loudoun County	0.0%	-	4.1%	26,600	12,378	72,546	283,520
<i>Virginia Subtotal</i>	28.0%	\$ 271,250	30.9%	\$ 200,969	\$ 93,521	\$ 548,104	\$ 2,289,007
<i>Unfunded</i>	100.0%	-	100.0%	\$ 650,360	\$ 302,641	\$ 1,773,731	\$ 7,457,336

See the full Pro Forma for greater details



Recommendations to Fund Gap

- Recommend that annual capital funding gaps be debt financed (*requires a stable, predictable and truly dedicated regional funding source*)
- This would allow for a lower annual impact on jurisdictions through debt service versus pay-as-you-go capital
- Dedicated tax revenues are estimated to comfortably cover debt service payments
- There should also be sufficient remaining dedicated tax revenues to fund the gap related to maintenance funding in the budget
- There is also estimated to be revenues remaining after funding the maintenance gap for additional critical capital projects beyond the SGR, such as expansion



Criteria for a Dedicated Funding Source

- Ease of Implementation (Can it be done through existing systems and what are administrative costs?)
- Predictable and Sustainable (Does the source of funding allow it to be pledged for debt financing?)
- Revenue Yield (Will the source provide enough revenue to meet funding gaps without excess increases above current levels?)
- Fair and Equitable (Does the tax or fee paid reflect the commensurate benefits from the transit system funded?)



Dedicated Funding Source Options

Type of Tax	Tax Increase	Dollars Collected
Sales Tax	1% on taxable sales	\$650 Million
Property Tax (All Property)	8 cents per \$100	\$650 Million
Property Tax (1/2 mi. from Metro)	43 cents per \$100	\$650 Million
Gas Tax	16.3% Increase	\$650 Million

Other options considered include Value Added Tax (VAT), Commuter Tax and Income Tax



Benefits of a Uniform Regional Sales Tax

- Easily understood by the public and easy to administer
- All residents in the Metro compact area pay the same
- Maintains the relative competitiveness of jurisdictions within the compact
- Provides a stable funding source well understood by investors to debt finance substantial capital infrastructure needs at low interest rates
- Grows as the economy grows to fund future needs
- Captures revenues of tourists, visitors and commuters from outside of the compact area
- A dedicated sales tax is a source of funding for most of the large transit systems in the nation, including: New York (MTA), Chicago (CTA), Massachusetts (MBTA), San Francisco (BART), Los Angeles County (LACMTA), and numerous others.

Note: In 2016 sales tax referendums for transit funding passed in San Francisco, Los Angeles and Atlanta.



Dedicated Tax to Fund Capital Gap

- ✓ For example, a 1% dedicated regional sales tax can fund all of Metro’s revised SGR capital needs in a 10-year period
- ✓ Remaining tax revenues can be used to fund additional critical capital needs beyond SGR (capacity expansion or other improvements)

Fiscal Year	Capital Funding Gap ¹	Est. Debt Service to Cover Capital Gap ²	Dedicated Tax Revenues ³	Remaining Tax Revenues prior to Funding Maintenance Gap	Annual Maintenance Funding Gap ⁴	Funds Available for other Critical Capital Projects Beyond SGR
2017	-	-	-	-	-	-
2018	-	-	-	-	(21,360)	-
2019	433,857	(31,519)	325,000	293,481	(70,089)	223,391
2020	494,263	(67,427)	669,500	602,073	(156,097)	445,976
2021	402,249	(96,650)	689,585	592,935	(164,952)	427,984
2022	149,911	(107,541)	710,273	602,732	(174,003)	428,729
2023	119,496	(116,222)	731,581	615,358	(183,144)	432,214
2024	1,450,608	(221,608)	753,528	531,920	(168,279)	363,641
2025	1,518,413	(331,918)	776,134	444,216	(176,884)	267,332
2026	1,588,251	(447,303)	799,418	352,115	(185,480)	166,636
Total	\$6,157,048	(\$1,420,188)	\$5,455,018	\$4,034,831	(\$1,300,288)	\$2,755,903

Notes:

1. Estimate. Represents the annual capital funding gap for \$15.4 billion revised SGR CIP as identified by WMATA.
2. Assumes debt funding of all annual capital gap amounts; 30-year amortization and 6% cost of borrowing.
3. Conservative estimate of revenues from a 1% regional sales tax on all jurisdictions in the compact area escalated at 3% annually for growth. First year estimated to collect only 50% of revenues due to timing of implementation.
4. Estimate. FY 2018 shortfall represents Metro Matters debt service.

Est. Costs of Other Critical Capital Projects Beyond SGR (from Metro’s published CNI):

1. New Rosslyn Connection – \$2 billion or more
2. Major station capacity increases - \$260M
3. Heavy overhaul facility (Rail) - \$375M
4. Relining of Red Line tunnels – cost TBD



Summary of Issues

- Allows WMATA to reach a State of Good Repair in 10 years
 - ✓ *SGR total capital needs are estimated by WMATA at \$15.6 Billion*
- Effort will require metro to execute approx. \$1.5B CIP annually over 10 years
- Represents a maintenance gap of \$1.3 billion and a capital gap of \$6.2 Billion (total 10-year combined gap of \$7.5B)
 - ✓ *Far exceeds reasonable capacity of the compact jurisdictions*
- A dedicated regional funding source is essential to achieve a State of Good Repair
 - ✓ A dedicated funding source collecting approx. \$650M annually, beginning in January 2019, can cover both the maintenance and capital funding gaps, as well as additional critical capital needs
- ***Without a dedicated funding source in place by January 2019, jurisdictions will not be able to fund WMATA's capital needs***



Key Take-Aways

- ***At this funding level the following are required:***
 - ✓ Federal funding beyond 2019 must be continued at \$150M per year with continued matching from the jurisdictions (PRIIA)
 - ✓ Local jurisdictions must meet the FY 2018 operating need, and increase operating contributions by 3% annually (over FY 2018 base year) to cover cost inflation
 - ✓ Local jurisdictions must meet the FY 2018 capital need, and increase capital contributions by 3% annually (over FY 2017 base year) to cover cost inflation
 - ✓ WMATA's non-utility costs limited to 3% annual growth
 - ✓ A regional dedicated funding source (i.e. regional sales tax) must be created to allow for sufficient debt funding of the capital gap



Impacts of No Additional Funding

- ❑ Safe Track type delays will continue indefinitely
 - ✓ Estimated cost of rush hour (only) trip delays are estimated at between \$153M and \$235M annually
- ❑ Passenger safety risks will continue to increase
- ❑ Traffic congestion will continue and worsen
- ❑ Approx. \$25 billion of development has occurred near metro stations over the past 8 years
- ❑ Economic growth in the region will likely slow
- ❑ MWCOCG economic forecast implies regional state and local government tax revenue growth from 2.5% to 4% annually, depending on per capita income growth



Estimate of Tax Losses in Metro Compact Area *(Income, Property, Sales & Use)*

- Reducing the economic forecast by 0.25% to 0.50% results in annual losses to compact area taxes, collectively, ranging from \$1 billion to \$2.3 billion, respectively, after ten years.
- Areas with expected growth or redevelopment near Metro stations, or where traffic congestion can impede planned growth, can be expected to be impacted particularly hard.
- Reasonable estimates of losses for a poorly functioning transportation system will easily exceed the required new taxes collected to achieve a state of good repair.



Other Issues

- Financial oversight of WMATA for use of dedicated funding source
- Increased monitoring to ensure control of WMATA costs escalation
- Regional efforts to continue, and increase, federal financial support
- Address any potential jurisdictional issues with a uniform regional sales tax
- Coordination of regional process for adoption of dedicated regional sales tax



Questions ?

ITEM 13 –Action

May 17, 2017

2018 Quadrennial Update of the Long-Range Plan

Staff

Recommendation: Update on the 2018 Long-Range Plan.

Issues: None

Background: The 2018 Long-Range Plan must be approved by the TPB by October 2018 in order to meet federal requirements. The Board will be updated on the progress to date and various components of the Long-Range Plan, including the financial analysis element and the proposed public outreach efforts that are underway.



MEMORANDUM

TO: Transportation Planning Board
FROM: Lyn Erickson, TPB Plan Development and Coordination Program Director
SUBJECT: 2018 Long Range Transportation Plan (LRTP) Quadrennial Update
DATE: May 11, 2017

The purpose of this memo is to outline key elements of and the schedule for the quadrennial update of the 2018 Long-Range Transportation Plan. The plan identifies how the region intends to invest in the transportation system. Federal law requires the plan, “include both long-range and short-range program strategies/actions that lead to the development of an integrated intermodal transportation system that facilitates the efficient movement of people and goods.” Federal law also requires that each MPO develop this plan every four years in a non-attainment area. The last official update to the long range plan was approved by the TPB on October 15, 2014. The new plan must be approved no later than October 17, 2018 in order to meet the federal deadline.

Activities have already begun to meet this objective. The plan is organized into several different “elements”: Stakeholder and Public Outreach Element; Financial Element; Constrained Element; and Unconstrained Element. This memo describes each element that is under development and the schedule for completion. There will be other additional elements added as this process moves forward. A summary schedule is included as an attachment at the end of this memo.

STAKEHOLDER AND PUBLIC OUTREACH ELEMENT

January - August 2017

Purpose

Prior to the release of the Call for Projects in the Fall, TPB staff, in partnership with the member agencies, will conduct public outreach to 1) get feedback on regional challenges and opportunities, and 2) sharpen the TPB’s articulation of its policies and objectives so that TPB members have a basis for discussing and approving the 2018 Long-Range Transportation Plan.

Objectives

- Solicit feedback about general opinions about transportation – how it is serving people personally and how they feel it is serving the region.
- Inform the public and stakeholders about:
 - Regional policies (particularly the Regional Transportation Priorities Plan or RTPP).
 - Anticipated changes in the region, including land-use forecasts (jobs and population), forecasts for transportation funding, and the impacts of technology.
 - Planned transportation projects— those that are funded (in the 2016 CLRP) and those that are not funded (All-Build inventory, which includes more than 500 projects that are included in the approved plans of the TPB’s members).

Activities and Milestones

TPB staff is currently in the preparation phase. TPB staff have decided to conduct an online public opinion survey. The survey will use the MetroQuest online public engagement software. It will be conducted as both an open (public) survey for anyone to take and as a controlled survey in which participants will be randomly selected to reflect a representative sampling of the region's residents. Staff will also solicit feedback from representatives of the state DOTs, WMATA, and other stakeholders to ensure we are soliciting information that will be useful to our partners.

In the fall/winter of 2017, staff has tentatively planned to conduct a series of public meetings and/or focus groups to further explore issues and opportunities that were identified in the survey.

Product

A summary report of the survey will be drafted by October 2017. This report will perform a number of functions related to the 2018 Long-Range Transportation Plan, including: 1) inform the content of the Call for Projects, which will be issued in the fall of 2017, 2) inform public meetings and/or focus groups, which will be conducted in fall/winter of 2017, and 3) provide content for the chapter on public outreach that will be included in the final plan document.

FINANCIAL ELEMENT

February – October 2017

Purpose

The financial plan gathers and synthesizes information on revenues and expenditures. These forecasts provide the basis for the long-range plan's financial constraint, a requirement of federal law.

Objectives

- Identify revenues
- Identify anticipated expenditures
- Identify funding for additional expenditures or anticipated shortfalls
- Provide a reconciliation of revenues and expenditures

Activities and Milestones

The financial plan committee will meet on a monthly basis. TPB staff will work individually with each agency to ensure compliance in a timely manner.

Product

A financial plan will be developed that is a free-standing document and will also be an element to be integrated into the final plan document. The draft report will be available to participants by the end of September 2017.

CONSTRAINED ELEMENT

October 2017 – October 2018

Purpose

This element of the plan will meet federal requirements as the CLRP did in the past. The identification of a financially constrained list of projects will continue to provide a true articulation of the priority projects of the TPB's member jurisdictions. The summary schedule can be found on page 6 of this memo.

Objectives

- Develop a list of projects that are anticipated to be funded over the life of the plan.
- Conduct air quality analysis to ensure conformity.
- Conduct focused public involvement activities, including two public comment periods: 1) on project submissions, and 2) on the final plan, including the financially constrained component. This outreach will occur in addition to the outreach identified in the public outreach element.
- Approve a final plan that includes a constrained element that meets all federal requirements.

Activities and Milestones

The milestones and deadlines will be comparable to past CLRP updates. See attached schedule on page 6:

- Release Call for Funded Projects (*October 2017*)
- Submission deadline for funded projects (*November 2017*)
- Public comment period on project submissions (*December 2017 - January 2018*)
- TPB approval of project submissions (*January 2018*)
- Staff conducts conformity analysis (*January - August 2018*)
- Staff develops performance analysis (*Summer 2018*)
- Public comment period on plan and conformity (*September - October 2018*)
- TPB approves final plan, TIP, and conformity (*October 2018*)

UNCONSTRAINED ELEMENT

February 2015 – December 2016

Purpose

In 2015 and 2016, the TPB compiled and analyzed a master list of projects that provided baseline information about the region's unfunded capital needs.

Objectives

- Compiled an inventory of transportation projects that are included in approved plans of the TPB's member jurisdictions, but are not anticipated to be funded.
- Analyzed the regional system impacts of the unfunded inventory, known as the All-Build Scenario. This analysis was compared with a No-Build Scenario and a Planned Build (CLRP) Scenario.

Activities and Milestones

Staff compiled the inventory, which became known as the All-Build Scenario, in 2015 and analyzed it in 2016. Beginning in September 2015, this work was guided by the TPB's Unfunded Capital Needs Working Group, and will now be overseen by the Long-Range Plan Task Force. Staff presented the All-Build analysis in September 2016. The TPB accepted a final report on the analysis in December 2016.

The TPB's Long-Range Plan Task Force is currently working to identify approximately 6-10 projects, policies or programs that make significantly better progress towards achieving the goals laid out in the TPB and COG's governing documents. The end product will be a limited set of multimodal initiatives of projects, programs and policies that we hope will provide improved regional system performance beyond what the current plan can do. The results of the task force's work may be integrated into the final version of the 2018 Long-Range Plan.

Product

A report titled “From No-Build to All-Build: Analyzing a Continuum of Transportation Scenarios Including Unfunded Capital Needs.” The report will provide core content for the unfunded element of the 2018 long range transportation plan.

LONG-RANGE PLAN – OVERALL COMMUNICATION AND FINAL PRODUCT

January 2017 – October 2018

Purpose

As a process and a final document, the plan will be commonly understood to represent a synthesis of the region’s transportation goals and an articulation of the realities the region faces.

Objectives

- Ensure all the previously described pieces of the planning process are coordinated.
- Develop a compelling title and graphic branding (and any other overarching identifiers) to unify all planning activities.
- Provide interesting, useful and attractive information to develop a common understanding of challenges and opportunities, agreed-upon strategies, and approved projects.

Activities and Milestones

- Agree upon a title and necessary branding
- Develop website and other communications tools
- Develop publications at key intervals and final plan document

Products: Website; Plan document

SUPPLEMENTAL DATA

These attachments are included in the following pages:

- Schedule for Developing the 2018 Quadrennial Update of the TPB’s Long-Range Transportation Plan
- Conformity Schedule for the Constrained Element of the Plan

Schedule for Developing the 2018 Quadrennial Update of the TPB's Long-Range Transportation Plan

	2016				2017				2018			
	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec
I. Unfunded Capital Needs – Scenario Analysis												
• Compile the AB Build Inventory (2015)												
• Analyze the All-Build and No-Build Scenarios												
• Report: Present the scenario report for Board acceptance												
II. Stakeholder and Public Outreach												
• Public Opinion Survey												
• Public Meetings and Focus Groups												
III. Financial Plan												
• Identify revenue projections												
• Identify anticipated expenditures												
• Identify funding for additional expenditures or anticipated shortfalls												
• Provide a reconciliation of revenues and expenditures												
IV. Constrained Element of the LRP												
• Call for Funded Projects – October 2017												
• Submission deadline for funded projects – November 2017												
• Public comment period on project submissions – December - January 2018												
• TPB approval of project submissions – January 2018												
• Staff conducts conformity analysis – January -August 2018												
• Staff develops performance analysis – Summer 2018												
• Public comment period on plan and conformity – September-Oct 2018												
• TPB approves final plan, TIP, and conformity – October 2018												
V. Communication												
• Agree upon a title and necessary branding												
• Develop website and other communications tools												
• Develop publications at key intervals												

SCHEDULE FOR DEVELOPMENT & ADOPTION

of the 2018 Long Range Transportation Plan (LRTP) & FY 2019-2024 Transportation Improvement Program (TIP)

2017	September 20*	TPB is briefed on the draft Call for Funded Projects document.
	October 18*	TPB releases final Call for Funded Projects. Transportation agencies begin submitting project information through online database.
	November 10	DEADLINE: Transportation agencies complete online submission of draft project inputs.
	December 1	Technical Committee reviews draft LRTP & TIP project submissions and draft Scope of Work for the Air Quality Conformity Analysis.
	December 14	LRTP & TIP project submissions and draft Scope of Work released for 30-day comment period.
	December 20*	TPB is briefed on project submissions and draft Scope of Work.
2018	January (TBD)	TPB staff briefs Metropolitan Washington Air Quality Committee Technical Advisory Committee (MWAQC TAC) on submissions and Scope of Work.
	January 13	Comment period ends.
	January 17*	TPB reviews comments and is asked to approve project submissions and draft Scope of Work.
	March 2	DEADLINE: Transportation agencies finalize LRTP forms (including Congestion Management Documentation forms where needed) and inputs to the FY 2019-2024 TIP. Submissions must not impact conformity inputs. Note that the deadline for changes affecting conformity inputs was December 14, 2017.
	May 10	Public Forum on the development of the FY 2019-2024 TIP.
	September 7	Technical Committee reviews draft LRTP & TIP and Conformity Analysis.
	September 13	Draft LRTP, TIP and Conformity Analysis are released for 30-day comment period at Citizens Advisory Committee (CAC) meeting. LRTP Performance Analysis published.
	September 19*	TPB is briefed on the draft LRTP & TIP and Conformity Analysis.
	October (TBD)	TPB staff briefs MWAQC TAC on the draft LRTP & TIP and Conformity Analysis.
	October 13	Comment period ends.
October 17*	TPB reviews comments and responses to comments, and is presented with the draft LRTP & TIP and Conformity Analysis for adoption.	

* Regularly scheduled TPB meeting.

2018 QUADRENNIAL UPDATE OF THE LONG-RANGE PLAN

An Overview

Lyn Erickson
Plan Development and Coordination Program Director

Transportation Planning Board
May 17, 2017

Agenda Item 13



National Capital Region
Transportation Planning Board

Update of the 2018 Long-Range Plan

- Schedule
- Long Range Plan Elements
 - Public Outreach Activities
 - Financial Analysis
 - Constrained Element
- Next Steps



National Capital Region
Transportation Planning Board

Agenda Item 13: 2018 LRTP Overview |
May 17, 2017

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Schedule

- The Air Quality Conformity Determination for the 2014 Constrained Long Range Plan (CLRP) and the Fiscal Year (FY) 2015-2020 Transportation Improvement Program (TIP) for the Washington Metropolitan Region was approved by FHWA/FTA on January 5, 2015
- Next quadrennial update must be approved by January 5, 2019
- Must be approved by TPB in October 2018 to give FHWA/FTA 60 days to review

Public Outreach Activities

- Logo and branding (*May - June 2017*) – A unique, engaging identity
- Website (*June 2017*) – A new site that is easy to use and attractive
- Public Opinion Survey (*May - July 2017*) – Gather information on attitudes about regional transportation
 - Open Survey – Seek wide participation, with special efforts to include all parts of the region and hard-to-reach populations
 - Controlled Survey – Recruit a randomly selected sample, reflective of the region's general population
- Public Meetings and/or Focus Groups (*Fall - Winter 2017*) – Conduct a series of meetings throughout the region to further probe key issues identified in the survey.

Financial Analysis

The plan must demonstrate that the forecast revenues reasonably expected to be available cover the estimated costs of expanding and adequately maintaining and operating the highway and transit system in the region.

- For the period 2019 – 2045 (twenty-seven years)
- Break down sources of revenue and types of expenditure
 - Revenue: Federal, State, Local, Fares, Tolls, Private/Other
 - Expenditures: Operating and maintenance, Capital – State of Good Repair, and Capital – Expansion
- Tasks and Schedule
 - Phase 1 (*February – May*) – Revenue Determination
 - Phase 2 (*March – July*) – Expenditure Determination
 - Phase 3 (*August – September*) – Reconciliation
 - Phase 4 (*September – October*) – Report Production



Constrained Element

- Release Call for Funded Projects (*October 2017*)
- Submission deadline for funded projects (*November 2017*)
- Public comment period on project submissions (*December 2017 - January 2018*)
- TPB approval of project submissions (*January 2018*)
- Staff conducts conformity analysis (*January - August 2018*)
- Staff develops performance analysis (*Summer 2018*)
- Public comment period on plan and conformity (*September - October 2018*)
- TPB approves final plan, TIP, and conformity (*October 2018*)



Next Steps

- Public Outreach Activities:
 - Survey will be conducted in the next two months
 - Report on survey results will be prepared this summer prior to the release of the Call for Projects
- Financial Analysis:
 - Work with DOTs, WMATA, NVTA on revenue and expenditure projections.
 - Collect input from jurisdictions and other transit agencies:
 - MD: Charles, Frederick, Montgomery, Prince George's Counties
 - VA: City of Alexandria; Arlington, Fairfax, Loudoun, Prince William Counties; NVTC; PRTC; VRE
- Provide periodic updates to TPB and monthly to Technical Committee

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