



TRANSPORTATION PLANNING BOARD

Wednesday, April 18, 2018
12:00 - 2:00 P.M.
Walter A. Scheiber Board Room

AGENDA

- 12:00 P.M. 1. PUBLIC COMMENT ON TPB PROCEDURES AND ACTIVITIES**
Charles Allen, TPB Chair
- 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 MARCH 23, 2018 MEETING**
Charles Allen, TPB Chair
- [Minutes from the March 23, 2018 Meeting](#)
- 12:25 P.M. 3. REPORT OF THE TECHNICAL COMMITTEE**
Robert Brown, TPB Technical Committee Chair
- [Technical Committee Highlights](#)
- 12:30 P.M. 4. REPORT OF THE CITIZENS ADVISORY COMMITTEE (CAC)**
Katherine Kortum, TPB Citizens Advisory Committee Chair
- 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.
- [Steering Committee Actions and Report of the Director](#)
- 12:45 P.M. 6. CHAIRMAN'S REMARKS**
Charles Allen, TPB Chair

Reasonable accommodations are provided upon request, including alternative formats of meeting materials.
Visit www.mwco.org/accommodations or call (202) 962-3300 or (202) 962-3213 (TDD).

ACTION ITEMS

- 12:50 P.M. 7. APPROVAL OF REGIONAL BIKE TO WORK DAY 2018 PROCLAMATION**
Nicholas Ramfos, TPB Operations Programs Director
- In an effort to increase public awareness of the viability of bicycle commuting in the Washington region, regional Bike to Work Day events are being organized at 100 locations in the region for Friday, May 18. These events will encourage the business community and other regional decision-makers to support increased bicycle commuting through bicycle-friendly policies and initiatives.
- Action: Approve the Bike to Work Day 2018 Proclamation.**
- [Approve Bike to Work Day 2018 Proclamation](#)
 - [Presentation – Bike to Work Day 2018](#)
- 12:55 P.M. 8. APPROVAL OF THE NEW METROPOLITAN TRANSPORTATION PLANNING PROCESS “3C” AGREEMENT BETWEEN THE STATE DEPARTMENTS OF TRANSPORTATION (DOT) AND TPB**
Lyn Erickson, TPB Plan Development and Coordination Program Director
- At the March 23 meeting, the board was briefed on the draft “3C” Agreement. The board will be briefed on the final draft and will be asked to approve it.
- Action: Adopt Resolution R19-2018 to approve the “3C” Agreement and to authorize the TPB chair to sign the agreement.**
- [Approve “3C” Agreement and Authorize TPB Chair to Sign the Agreement](#)
- 1:00 P.M. 9. APPROVAL OF PROJECTS RECOMMENDED FOR FUNDING UNDER THE FY 2019-2020 TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM FOR NORTHERN VIRGINIA TPB JURISDICTIONS**
John Swanson, TPB Transportation Planner
- A portion of the federal Transportation Alternatives Set-Aside Program (TAP) is sub-allocated to the TPB for project selection in Northern Virginia. The board will be briefed on the projects that a TPB technical review panel has recommended for funding in FY 2019 and FY 2020, and will be asked to approve the recommended projects.
- Action: Adopt Resolution R20-2018 to approve projects for funding under the Federal Transportation Alternatives Set-Aside Program for Northern Virginia for FY 2018.**
- [Approve Projects Recommended for Funding Under the FY 2019-2020 Transportation Alternatives Set-Aside Program for Northern Virginia TPB Jurisdictions](#)
 - [Presentation – Projects Recommended for Funding](#)

INFORMATION ITEMS

1:10 P.M. 10. VISUALIZE 2045: PHASE 1 PUBLIC OUTREACH SURVEY RESULTS

Ken Joh, TPB Transportation Planner

A public input survey was conducted in Summer 2017 to gather general attitudes and opinions about transportation in the region to inform the TPB planning process for Visualize 2045, future plan updates, and beyond. Preliminary results were shared with the board on October 2017 and this presentation will focus on more detailed results and findings from the survey.

- [Visualize 2045: Phase 1 Public Outreach Survey Results](#)
- [Presentation – Visualize 2045: Phase 1 Public Outreach Survey Results](#)

1:30 P.M. 11. VISUALIZE 2045: PHASE 2 PUBLIC OUTREACH

John Swanson, TPB Transportation Planner

The board will be briefed on nine public forums that are planned in April and May to obtain input for Visualize 2045. The board will be asked to help spread the word and provide other assistance for these events, which will be held throughout the region.

- [Visualize 2045: Update on Phase 2 of Public Outreach](#)

1:45 P.M. 12. VISUALIZE 2045: NATIONAL CAPITAL REGION FREIGHT FORUM AND LIVABILITY

Jon Schermann, TPB Transportation Planner

The board will be briefed on the National Capital Region Freight Forum held on October 31, 2017. The theme of the forum was “freight as an enabler of livability”.

- [Visualize 2045: National Capital Region Freight Forum and Livability](#)
- [Presentation – Visualize 2045: National Capital Region Freight Forum and Livability](#)

2:00 P.M. 13. ADJOURN

The next meeting is scheduled for May 16, 2018.

MEETING AUDIO

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

www.mwcog.org/TPBmtg

TRANSPORTATION PLANNING BOARD
MEETING MINUTES
March 23, 2018

MEMBERS AND ALTERNATES PRESENT

Charles Allen, DC Council
Bob Brown, Loudoun County
Christian Dorsey, Arlington County
Marc Elrich, Montgomery County
Gary Erenrich, Montgomery County
Jason Groth, Charles County
Rene'e Hamilton, VDOT
Neil Harris, City of Gaithersburg
Cathy Hudgins, Fairfax County Board of Supervisors
John D. Jenkins, Prince William County
Shyam Kannan, WMATA
Sakina Kahn, DC Office of Planning
Kacy Kostiuk, City of Takoma Park
R. Earl Lewis, Jr., MDOT
Tim Lovain, City of Alexandria
Dan Malouff, Arlington County
Phil Mendelson, DC Council
David Meyer, City of Fairfax
Ron Meyer, Loudoun County
Bridget Donnell Newton, City of Rockville
Marty Nohe, Prince William County
Mark Rawlings, DC-DOT
Jeanette Rishell, City of Manassas Park
Rodney Roberts, City of Greenbelt
Kelly Russell, City of Frederick
Linda Smyth, Fairfax County Board of Supervisors
David Snyder, City of Falls Church
Brandon Todd, DC Council
Sam Zimbabwe, DDOT

MWCOG STAFF AND OTHERS PRESENT

Lyn Erickson
Andrew Meese
John Swanson
Eric Randall
Ron Milone
Andrew Austin
Ken Joh
Charlene Howard
Lori Zeller
Abigail Zenner
Sergio Ritacco
Rich Roisman
Michael Farrell
Arianna Koudounas

Matthew Gaskin
Dusan Vuksan
Debbie Leigh
Deborah Etheridge
Wendy Klancher
Paul DesJardin COG/DCPS
Greg Goodwin COG/DCPS
Bill Orleans Hack
Kari Snyder MDOT
George Phillips Prince William County
Nydia Blake Prince William County
John Kent COG/DCPS
Andrew Mowry Loudoun County
Mike Lake Fairfax County DOT
Andrea Lasker Prince George's County
Monica Backmon NVT

1. PUBLIC COMMENT ON TPB PROCEDURES AND ACTIVITIES

Mr. Orleans said that the steering committee approved a request to amend the TIP to include more than \$60 million for a preliminary planning and engineering study for widening the Capital Beltway and Interstate 270 in Montgomery County. He said that Maryland's governor assured the residents of the state that public money would not be used to fund this project. He questioned whether it was necessary for MDOT to request the amendment to spend \$67 million on preliminary planning and engineering study for this project.

2. APPROVAL OF MINUTES OF THE FEBRUARY 21, 2018 MEETING

A motion was made to approve the minutes from the February 21, 2018 TPB meeting. The motion was seconded and approved.

3. REPORT OF THE TECHNICAL COMMITTEE

Mr. Brown said that the Technical Committee met on March 8. He said that highlights from the meeting can be found in the report. He said the presentation on transit trends and factors, including WMATA bus statistics, was very interesting.

4. REPORT OF THE CITIZEN ADVISORY COMMITTEE (CAC)

Ms. Kortum said that Citizens Advisory Committee met on March 15 and discussed Visualize 2045 plans for public outreach. She referred to her report which detailed specific suggestions. She said that the committee felt that TPB staff should be conducting more outreach for Visualize 2045, including additional sessions. She said that the committee was also briefed on the UPWP. She said that the committee finished the meeting discussing the work plan for the remainder of the year. She said that the committee is especially interested in learning how the region is adapting with changes in transportation technology.

Chair Allen asked how the CAC expects TPB staff to respond to comments about Visualize 2045 outreach.

Ms. Kortum said that the comments were meant to inform forum planning.

Chair Allen asked if it was possible to add an additional forum in the District.

Mr. Srikanth said that limited time and budget mean that staff are unable to conduct additional forums

at this time. He said that there will be three additional open houses, one in each state, later this year to share the final Visualize 2045 plan.

Mr. Erenrich asked if it was possible for TPB staff to present at other meetings.

Mr. Srikanth said that it was possible.

Mr. Erenrich suggested that elected officials could hold town halls to collect more input for the plan.

Mr. Srikanth said that staff is developing materials for the forums that can be shared with elected officials and jurisdiction staff.

Mr. Meyer noted that local elected officials and staff frequently conduct various townhalls and other forums in their jurisdictions. He suggested that the TPB presentation, if made available by staff, could potentially be used by jurisdictional staff and officials in such forums.

Chair Allen encouraged the CAC to think about ways to create additional opportunities for information sharing and collection of feedback.

5. REPORT OF STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR

Mr. Srikanth said that his detailed report was included in materials made available for the board. He said that the Steering Committee met on March 8 and reviewed three TIP amendments. The first, from the District of Columbia, added \$900,000 to study an interchange project. Approximately \$2.5 million was moved from between two projects to correct an error in the TIP. The second amendment added \$67 million towards a preliminary engineering and project development expense for the I-270/I-495 express lane that is part of the Maryland traffic relief plan. At the meeting Maryland said that this is part of the up-front expenses that the state has to incur to develop the project to a level where a public/private partnership is possible. He said that Maryland also provided about \$34 million for a full bridge replacement project. Details of this amendment can be found on pages 13-25 of the report. He said that the third TIP amendment was from Virginia where \$222 million was added for three different projects. He said that this money is part of the private sector's concession fee that Virginia has received for the I-66 beltway project.

Mr. Srikanth said that the committee also acted on a staff recommendation to change the dates for two Visualize 2045 events. The TIP forum has been moved from May 10 to June 12. The start date for the final public comment period has been moved from September 13 to September 7.

Mr. Srikanth said that the TPB received a letter from the Maryland Transportation Authority (MDTA) regarding the board's discussion of the Harry Nice Bridge. The letter said that the MDTA is happy to meet with stakeholders to provide details on how the design is proceeding. He said that the bridge height would not preclude tall ships from passing underneath. He said page 35 of the report has details on this letter. Starting on page 41 is a memo about a U.S. Court of Appeals decision that reinstated air-quality standards for ozone. The memo stated that the TPB is not impacted by this decision. Another memo, this one on page 43, was a reminder of the April 2 deadline for applications for the Transportation/Land-Use Connections Program.

Mr. Srikanth said that there are two additional items that were not included with the report and that have been distributed. The first detailed a possible proposal to build a high-speed travel connection between Baltimore and the District. He said that the Maryland Department of Transportation State Highway Administration has been asked to sponsor the project and that the Federal Highway Administration has been designated as the lead agency. He said that a detailed environmental assessment will be conducted and that the project will need to be added to the CLRP and the TIP. The second stated that some members of the TPB and staff are participating in a COG task force in traffic incident management. He said that the board will hear more details on this task force later in the year.

Chair Allen asked about next steps in scheduling a conversation with the Maryland Transportation

Authority regarding the Nice Bridge.

Mr. Srikanth said that the discussion about the bicycle and pedestrian elements of the Harry Nice Bridge will first go to the TPB's Bicycle and Pedestrian subcommittee and then the Technical Committee. After that, the results of those discussions will be shared with the board. He said that the Technical Committee will be briefed on the height issue. He said that someone from MDTA will be invited to speak to these issues at board meeting later this year.

Chair Allen requested that meeting between MDTA and representatives from the District and Virginia to discuss the highlighted concerns. He then asked about who is eligible for technical assistance through the Transportation/Land-Use Connections Program.

Mr. Srikanth said that any TPB member jurisdiction can apply. If a private or non-profit entity want to apply, they need to apply through a member jurisdiction, as long as there is an eligible transportation/land-use connection project or study.

6. CHAIRMAN'S REMARKS

Chair Allen said it is important to reflect on this historic moment when the three states are on the verge of approving an investment for WMATA and the future of the Metro system. He said that this is something the board has been talking about for a long time. He said that he is proud of the work across the whole region to make his happen.

ACTION ITEMS

7. APPROVAL OF AMENDMENT TO THE FY 2018 UNIFIED PLANNING WORK PROGRAM (UPWP), AND APPROVAL OF FY 2018 CARRYOVER FUNDING TO FY 2019

Ms. Erickson referenced her presentation at the February TPB meeting about the draft UPWP. She said that since the presentation the budget has been balanced and that the budget for FY 2019 is about \$15.9 million. She said that the board is being asked to approve three items related to the UPWP. First is an amendment to the FY 2018 UPWP that removes \$1.2 million in funding and unfinished activities. The second carries those activities and their funding over to the FY 2019 UPWP. The third amendment is approval of the FY 2019 UPWP.

A motion was made to approve Resolution R15-2018 to amend the 2018 UPWP to remove funding to be carried over to FY 2019. The motion was seconded and approved.

A motion was made to approve Resolution R16-2018 to approve carryover funding from FY 2018 to FY 2019. The motion was seconded and approved.

8. APPROVAL OF THE FY 2019 UNIFIED PLANNING WORK PROGRAM (UPWP)

A motion was made to approve Resolution R17-2018 to approve the FY 2019 UPWP. The motion was seconded and approved.

9. APPROVAL OF THE FY 2019 COMMUTER CONNECTIONS WORK PROGRAM (CCWP)

Mr. Ramfos referenced a question that Chair Allen asked during the February TPB meeting. He said that the marketing budget that was presented at the February meeting was correct. He said that no public comment was received on the work program.

A motion was made to adopt Resolution R18-2018 to approve the FY 2019 CCWP. The motion was seconded and approved.

INFORMATION ITEMS

10. WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY LEGISLATIVE FUNDING UPDATE

Mr. Bean said that finding additional funding for WMATA has been a top priority of the region, COG, and the TPB for decades. He provided a brief history of COG's leadership on the issue. He said that in 2015 the COG board focused on infrastructure and highlighted billions in deferred maintenance in Metro. In 2016 the COG board made the Metro their main priority at every meeting. In 2017 the COG board developed the Metro Strategy Group which resulted in a statement of principles on Metro and a resolution calling for long-term dedicated funding.

Mr. Bean summarized recent legislative action. He said that two bills were passed before the end of the Virginia General Assembly session that directed \$154 million of dedicated funding to Metro. He said that the first bill is a 2.1% sales tax imposed on motor vehicle fuel sold in Northern Virginia and Hampton roads. He said that this would generate about \$22 million that would be dedicated to WMATA. He said that the second bill includes dedicated funding of \$130 million a year, made up of existing state and local funds. He said that the governor will propose amendments to the second bill that will be brought back to the General Assembly in April. He said that this legislation limits the WMATA board to eight participating members and requires a three percent annual growth cap on WMATA's operating subsidy. He said that the funding is contingent on the District and Maryland enacting legislation. He said that the General Assembly will reconvene on April 19 and that hopefully, the bills will be passed.

Mr. Bean said that the Maryland state legislative session ends on April 9. He said that there are three active bills on Metro moving through the House and Senate. The first one establishes \$150 million a year in dedicated funding, though there is an indication that this amount might increase to \$160 or \$167 million. The second bill proposes a change for how Maryland's WMATA board members are appointed. This bill also encourages other compact signatories to discuss reforms including the size of the Metro Board, requiring that board members have transportation expertise and removing the veto authority. He said that the third bill establishes requirements to strengthen the Office of the Inspector General, including funding that office out of the WMATA annual budget. He said that the bills could be passed in early April or no later than the end of May.

Mr. Bean said that in the District of Columbia, the mayor proposed a budget and financial plan with a proposal for Metro funding that includes a mix of funds from taxes on real estate, sales, and for-hire vehicles. He said that the District Council is working on the mix of funding. He said the budget is expected to be completed by the end of May.

Mr. Bean said that the federal omnibus bill includes full funding for the PRIIA portion of Metro, which is \$150 million.

Mr. Meyer said that this is a historic moment. He said that Arlington and Loudoun are advocating for the Virginia legislation. He said that it is important to create new sources of revenue and take existing funds that do not impact transportation projects. He said that he appreciates all the work that members of the TPB have put into making this happen.

11. BRIEFING ON A NEW METROPOLITAN TRANSPORTATION PLANNING PROCESS "3C" AGREEMENT BETWEEN THE STATE DEPARTMENTS OF TRANSPORTATION (DOT) AND TPB, AND ON PERFORMANCE BASED PLANNING AND PROGRAMMING LETTERS OF AGREEMENT

Mr. Ritacco said that his briefing would cover two separate agreements that codify the TPB's participation in the metropolitan transportation planning process. He said that these are federally

required agreements. He said that the first agreement is the metropolitan transportation planning agreement, also called the 3C agreement. The second is the associated administrative level performance-based planning and programming letters of agreement, also called LOAs. He said that the board will be asked to approve the 3C agreement at the April board meeting, and to ensure that the LOAs are signed between the members.

Mr. Ritacco said that the 3C agreement details how the MPO carries out the metropolitan transportation planning process, which is cooperative, comprehensive, and continuing. He said it also needs to respond to performance-based planning and programming mandates. He said that the agreement is signed by the TPB, the three state DOTs, and transit agencies that provide funding and direct oversight into the process. The current agreement was executed in June 2008. He said that the new agreement must be executed by May 2018. He referenced his memo and said Articles 1 through 12 respond to and mimic the structure of rules and regulations that the TPB is required to meet as an MPO. Examples include: the metropolitan transportation plan, the TIP, and the UPWP. He said that the agreement has been reviewed by legal counsel in addition to federal and local partners.

Mr. Ritacco said that the LOAs are brand-new administrative level agreements structured to meet the new mandates specific for the performance-based planning and programming process. Each agreement is between the TPB and the member agency. Each agreement is customized to the roles and responsibilities specific to the TPB and that member. These responsibilities include collecting data, selecting targets, and reporting on the performance of those targets. He said that page 22 of his memo identifies with more detail which areas need to be signed between the TPB and the member. These areas include highway safety, highway pavement and bridge condition, system performance, transit safety, and transit asset management. He said that this is an ongoing process and that staff continues to work with the parties executing this agreement. He said that LOAs need to be executed by September 2018.

Mr. Weissberg asked if there is a date in September by which these agreements need to be finalized.

Mr. Ritacco said that there is no specific date.

Ms. Erickson said that the LOAs need to be completed before the Visualize 2045 plan can be approved.

12. VISUALIZE 2045: GENERAL UPDATE AND SCHEDULE

Ms. Zeller reminded the board that Visualize 2045 is different from the TPB's past long-range plans, which were called Constrained Long-Range Plans (CLRPs). She said that the new plan will contain all of the elements that were in the CLRP, but that section will now be called the financially constrained element. Additionally, the plan will highlight the unfunded aspirational initiatives that have been endorsed by the board. Referencing the plan outline, she said that the plan will encompass more of the TPB planning activities than recent CLRPs. Referring to her presentation, she said that the plan will include chapters on the following: introduction, regional policies, seven endorsed initiatives, financially constrained element, performance analysis, performance planning, additional elements, plan development and public participation, and a conclusion. She shared a timeline for completing the plan in October.

Chair Allen asked if the plan would include a discussion about trends that the region is currently seeing over the last decade or so.

Ms. Zeller said that historic trends could be included in addition to more current data.

Mr. Erenrich said that we have to make sure that the public does not overestimate the benefits of investment and projects. He said that the plan should include a discussion about how land-use planning relates to Visualize 2045.

Ms. Zeller said that a discussion of land use will be included in the chapter that discusses the Regional Transportation Priorities Plan and other regional policies. She added that it will also be discussed in the

section, not included in her presentation, on land-use coordination.

Mr. Meyer asked if it is worth highlighting some successes of federal infrastructure investment in the region.

Ms. Zeller said that the accomplishments section will encompass some of successes of federal funding in the region.

Chair Allen asked if the plan outline could be updated to put more emphasis on bicycle and pedestrian planning as well the work that that TPB has put into equity emphasis areas.

Ms. Zeller said that staff has discussed this concern several times and continues to think about. She said that there are about dozen different planning areas, including equity emphasis areas and bicycle and pedestrian planning, that have separate plans or many reports and studies. The goal is to summarize all that work in the Visualize 2045 plan document.

13. VISUALIZE 2045: PHASE 2 PUBLIC OUTREACH

Mr. Swanson referenced his presentation and emphasized that Visualize 2045 is the first time that unfunded priorities have been included in the TPB's long-range transportation plan. He said that while the TPB does conduct outreach, it does not typically conduct outreach as part of the long-range plan. He said that this year is different because Visualize 2045 includes not only a list of not only what will be funded, but also what the region would like to fund. This creates an opportunity to talk with the public about the direction to take the long-range plan.

Mr. Swanson said that Phase I outreach activities were conducted in 2017. He said that the focus of the outreach was a public opinion survey to get a sense about high-level concerns, what people care about, what they are worried about, and what they' would like to see change. He said that the survey was conducted both online and in-person at 15 events around the region. More than 6,000 responses were collected. He said that the results of this outreach will be shared with the board at the April meeting.

Mr. Swanson said that Phase II outreach will explore the concerns that were identified in Phase I outreach. He said that this outreach will be conducted in two ways. First with public forums starting in April. In addition, there will then be three open houses in September. He said that the forums will focus on the unfunded initiatives endorsed by the TPB. They will be conducted in April and May. He said that a consultant has been hired to help set up and conduct the meetings. He said that raising awareness is a big component of this outreach and it is important to ensure a diversity of opinion. He said that the forum sessions will be open invitation. He said that the goal of the forums is to obtain information that is useful for decision-makers.

Mr. Swanson said that the second part of Phase II outreach is going to be three open houses conducted in September. There will be one open house in the District, Maryland, and Virginia. He said that these will be concurrent with the public comment period for Visualize 2045. He said that the open houses will aim to give the public an opportunity to learn what is going into the final plan and may provide input for implementation activities.

Mr. Swanson said that a draft list of forum locations and dates will be distributed in the next week.

Mr. Glass asked if there were plans to live-stream or broadcast any of the meetings.

Mr. Swanson said that it is possible to stream one of the forums, likely the one in DC because the COG facilities are equipped to do that. He added that the forum content is being prepared in packages that could be used at additional meetings.

Mr. Glass suggested that YouTube may provide the necessary live-stream capabilities.

Chair Allen said that the District of Columbia has a rich diversity of neighborhoods. He asked how staff is making sure that they are inviting the diversity of experiences and perspectives from District residents

into the meeting. He also asked about how forum design will empower those different perspectives, encouraging them to come to the table and have their voices heard.

Mr. Swanson said that the diversity of perspective in the region provides a real challenge. He said that the TPB is primarily a regional planning agency, so the sessions need to balance regional perspectives. He said that the CAC has advocated for using local examples and leverage familiarity about local needs in the discussion of regional issues. He said the goal is to make sure that the forums weave a regional perspective into the local discussion, and vice versa.

Mr. Erenrich said that it would be helpful if each multiple agency was present at each forum to talk about what they are doing.

Mr. Swanson said that was a good idea.

OTHER ITEMS

14. ADJOURN

No other business was brought before the board. The meeting adjourned at 1:30 p.m.

Meeting Highlights: TPB Technical Committee, April 6, 2018

The Technical Committee met on April 6, 2018 in the Ronald Kirby Training Center at COG. The following items were reviewed for inclusion on the TPB's April agenda:

- **TPB agenda item 7 – Bike to Work Day**
Staff briefed the committee on regional Bike to Work Day events which are being organized at 100 locations in the region for Friday, May 18. These events will encourage the business community and other regional decision-makers to support increased bicycle commuting through bicycle-friendly policies and initiatives.
- **TPB agenda item 8 – 3C Agreement**
The committee was briefed on the draft revised metropolitan transportation planning agreement (“3C Agreement”) and the new Letters of Agreement on performance-based planning and programming (PBPP) responsibilities. The board will be asked to approve execution of the agreements on April 18.
- **TPB agenda item 9 – Virginia TAP Recommendations**
Staff provided a briefing on projects recommended for funding under the FY 2019-2020 Transportation Alternatives Set-Aside Program (TAP) for Northern Virginia. Staff explained that a portion of Virginia’s funding from the federal TAP is sub-allocated to the TPB for project selection in Northern Virginia. A TPB technical review panel met on April 2 and recommended funding for 11 projects in FY 2019 and FY 2020. The board will be asked to approve the project recommendations at its April 18 meeting.
- **TPB agenda item 10 – Visualize 2045 Survey Results**
Staff briefed the committee on the results of a public input survey, which was conducted in the summer of 2017 to gather general attitudes and opinions about transportation in the region to inform the TPB planning process for Visualize 2045, future plan updates, and beyond. Preliminary results were shared with the committee in October 2017.
- **TPB agenda item 11 – Visualize 2045 Public Forums**
Staff briefed the committee on nine public forums that will be conducted in April and May to obtain input for Visualize 2045. Staff asked Technical Committee members to help spread the word and provide other assistance for these events, which will be held throughout the region.

The following item was presented for information and discussion:

- **A study of Transportation Network Companies (TNCs) in the National Capital Region**
The committee was briefed on a WMATA assessment of the activities and impact of transportation network companies (TNCs), such as Uber and Lyft, in the region.

The presentation materials for this item can be found here:

[www.mwcog.org/assets/1/28/04062018 - Item 2 -
Transportation Network Companies \(TNCs\) in the Region.pdf](http://www.mwcog.org/assets/1/28/04062018_-_Transportation_Network_Companies_(TNCs)_in_the_Region.pdf)

**TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES
ATTENDANCE – April 6, 2018**

DISTRICT OF COLUMBIA

DDOT Mark Rawlings
DCOP Kristin Calkins

MARYLAND

Charles County -----
Frederick County Charles Freeman
City of Frederick Timothy Davis
Gaithersburg -----
Montgomery County -----
Prince George’s County Anthony Foster
Rockville -----
M-NCPPC
 Montgomery County -----
 Prince George’s County -----
MDOT Tyson Byrne
 Kari Snyder
Takoma Park -----

VIRGINIA

Alexandria Ramiro Rios
Arlington County Dan Malouff
City of Fairfax -----
Fairfax County Malcolm Watson
 Mike Lake
Falls Church -----
Fauquier County -----
Loudoun County Robert Brown
Manassas -----
NVTA Sree Nampoothiri
NVTC Patricia Happ
Prince William County Paolo Belita
PRTC -----
VRE Sonali Soneji
VDOT Norman Whitaker
 Regina Moore
VDRPT Ciara Williams
 Todd Horsley
NVPDC -----
VDOA -----
WMATA Allison Davis

FEDERAL/REGIONAL

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

COG STAFF

Kanti Srikanth, DTP
Lyn Erickson, DTP
Ron Milone, DTP
Tim Canan, DTP
Andrew Meese, DTP
Nicolas Ramfos, DTP
Michael Farrell, DTP
Matthew Gaskin, DTP
Charlene Howard, DTP
Ken Joh, DTP
Wendy Klancher, DTP
Arianna Koudounas, DTP
James Li, DTP
Jessica Mirr, DTP
Mark Moran, DTP
Erin Morrow, DTP
Ray Ngo, DTP
Eric Randall, DTP
Jon Schermann, DTP
Daivamani Sivasailam, DTP
John Swanson, DTP
Dusan Vuksan, DTP
Feng Xie, DTP
Lori Zeller, DTP
Abigail Zenner, DTP
Greg Goodwin, DCPS
Nicole McCall, DCPS

OTHER

Alex Brun, MDE
Justin Antos, WMATA
Bill Orleans



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: April 12, 2018

The attached materials include:

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



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions
DATE: April 12, 2018

At its meeting on April 6, the TPB Steering Committee approved the following resolution:

- **SR17-2018:** To amend the FY 2017-2022 Transportation Improvement Program (TIP) to include \$250,000 in Surface Transportation Program funding for the Rehabilitation of Eastern Avenue NE project; \$5 million in Congestion Mitigation and Air Quality program funding for the Rock Creek Park Trail project; and \$877,000 in Highway Safety Improvement Program funding for the Roadside Improvements Citywide project, as requested by the District Department of Transportation. These projects are exempt from the air quality conformity requirement.

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

Attachments

- TPB Steering Committee Attendance
- SR17-2018

**TPB STEERING COMMITTEE
ATTENDANCE – April 6, 2018**

MEMBERS

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

PARTICIPANTS

Todd Horsley	VDRPT
Chris Lakowski	DC Council
Regina Moore	VDOT
Sree Nampoothiri	NVTA
Ciara Williams	VDRPT

COG STAFF

Kanti Srikanth, DTP
Lyn Erickson, DTP
Tim Canan, DTP
Andrew Meese, DTP
Ron Milone, DTP
Nick Ramfos, DTP
Andrew Austin, DTP
Ken Joh, DTP
Eric Randall, DTP
Jon Schermann, DTP
John Swanson, DTP
Dusan Vuksan, DTP

OTHER

Bill Orleans

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

RESOLUTION ON AN AMENDMENT TO THE FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR THE REHABILITATION OF EASTERN AVE. NE, ROCK CREEK PARK TRAIL, AND NEIGHBORHOOD STREETScape IMPROVEMENTS PROJECTS, AS REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION (DDOT)

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

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

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

WHEREAS, in the attached letter of March 29, DDOT has requested that the FY 2017-2022 TIP be amended to reinstate the Rehabilitation of Eastern Ave. NE from New Hampshire Ave. NE to Whitter St. NW project (TIP ID 6419) with \$250,000 in Surface Transportation Program (STP) and local matching funds in FY 2018; to add \$5 million in Congestion Mitigation and Air Quality (CMAQ) program and local matching funds in FY 2018 for the Rock Creek Park Trail project (TIP ID 3230); and to add \$877,000 in Highway Safety Improvement Program (HSIP) and local matching funds to the Neighborhood Streetscape Improvements project (TIP ID 5308), 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 reinstate the Rehabilitation of Eastern Ave. NE from New Hampshire Ave. NE to Whitter St. NW project (TIP ID 6419) with \$250,000 in STP and local matching funds in FY 2018; to add \$5 million in CMAQ program and local matching funds in FY 2018 for the Rock Creek Park Trail project (TIP ID 3230); and to add \$877,000 HSIP and local matching funds to the Neighborhood Streetscape Improvements project (TIP ID 5308), as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on April 6, 2018

Government of the District of Columbia

Department of Transportation



d. Planning and Sustainability Division

March 29, 2018

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

Dear Chairman Allen,

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

Project proposed to be reinstated:

- 1) Rehabilitation of Eastern Avenue NE from New Hampshire Ave, NE to Whittier Street NW: (TIP ID: 6419) – Add \$250,000 in STP funds in FY 2018 for design

Projects proposed for funding updates:

- 1) Neighborhood Streetscape Improvements: sub-project d - Missouri Avenue, Kansas Avenue, Kennedy Street Intersection Improvements: (TIP ID: 5308) – Add \$877,000 in HSIP funds in FY 2018 for construction
- 2) Rock Creek Park Trail: (TIP ID: 3230) - Add \$5.0 Million in CMAQ funds in FY 2018 for construction

The proposed amendment does not add additional capacity for motorized vehicles and does not require conformity analysis or public review and comment. The funding sources have been identified, and the TIP will remain fiscally constrained. Therefore, DDOT requests that the TPB Steering Committee approve this amendment at its April 6, 2018 meeting.

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

Sincerely,

James Sebastian
Associate Director, Planning and Sustainability Division (PSD)

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

FY 2017 - 2022

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

Secondary

Rehabilitation of Eastern Avenue NE from New Hampshire Ave, NE to Whitter Street NW

TIP ID: 6419	Agency ID:	Title: Rehabilitation of Eastern Avenue NE from New Hampshire Ave, NE to Whitter Street NW		Complete: 2021	Total Cost: \$4,323
Facility: Eastern Avenue NE	STP	80/20/0	500 a	250 a	250
From: New Hampshire Ave NE					Total Funds: 250
To: Whitter Street NW					

Description: Rehabilitate of Reconstruct Asphalt Overlay on concrete pavement, replace deteriorated catch basins, manholes, curb and ramps

Amendment: Amend FY 2018 to reinstate project

Add 250K in FY 18 to reinstate the Rehabilitation of Eastern Avenue NE from New Hampshire Ave, NE to Whitter Street NW project.

Approved on: 4/6/2018

Bike/Ped

Rock Creek Park Trail

TIP ID: 3230	Agency ID: AF005A	Title: Rock Creek Park Trail		Complete:	Total Cost: \$14,000
Facility: M Street to Beach Drive	CMAQ	80/20/0	3,000 c	15,000 c	15,000
From: Piney Branch Pkwy					Total Funds: 15,000
To: 16th Street	DEMO	80/20/0	500 a		

Description: Rehabilitate the paved trail in Rock Creek Park including selected widening, resurfacing, new connections, and a new bridge south of the Zoo tunnel. Retaining wall repair on Piney Branch.

Modification: Shift Funding

Move \$11 million in CMAQ and matching funds from FY 2017 to FY 2018.

Amendment: Add Funding

Add \$5.5 million in CMAQ funding for construction in FY 2017.

Amendment: Increase FY 18 Funding

Request to add an additional 5 Mil to FY 18 for final estimate.

Approved on: 10/5/2017

Approved on: 9/8/2017

Approved on: 4/6/2018

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

FY 2017 - 2022

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
Other									
Roadside Improvements Citywide									
TIP ID: 5308 Agency ID: SR070A, ED070 Title: Neighborhood Streetscape Improvements Complete: Total Cost: \$22,253									

Facility: HSIP 90/10/0 50 a 877 c 927

From: **Total Funds: 927**

To:

Description: Improve sidewalks, curbs, gutters, trees, streetlights, traffic signals and trash receptacles. Projects include:

- A. 14th Street Streetscape, Thomas Circle - Florida Ave
- B. U St, NW Florida Ave. to 14th St.
- C. Sheriff Road NE safety improvements from 43rd St. to 51st St.
- D. Missouri Avenue, Kansas Avenue, Kennedy Street Intersection Improvements
- E. 15th Street NW Intersection Safety Improvements

Amendment: Add 2017 funding for sup-project letter e. 15th Street NW Intersection Safety Improvements Approved on: 6/21/2017
Add 50k of HSIP in 2017 for 15th St NW Intersection Safety Improvements

Amendment: Add 2018 funding for sup-project letter d. Missouri Avenue, Kansas Avenue, Kennedy Street Intersecti Approved on: 4/6/2018
Request to add 877K to FY2018 for Construction for sub project letter d. Missouri Avenue, Kansas Avenue, Kennedy Street Intersection



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: April 12, 2018

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



National Capital Region
Transportation Planning Board

April 4, 2018

Mr. Pete Rahn
Transportation Secretary
Maryland Department of Transportation (MDOT)
7201 Corporate Center Drive
Hanover, Maryland 21076

Dear Mr. Rahn:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by Greyhound to the Maryland Department of Transportation for Section 5311(f) Intercity Bus funding.

The TPB understands that Greyhound is requesting funding for its operation of a daily round-trip intercity service between Wilmington, DE and Washington, DC with intermediate stops in Maryland at Elkton, Northeast, Perryville, Havre de Grace, Aberdeen, Edgewood, White Marsh Station, Baltimore, Laurel and College Park. This intercity lifeline service has been operating since 2011 and provides transit accessibility to long-distance travelers headed to and from the National Capital Region.

Continued investment in intercity transit projects is an important need for the National Capital Region and intercity travel considerations are part of the TPB's long range plan development process. Opportunities to provide transit accessibility and promote intercity travel to the region are important goals for the TPB.

The TPB appreciates your strong consideration of Greyhound's application as it directly responds to regional transportation goals and priorities adopted by the Transportation Planning Board and identified in the Washington region's long-range transportation plan.

I urge your favorable consideration of the Greyhound funding request for Section 5311(f) funds.

Sincerely,

Charles Allen
Chair, National Capital Region
Transportation Planning Board



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: April 12, 2018

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



TLC PEER EXCHANGE WEBINAR: IMPROVING WALK AND BIKE ACCESS TO TRANSIT

Sponsored by the TPB and ULI Washington

Thursday, May 10, 2018, 12:00 - 1:30 P.M.

Join us for a 90-minute webinar to share lessons learned while supporting projects aligned with the TPB's endorsed initiative to improve bike and pedestrian access at high-capacity transit stations.

Alia Anderson from Toole Design Group, Scott Rowe from Prince George's County, and Chris Wells from Fairfax County, will share their knowledge and experience working these projects in the region.

Discover how technical assistance provided through TPB's Transportation Land-Use Connection Programs and ULI-Washington Technical Assistance Panels (TAP) can support projects in your community

1.5 AICP CM are available for this webinar.

For more information and to register, visit mwcog.org/tlc

WORKING TOGETHER TO REACH OUR TRANSPORTATION GOALS

A call to action for jurisdictions

Hon. Charles Allen
TPB Chair
Councilmember, Council of the District of Columbia

Metropolitan Washington Council of Governments
April 11, 2018

visualize2045
A LONG-RANGE TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION



A call to action

Develop projects, programs, or policies to advance the concepts represented by the 7 initiatives endorsed by the TPB



Why now?

Our current long range transportation plan is not anticipated to provide satisfactory performance compared to current conditions nor will it bring us close enough to reaching our goals

- Majority of population not close to high capacity transit (64%)
- SOV predominant mode of work trips in
 - Inner Suburbs (61%) Outer (76%) Suburbs (76%)
- Many areas in eastern part of the region will see decrease in auto access to jobs (45 min of auto travel)
- Peak hour congested lane miles will increase (65%)
- Daily vehicle hours of delay will increase by 74% relative to today
- Reductions in carbon dioxide emissions short of the region's go



Seven endorsed initiatives

- Bring jobs and housing closer together
- Expand BRT regionwide
- Move more people on Metrorail
- Provide more telecommuting and other options for commuting
- Expand the express highway network
- Improve walk and bike access to transit
- Complete the National Capital Trail



Why these 7 initiatives

- TPB Consensus - Top performing, Regional, Multimodal, and Multi-disciplinary
- Task force of elected officials, senior technical representatives, and citizen representatives
- Two year systemic examination of local jurisdictions' plans
- From about 100 ideas and analysis of 10 “bundled” initiatives
- Includes mutually supportive projects, programs and policy strategies
- Informed by findings from many past scenarios studies
- Addresses identified challenges to achieving transportation goals



How you can help

- Examine, Enact, Enforce **Policies**
 - Fund and Administer **Programs**
 - Prioritize and fund **Projects**
- } **that:**
- ✓ better manages peak period demand
 - ✓ reduces single occupant travel
 - ✓ makes transit more viable and affordable
 - ✓ enhances existing infrastructure



LEGISLATIVE MONITORING UPDATE

April 2018

Chuck Bean
Executive Director

Monica Beyrouti Nunez
Government Relations Supervisor

COG Board of Directors
April 11, 2018

Agenda Item 7



Metropolitan Washington
Council of Governments

Metro Legislation – Virginia

March 10 – Metro dedicated funding legislation passed by General Assembly

- Establishes annual dedicated funding for Metro of \$154 million
 - Motor Vehicle Fuel Sales Tax
 - Northern Virginia Transportation District Fund
 - Revenue from the existing Motor Vehicle Rental Tax
 - Existing NVTA revenues or local dollars (WMATA jurisdictions in Northern Virginia)
 - Existing 2% regional Transient Occupancy Tax (TOT)
 - Existing \$0.15/\$100 Grantor's Tax
- Limits WMATA board to 8 participating members
- Requires a 3 percent annual growth cap on operating assistance budget increases
- Requires adoption of a 6-year capital improvement program and a strategic plan
- Contingent on DC and MD enacting legislation



Metropolitan Washington
Council of Governments

Agenda Item 7 2018 Legislative Monitoring
April 11, 2018

21

Metro Legislation – Virginia

April 9 – Governor Northam submitted amendments to Metro legislation

- Proposes additional \$30 million in annual revenue
 - Increase the regional Transient Occupancy Tax (TOT) to 3% in Northern Virginia
 - Increase the regional Grantor’s Tax to \$0.20/\$100 in Northern Virginia

April 18 – Reconvened Session on proposed amendments

Metro Legislation – Maryland

April 5 - Metro dedicated funding legislation passed by General Assembly

- Establishes annual dedicated funding for Metro of \$167 million
 - Mandated appropriation from the Maryland Transportation Trust Fund
- WMATA must submit annual financial and performance reports
- Requires a 3 percent annual growth cap on operating assistance budget increases
- Contingent on DC and VA enacting legislation

Metro Legislation – Maryland

April 6 – General Assembly passed the Metro Board Member Act

- Changes MD’s board appointees to be the Secretary of Transportation (or designee) and alternating appointment by Governor from Montgomery and PGC
- Encourages Compact signatories to support the following reforms:
 - Reduce size of WMATA Board of Directors and require transportation expertise
 - Improve the independent investigation and oversight of the Authority
 - Prohibit elected officials from serving on the Board
 - Remove the veto authority
 - Provide equitable compensation for board members
 - Enhance transparency and improve stakeholder input

April 9 – General Assembly passed the Oversight Enhancement Act

- Establishes requirements to strengthen the office of the inspector general
- Needs to be considered by Virginia and DC in future sessions to be enacted

April 9 – Last day of Session, passed bills sent to Governor Hogan



Metro Legislation – District of Columbia

March 21 – Mayor Bowser introduced the Fiscal Year 2019 Budget Support Act of 2018

April 10 – DC Council Approved Dedicated Funding for the Washington Metropolitan Area Transit Authority Emergency Act of 2018

- Establishes annual dedicated funding for Metro of \$178.5 million
 - Revenue generated from a sales tax
- Contingent on DC and VA enacting legislation

May 29 – Final Committee of the Whole and Council consideration of the FY19 budget



Dates of Importance

- April 11** – VA Special Session on budget begins
- April 18** – VA Reconvened Session
- May 28** – MD Governor must sign or veto bills
- May 29** – Budget out of the Council of the District of Columbia

Chuck Bean

Executive Director
(202) 962-3260
cbean@mwkog.org

mwkog.org

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

TRANSPORTATION FORUM FOR NOVA'S ELECTED LEADERS



**HOSTED BY:
NORTHERN VIRGINIA
TRANSPORTATION AUTHORITY
& GEORGE MASON UNIVERSITY**



YOU'RE INVITED!

Northern Virginia's Elected Leaders and staff are invited to learn more about the transportation agencies that serve our region. Enjoy presentations and a discussion from the agencies working together to deliver transportation solutions that enhance the quality of life for Northern Virginians.

WHEN

April 23rd, 2018, 8:30am - 11am

WHERE

George Mason University

Founders Hall 111, Schar School of Policy and Government
3351 Fairfax Drive, Arlington, VA

RSVP

Please e-mail SarahCamille.Hipp@theNoVaAuthority.org by April 19th to reserve your place. Space is limited.

Thank you to George Mason University for providing our room & location!

PRESENTATIONS BY:



Commonwealth Transportation Board



Department of Rail & Public Transportation



Northern Virginia Transportation Authority



Northern Virginia Transportation Commission



Potomac and Rappahannock Transportation Commission



Transportation Planning Board



Virginia Department of Transportation



Virginia Railway Express

ITEM 7 – Action

April 18, 2018

Approval of Regional Bike to Work Day 2018 Proclamation

Staff

Recommendation: Approve the Bike to Work Day 2018 Proclamation.

Issues: None

Background: In an effort to increase awareness of the viability of bicycle commuting in the Washington region, regional Bike to Work Day events are being organized at 100 locations in the region for Friday, May 18. These events will encourage the business community and other regional decision-makers to support increased bicycle commuting through bicycle-friendly policies and initiatives.



Proclamation

WHEREAS, bicycle commuting is an effective means to support the region's air quality goals, reduce traffic congestion, and conserve energy; and

WHEREAS, bicycle commuting benefits both employees and employers through better employee health and fitness, reduced commuting and parking costs; and

WHEREAS, increasing numbers of employers have installed bicycle parking and shower facilities to help encourage bicycle commuting; and

WHEREAS, Capital Bikeshare's regional bike sharing system has hundreds of stations across five jurisdictions: Washington, DC; Montgomery County, MD; Arlington County, VA; City of Alexandria, VA; and Fairfax County, VA; and

WHEREAS, the National Capital Region Transportation Planning Board through its Commuter Connections program promotes bicycling and organizes Bike to Work Day along with the Washington Area Bicyclist Association; and

WHEREAS, the week of May 14th is National Bike to Work Week, which promotes bicycling as a viable means of transportation to and from work;

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

1. Proclaims Friday, May 18, 2018 as Bike to Work Day throughout the Washington, DC metropolitan region; and
2. Encourages TPB member jurisdictions to adopt similar proclamations in support of the event; and
3. Reminds all members of the importance of bicycle safety as advocated by the Street Smart campaign.

Chairman



National Capital Region
Transportation Planning Board

BIKE TO WORK DAY 2018

Nicholas Ramfos
TPB Operations Programs Director

National Capital Region Transportation Planning Board
April 18, 2018



Background

- **Rolled out regionally in 2001 by Commuter Connections**
- **Friday May 18, 2018**
- **Celebrates bicycling as a clean, fun, and healthy way to get to work**
- **Participation goal set**



Support for Cyclists

- **Cycling classes**
- **Bicycling to work guides (pamphlets)**
- **100 pit stops throughout region**
- **Guaranteed Ride Home**
- **Commuter Convoys**

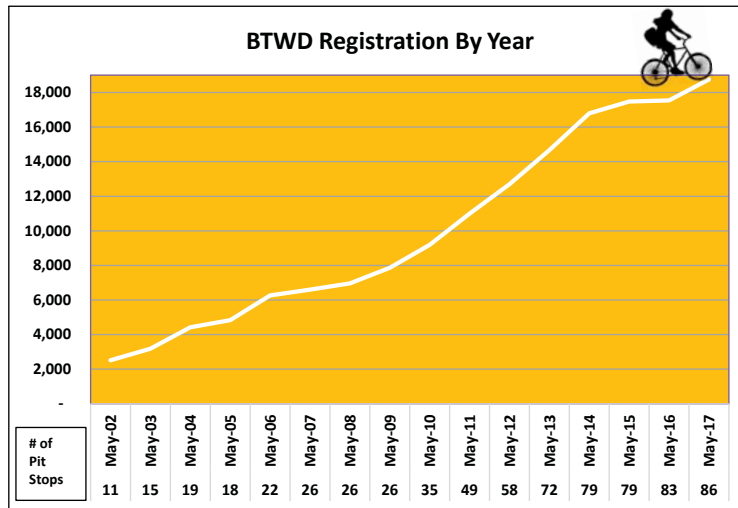


Event Freebies

- **Food & prizes**
- **Bike maps and literature**
- **Bicycle raffles**
- **Bicycle Tune-Ups**
- **Free T-Shirts**



Event Growth by Year

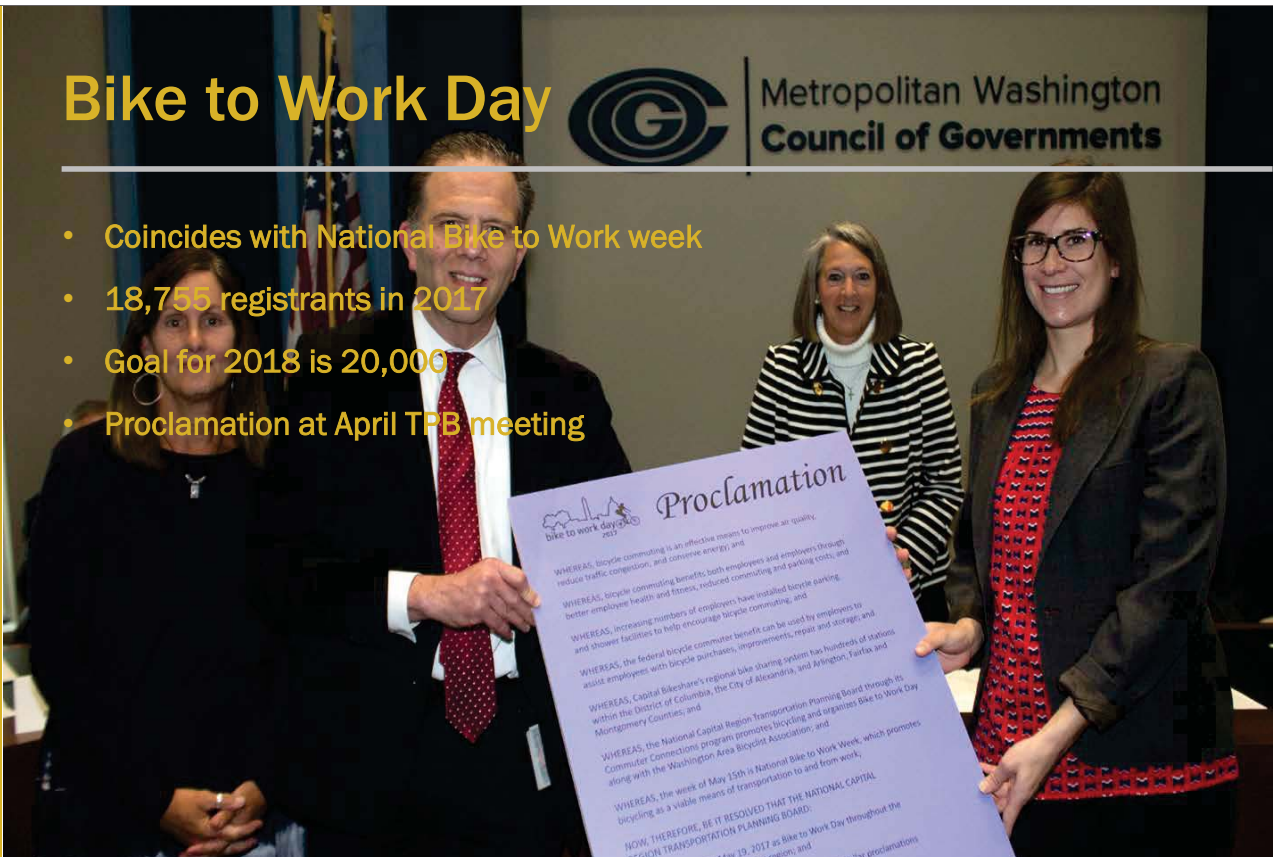


Bike to Work Day



Metropolitan Washington
Council of Governments

- Coincides with National Bike to Work week
- 18,755 registrants in 2017
- Goal for 2018 is 20,000
- Proclamation at April TPB meeting



Employer Involvement

- **Business community support**
- **Reduced parking and improved employee health & fitness**
- **Employer sponsored pit stops**
- **Employer Challenge**



Support for Bicyclists at Work

- **Bicycles racks**
- **Bike lockers and cages**
- **Showers**
- **Personal gym lockers**
- **Bike subsidy**
- **Capital Bikeshare memberships**



Bike to Work Day Survey

- Conducted every three years (2016)
- Online survey to all event participants
- Response rate of 21 percent
- Measures impacts of bicycle commuting before and after event
- Survey results used in Regional TDM Program Analysis
 - BTWD Daily Vehicle Trips Reduced: 1,844
 - BTWD Daily VMT Reduced: 18,809
 - Daily Tons of NOx Reduced: 0.0064
 - Daily Tons of VOC Reduced: 0.0066



Bike to Work Day 2016 Survey

Age Breakdown

Age	Percent
18-24	2%
25-34	26%
35-44	20%
45-54	26%
55-64	20%
65 +	6%



Bike to Work Day 2016 Survey

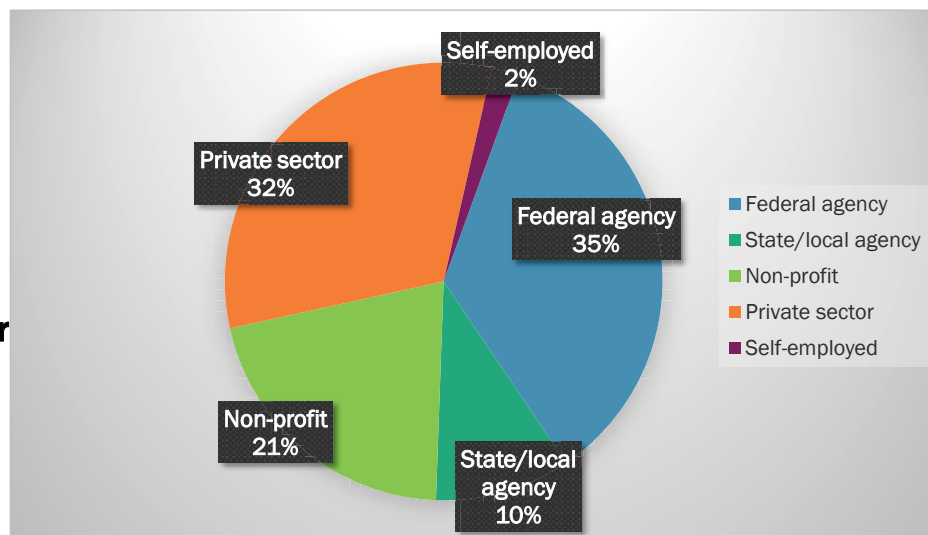
Home and Work States

State	Home	Work
District	32%	52%
Maryland	26%	18%
Virginia	42%	30%



Bike to Work Day 2016 Survey

Type of Employer



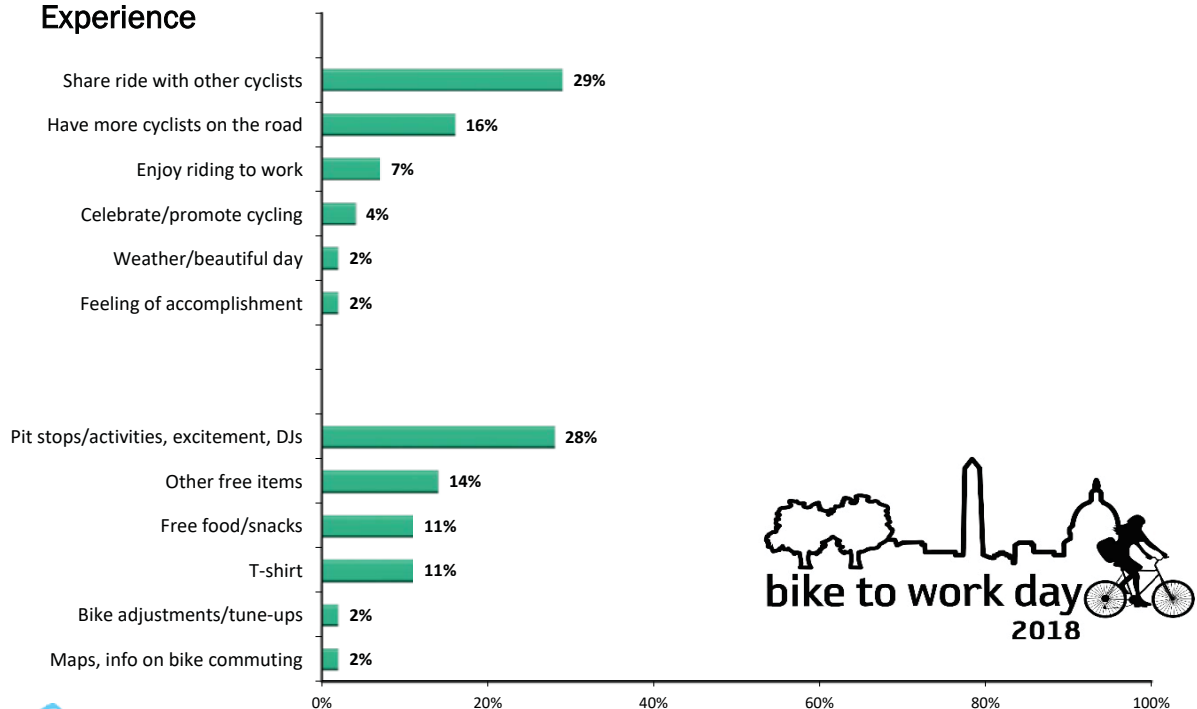
Bike to Work Day 2016 Survey

- Prior to Bike to Work Day 14% of respondents never commuted by bicycle
- After Bike to Work Day
 - 28% of respondents start bicycling to work 2.9 days/week



Bike to Work Day 2016 Survey

Favorite Part of 2016 Bike-to-Work Day Event Experience



Rain Date Policy

- **Bike to Work Day is a rain or shine regional event**
- **Pit stops are encouraged to have a contingency plan ready**
- **Pit stops however may determine to cancel their local pit stop event based on severe weather conditions.**



Rain Date Policy Reasoning

- **The ambiguity – what's enough rain to postpone the event?**
- **What if it rains in one area of the region and not another?**
- **No guarantee it wouldn't rain on rain date**
- **May send the wrong message that one cannot bike in the rain**



VIP Invitations

- **WABA to formally invite elected officials**
- **All TPB members on the list**
- **Officials asked to RSVP to the pit stop of their choice.**



Website – biketoworkmetrodc.org

The screenshot shows the homepage of the Bike to Work Day 2018 website. At the top is a yellow banner with the event title "BIKE TO WORK DAY 2018 FRIDAY MAY 18" on the left, a central image of a bicycle against a city skyline, and the event logo on the right. Below the banner is a navigation menu with links for HOME, EMPLOYER RESOURCES, EVENT INFO, FIRST TIME RIDER INFO, REGISTER, and SPONSORS. The main content area features a large heading "Bike to Work Day" followed by a paragraph of text: "On Friday, May 18, 2018 Commuter Connections and the Washington Area Bicyclist Association invite you to celebrate bicycling as a clean, fun, and healthy way to get to work. Be one of the first 20,000 to register and attend this FREE EVENT, then bike to your choice of more than 100 pit stops in D.C., MD, and VA and receive a free T-shirt, refreshments, and be entered into a raffle for a new bicycle." Below this text is a yellow button that says "Free Registration Open Now!". There are three columns of featured content: "Pit Stops" (describing 100+ events), "Commuter Convoys" (forming in March), and "Sponsors" (featuring the California Tortilla logo). A photograph of a large crowd of cyclists at an event is shown on the right side of the page.

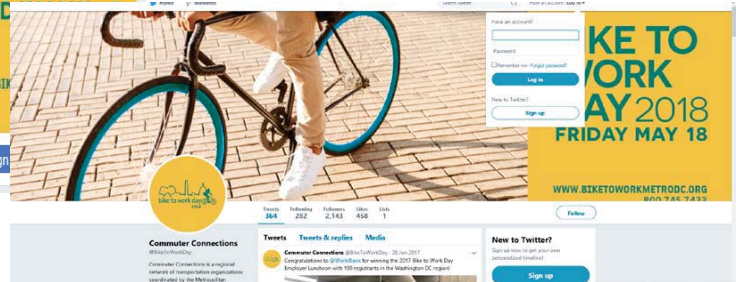


Social Media

facebook



twitter



Posters and Rack Cards



T-Shirts



Banners

BIKE TO WORK DAY 2018
FRIDAY MAY 18

Register at
BIKETOWORKMETRODC.ORG
or call 800.745.7433

WEST END AT AMERICAN COLLEGE OF CARDIOLOGY
2400 N St, NW Corner of N & 24th Sts
3:00 pm to 6:00 pm

COMMUTER CONNECTIONS **WABA** *Takoma Bicycle* **ICF** **SPOKES RECYCLES** **GO Alex**

Marriott **Bike Arlington** **THE NATIONAL EXAM** **BIKE RIDE** **goDCgo** **California TORTILLA** **BICYCLE SPACE**

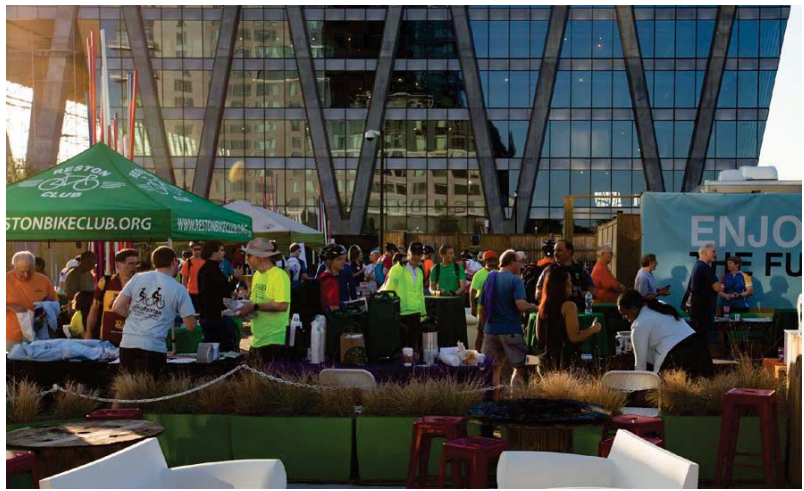
bike to work day 2018

Nicholas Ramfos

TPB Operations Programs Director

(202) 962-3312

nramfos@mwkog.org



mwkog.org/tpb

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



National Capital Region
Transportation Planning Board





Bike to Work Day 2018 Official Pit Stops

St	Jurisdiction / Quadrant	Pit Stop Name
DC	NE	Anacostia River Trail/ River Terrace Park
DC	NE	Edgewood - Met Branch Trail
DC	NE	Ivy City
DC	NE	NoMa
DC	NE	Old City Market and Oven
DC	NE	Union Market
DC	NW	Adams Morgan
DC	NW	Columbia Heights
DC	NW	Franklin Square
DC	NW	Freedom Plaza
DC	NW	Georgetown Waterfront Park Area
DC	NW	Glover Park
DC	NW	Golden Triangle – L Street
DC	NW	Golden Triangle – Farragut Square
DC	NW	Lamond at Seabury
DC	NW	Mt. Vernon Triangle
DC	NW	National Geographic Society
DC	NW	Shaw
DC	NW	West End at American College of Cardiology

St	Jurisdiction / Quadrant	Pit Stop Name
DC	SE	Anacostia
DC	SE	Capitol Hill Eastern Market Metro Plaza
DC	SE	Capitol Hill at House Office Buildings
DC	SE	Capitol Riverfront at Canal Park
DC	SE	Coast Guard Headquarters
DC	SW	L'Enfant Plaza
DC	SW	Southwest Business Improvement District
DC	SW	The Wharf/Southwest Waterfront
DC	SW	USDA Farmers Market
MD	Charles County	Indian Head
MD	Frederick County	Frederick
MD	Montgomery County	Bethesda - Downtown
MD	Montgomery County	FDA White Oak
MD	Montgomery County	Friendship Heights
MD	Montgomery County	Gaithersburg – Kentlands
MD	Montgomery County	Gaithersburg – Olde Towne
MD	Montgomery County	National Institutes of Health Bldg One
MD	Montgomery County	Naval Support Activity Bethesda
MD	Montgomery County	North Bethesda at Pike & Rose
MD	Montgomery County	Rock Springs Business Park
MD	Montgomery County	Rockville - Fallsgrove Village Center
MD	Montgomery County	Rockville – Town Center
MD	Montgomery County	Rockville – Twinbrook
MD	Montgomery County	Silver Spring – Discovery Place
MD	Montgomery County	Takoma Park – Downtown/Old Takoma
MD	Montgomery County	Takoma Park – Sligo Creek Trail

St	Jurisdiction / Quadrant	Pit Stop Name
MD	Prince George's County	Bladensburg Waterfront Park
MD	Prince George's County	Bowie – Old Town
MD	Prince George's County	Bowie – Town Center
MD	Prince George's County	Capitol Heights at Maryland Park Bicycles
MD	Prince George's County	College Park – City Hall/UMD
MD	Prince George's County	Greenbelt
MD	Prince George's County	Hyattsville
MD	Prince George's County	Largo
MD	Prince George's County	Oxon Hill/National Harbor
MD	Prince George's County	Port Towns – Edmonston
MD	Prince George's County	U.S. Census Bureau
MD	Prince George's County	University of Maryland
VA	City of Alexandria	Alexandria - Carlyle
VA	City of Alexandria	Alexandria – Del Ray
VA	City of Alexandria	Alexandria - Fairlington
VA	City of Alexandria	Alexandria – Mark Center
VA	City of Alexandria	Alexandria – Old Town
VA	Arlington County	Arlington – Army National Guard Readiness
VA	Arlington County	Arlington - Ballston
VA	Arlington County	Arlington – Columbia Pike/Penrose Square
VA	Arlington County	Arlington - Crystal City Water Park
VA	Arlington County	Arlington – East Falls Church Metro Station
VA	Arlington County	Arlington - Rosslyn
VA	Arlington County	Arlington - Afternoon Party Heavy Seas Alehouse
VA	Arlington County	Arlington - Shirlington
VA	Arlington County	Arlington - Afternoon Party New District Brewing Co

St	Jurisdiction / Quadrant	Pit Stop Name
VA	Fairfax County	Annandale
VA	Fairfax County	Burke VRE Station
VA	Fairfax County	Chantilly
VA	Fairfax County	Fair Lakes Center
VA	Fairfax County	Fairfax City Downtown
VA	Fairfax County	Fairfax County Government Center
VA	Fairfax County	Falls Church
VA	Fairfax County	Herndon
VA	Fairfax County	Huntington
VA	Fairfax County	Lorton VRE Station
VA	Fairfax County	Mclean
VA	Fairfax County	Mosaic
VA	Fairfax County	Mt. Vernon – Collingwood Park
VA	Fairfax County	Reston - Wiehle-Reston East Metrorail Station
VA	Fairfax County	Springfield/Metro Park at Walker Lane
VA	Fairfax County	Tysons Corner Center
VA	Fairfax County	Vienna
VA	Loudoun County	Leesburg
VA	Loudoun County	Sterling
VA	Prince William County	Dumfries
VA	Prince William County	Haymarket Bicycles
VA	Prince William County	Manassas - George Mason University
VA	Prince William County	Manassas - Kelly Leadership Center
VA	Prince William County	Manassas Park at Palisades Apts
VA	Prince William County	Manassas – VRE Station
VA	Prince William County	Rippon Landing VRE Station
VA	Prince William County	Woodbridge - Chinn Center
VA	Prince William County	Woodbridge - Tackett's Mill
VA	Prince William County	Woodbridge VRE Station

ITEM 8 – Action

April 18, 2018

Approval of the New Metropolitan Transportation Planning Process
“3C” Agreement Between the State Departments of Transportation
(DOT) and TPB

Staff Recommendation: Adopt Resolution R19-2018 to approve the “3C” Agreement and to authorize the TPB chairman to sign the agreement.

Issues: None

Background: At the March 23 meeting, the board was briefed on the draft “3C” Agreement. The board will be briefed on the final draft and will be asked to approve it.

**PLANNING AGREEMENT
ON PERFORMANCE BASED METROPOLITAN TRANSPORTATION PLANNING
RESPONSIBILITIES FOR THE NATIONAL CAPITAL REGION**

This Planning Agreement on Performance Based Metropolitan Transportation Planning Responsibilities for the National Capital Region (“3C” Agreement/Planning Agreement/Agreement) is made and entered into as of April 18, 2018, by and among the National Capital Region Transportation Planning Board, the region’s Metropolitan Planning Organization (TPB); and the District of Columbia Department of Transportation (DDOT), the State of Maryland Department of Transportation (MDOT), the Commonwealth of Virginia Department of Transportation (VDOT), and the Commonwealth of Virginia Department of Rail and Public Transportation (DRPT), hereinafter referred to as the **States and Providers of Public Transportation**, collectively “the Parties”.

WHEREAS, the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) on June 30, 1983 jointly issued, and on May 27, 2016 updated, rules and regulations which require that each urbanized area, as a condition to the receipt of Federal capital or operating assistance, have a continuing, cooperative and comprehensive transportation (3-C) planning process carried out by a metropolitan planning organization (MPO) in cooperation with the States and their local jurisdictions that results in plans and programs consistent with the planned development of the “urbanized area” pursuant to 23 U.S.C. 134, 23 U.S.C. 150, and 49 U.S.C. 5303, as amended; and

WHEREAS, the Fixing America’s Surface Transportation Act (P.L. 114-94)(FAST Act), and the Moving Ahead for Progress in the 21st Century Act (P.L. 112-41) (MAP-21 Act), Sec. 20005, reiterate the need for the 3-C planning process; and

WHEREAS, 23 CFR 450.314 – Metropolitan Planning Agreements – requires MPOs, States and Providers of Public Transportation to cooperatively determine the mutual responsibilities necessary to carry out the metropolitan transportation planning process, and directs MPOs, States and Providers of Public Transportation to periodically review and update these agreements; and

WHEREAS, 23 CFR 450.306 - Scope of the metropolitan transportation planning process – establishes a performance-driven approach to transportation decision-making to be carried out in the metropolitan transportation planning and programming process; and

WHEREAS, the 1990 Clean Air Act Amendments identify specific responsibilities of MPOs relating to air quality planning and the determination of conformity of transportation plans and programs; and

WHEREAS, on July 14, 1966, the TPB was designated as the MPO for the Washington Urbanized Area by an agreement entered into by the Governor of the Commonwealth of Virginia, Governor of the State of Maryland, and the Mayor of the District of Columbia; and

WHEREAS, the TPB serves as the MPO for the National Capital Region, including the Washington DC-VA-MD Urbanized Area, Frederick, MD Urbanized Area, and the Waldorf, MD Urbanized Area; and

WHEREAS, the States and Providers of Public Transportation, through agreement with the Metropolitan Washington Council of Governments (COG), as the administrative agent of the TPB, provide for the financial assistance and mutually agree upon terms and conditions for which such assistance will be provided; and

WHEREAS, 23 U.S.C 134[d] [2] and 49 U.S.C 5303[d] [2], as amended by sections 1201 and 20005 of MAP-21, require that, by October 1, 2014, each MPO that serves an area designated as a Transportation Management Areas (TMA), of which the TPB is one, consist of:

1. Local elected officials,
2. Officials of public agencies that administer or operate major modes of transportation in the metropolitan area, including representation by operators of public transportation, and
3. Appropriate State officials; and

WHEREAS, the TPB has long included representation by public transportation operators through a Board structure whose voting membership includes Board representatives from the Washington Metropolitan Area Transit Authority (WMATA), an agency that meets the above MAP-21 criteria and provides the vast majority of public transportation trips in the metropolitan area, and Board representatives from other local public transportation operators who directly fund public transportation, including commuter bus and rail services, thus complying with the MAP-21 requirements in this regard; and

WHEREAS, the TPB's continuous, cooperative, and comprehensive metropolitan planning process, and the States' and Providers of Public Transportation's planning and programming activities provide local jurisdictions, public agencies, individuals, and representatives of public transportation with opportunities to cooperate in the metropolitan transportation planning process; and

WHEREAS, the TPB and States must certify that the federal metropolitan transportation planning process addresses the major issues in the metropolitan planning area and is being conducted in accordance with all the applicable requirements in 23 CFR 450.336; and

WHEREAS, nothing in this Agreement shall be construed as limiting or affecting the legal authorities of the Parties, or as requiring the Parties to perform beyond their respective authority; and

NOW, THEREFORE, the TPB, the States and the Providers of Public Transportation agree to authorize the TPB Chairman to sign this agreement, to authorize the staff Director of the TPB to sign the LOAs as specified in Article 5, and agree to conduct a cooperative, comprehensive and continuing transportation planning and programming process for the National Capital Region (Region), and their mutual responsibilities for carrying out this process are described as follows:

Article 1

Scope of the Performance-Based Metropolitan Transportation Planning Process

The TPB, in cooperation with the States and the Providers of Public Transportation, will conduct a performance-driven, outcome-based metropolitan transportation planning process that is continuous, cooperative, and comprehensive and they will develop long-range metropolitan transportation plans and Transportation Improvement Programs (TIPs) that provide for the consideration of projects, strategies, and services to address the federal planning factors specified in 23 CFR 450.306.

The TPB will use a performance-based approach to support the national goals described in 23 USC 150(b) and the general purposes described in 49 USC 5301(b). The approach will establish performance targets that address the performance measures or standards established under 23 CFR part 490 (when applicable), 49 USC 5326(c), and 49 USC 5329(d) to use in tracking progress toward attainment of critical outcomes for the Region. Selection and establishment of performance targets will be in accordance with the appropriate target setting framework established at 23 CFR part 490 and will be coordinated, to the maximum extent practicable, with the relevant States. Selection and establishment of performance targets will also address performance measures described in 49 USC 5326(c) and 49 USC 5329(d) and be coordinated, to the maximum extent practicable, with the relevant public transportation providers.

Either directly or by reference, the TPB will integrate into the metropolitan transportation planning process the goals, objectives, performance measures, and targets described in other State transportation processes, plans, and reports to include factors specified in 23 CFR 450.306(d)(4).

The TPB will carry out the metropolitan planning process in coordination with the States' transportation planning processes that are required in regulations at 23 CFR 450 Subpart B-Statewide and Nonmetropolitan Transportation Planning and Programming.

The TPB will coordinate and prepare the coordinated public transit-human services transportation plan consistent with the metropolitan transportation planning process required by 49 USC 5303.

The TPB carries out the performance-driven, outcome-based metropolitan transportation process by performing a range of activities that promote an integrated approach to transportation development. The TPB activities comply with federal laws and requirements, provide a regional transportation policy framework and forum for coordination, and provide technical resources for decision-making. The TPB's 28 committee and sub-committees, as of date of execution, conduct an average of 10 meetings per month to ensure that TPB members, including the States and Providers of Public Transportation, local jurisdictions, and additional interested parties, engage with and meet the scope of the performance-based metropolitan transportation planning process.

Article 2
Funding for Transportation Planning and the Unified Planning Work Program

The TPB will, in cooperation with the States and Providers of Public Transportation, develop a Unified Planning Work Program (UPWP) that documents the performance-driven, outcome-based approach to metropolitan transportation planning activities in accordance with 23 CFR 450.308 and 23 CFR part 420 and performed with funds provided under 23 USC 104(d), 49 USC 5305(d), and 23 USC 133(d)(4).

The UPWP will document activities, tasks, and the planning priorities facing the metropolitan planning area. The UPWP will identify work proposed for the next 1- or 2-year fiscal period, beginning July 1 and ending June 30, by major activity and task and provide sufficient detail as to who will perform the work, the schedule for completing the work, the resulting products, the proposed funding by activity and task, and a summary of the total amounts and sources of Federal and matching funds.

To fund the activities agreed upon by the TPB and States as described in the UPWP, on October 3, 2003, and amended on September 13, 2008, COG, as the administrative agent for the TPB, and the States executed an Agreement upon which the terms and conditions of administrative support and assistance will be provided.

Between January and March of each year, the TPB, the States and the Providers of Public Transportation, in cooperation with the local jurisdictions and other TPB members, will prepare the UPWP, including documenting the metropolitan transportation planning activities anticipated within the Region. In March, the TPB will approve the UPWP and submit it to FHWA, FTA and the States for approval and funding. When necessary, the TPB can approve amendments, modifications, and technical corrections to the UPWP and submit it to FHWA and FTA for information and review.

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Article 3
Metropolitan Planning Organization Designation and Redesignation

The TPB has been designated the MPO for the National Capital Region by the Governors of Maryland and Virginia, and the Mayor of the District of Columbia to carry out the metropolitan transportation planning process under 23 CFR 450, Subpart C and required by 23 USC 134 and 49 USC 5303, as amended. The TPB includes the contiguous Washington DC-VA-MD Urbanized Area, Frederick, MD Urbanized Area, and Waldorf, MD Urbanized Area.

The Bylaws of the TPB, as amended on February 15, 2017, establish its membership, time and place of meeting, officers, voting procedures, committees, staffing, and relationship to COG, public participation, and procedures for amendments. The States and COG executed an “Agreement for the Support of the Metropolitan Planning Organization Transportation Planning Process in the Washington Metropolitan Area” on October 30, 2003, amended on September 17, 2008, specifying the COG responsibilities for supporting the MPO transportation planning process as described in the annually federally approved UPWP.

In the event there is a need for redesignation, the TPB will carry out the requirements in accordance with the provisions under 23 CFR 450.310.

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Article 4 Metropolitan Planning Area Boundaries

The TPB will, under agreement between the MPO and Governors and Mayor, determine the boundaries of the metropolitan planning area, as established under 23 CFR 450.312, to accomplish the performance-driven, outcome-based long-range metropolitan planning approach.

After each census, the TPB will review this planning boundary in cooperation with the States and Providers of Public Transportation to determine if the existing boundaries meet the minimum statutory requirements for new and updated urbanized areas. The TPB will adjust the boundary, as necessary, to reflect the most comprehensive boundary to foster an effective planning process that ensures connectivity between modes, improves access to modal systems, and promotes efficient overall transportation investment strategies. The TPB planning boundary for the Region includes the Washington DC-VA-MD Urbanized Area, Frederick, MD Urbanized Area, and the Waldorf, MD Urbanized Area. Figures 1 and 2 on page 17 and 18 show the TPB planning area boundary for the Region, the location of each of the participating local jurisdictions, and the urbanized areas.

Where part of the urbanized areas served by the TPB extends into an adjacent metropolitan planning area, or vice versa, the TPB will establish agreement(s) allowing for minor adjustments to each region's boundaries and outlining responsibilities for each metropolitan planning area overlap. The agreement(s) will also detail coordination processes, the division of transportation planning responsibilities among and between the regions and data sharing for the establishment and measurement of performance targets and standards established under 23 CFR part 490 (as applicable), 49 USC 5326(c), and 49 USC 5329(d). The TPB and the Baltimore Regional Transportation Board established an agreement, on May 12, 2015, for the urbanized areas overlapping the planning areas of those two MPOs. The TPB and the Fredericksburg Area Metropolitan Planning Organization established an agreement, on November 17, 2004, for the urbanized areas overlapping the planning areas of those two MPOs.

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Article 5

Metropolitan Planning and Supporting Agreements

The TPB will, in cooperation with the States and Providers of Public Transportation, periodically evaluate this Agreement and supporting agreements and cooperatively determine the mutual responsibilities for carrying out the metropolitan transportation planning process under 23 CFR 450.314.

The TPB will, in cooperation with the States and Providers of Public Transportation, periodically evaluate this Agreement and supporting agreements to include specific provisions for the development of financial plans that support the performance-driven, outcome-based long-range metropolitan transportation plan and the Transportation Improvement Program (TIP), and development of the annual listing of obligated projects, as described in Article 9 – Development and Content of the Metropolitan Transportation Plan, Article 10 - Development and Content of the Transportation Improvement Program, and Article 11 – Annual Listing of Projects with Federal Funding Obligations of this Agreement, respectively.

As permitted under 23 CFR 450.314(h)(2)ii) the TPB, with the States and Providers of Public Transportation, and, when applicable, operators of public transportation and local jurisdictions, will jointly document, in the form of Letter(s) of Agreement (LOA), roles and responsibilities for the cooperative development and sharing of information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the Region, and the collection of data for the States' asset management plans for the National Highway System. Outside of this Agreement, the LOA's, executed among the TPB, States and Providers of Public Transportation, and, where applicable, operators of public transportation and local jurisdictions, will address participation in the metropolitan planning process in general and include performance management provisions for required areas of Highway Safety, Highway Pavement and Bridge Condition, System Performance, Transit Safety, and Transit Asset Management.

The TPB's non-attainment area includes Calvert County, Maryland, which is outside its Metropolitan Planning Area (MPA) but within the Calvert-St. Mary MPO's MPA. In such instances, 23 CFR 450.314(c) requires MPOs to establish a written agreement among the relevant States' departments of transportation, States' air quality agencies, and affected local agencies describing the process for cooperative planning and analysis of all projects outside the MPA and within the nonattainment or maintenance area. The TPB and the Calvert-St. Mary's MPO established an agreement, on January 22, 2016, describing how transportation-related emissions will be treated for purposes of determining conformity in accordance with the EPA's transportation conformity regulations, as required in 40 CFR part 93, subpart A, and address policy mechanisms for resolving conflicts concerning transportation-related emissions that may arise.

As of April 18, 2018, and subject to future adjustments, the TPB's urbanized area includes locations that are within the MPA of two adjacent MPOs and vice-versa. To the south the urbanized area of northern Stafford County, Virginia, while part of the TPB's urbanized area

is within the MPA of the Fredericksburg MPO (FAMPO). Similarly, parts of Anne Arundel County and Howard County, Maryland, while part of the TPB's urbanized area are within the MPA Baltimore Regional Transportation Board (BRTB). Further the City of Laurel and parts of Prince George's County, Maryland while part of the TPB's MPA are within the BRTB urbanized area. As required under 23 CFR 450.314 (g), when an urbanized area is designated to more than one MPO, the MPOs will establish a written agreement describing the roles and responsibilities of each MPO in coordinating the metropolitan transportation planning process to assure development of consistent metropolitan transportation plans and Transportation Improvement Programs across the Metropolitan Planning Area boundaries, especially when a proposed transportation project extends across the boundaries of the MPA, in accordance with 23 FR 450.314 (e). The TPB and the Fredericksburg Area MPO established an agreement, on November 17, 2004. The TPB and BRTB established an agreement, on May 12, 2015.

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Article 6
Interested Parties, Participation, and Consultation

The TPB will develop, use, and maintain a documented Public Participation Plan (PPP) to provide citizens, affected public agencies, and all interested parties with reasonable opportunities to be involved in the performance-driven metropolitan transportation planning process and to review and comment at key decision points as specified in 23 CFR 450.316. The PPP will be coordinated with the States' public involvement and consultation on transportation planning processes.

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Article 7
**Transportation Planning Studies, Development of Programmatic Mitigation Plans, and
Project Development Process Under the National Environmental Policy Act (NEPA)**

The TPB, the States and the Providers of Public Transportation may undertake a multimodal, systems-level corridor or subarea planning study as part of the metropolitan transportation planning process as specified in 23 CFR 450.318.

The development of these studies will involve consultation with, or joint efforts among, the TPB, States and Providers of Public Transportation. The results or decision of these planning studies may be used as part of the overall project development process consistent with the National Environmental Policy Act (NEPA).

The TPB, the States and the Providers of Public Transportation may also undertake development of programmatic mitigation plans as part of the metropolitan transportation planning process to address the potential environmental impacts of future transportation projects as specified in 23 CFR 450.320.

The development of these plans will involve consultation with, or joint efforts among, the TPB, States and Providers of Public Transportation, FHWA and/or the FTA, and other federal, state, and local agency or agencies with jurisdiction and special expertise over the resources being addressed in the plan(s). These entities will also determine the scope and content of such plan(s) and may integrate these programmatic mitigation plan(s) with other plans, including watershed plans, ecosystem plans, species recovery plans, growth management plans, State Wildlife Action Plans, and land use plans for the region.

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Article 8

Congestion Management Process in Transportation Management Areas

The TPB will, in cooperation with the States and the Providers of Public Transportation, operators of public transportation, and local officials, address congestion management through a process that provides for safe and effective integrated management and operation of the multimodal transportation system, as required by 23 CFR 450.322. This process will be based on the cooperative development and implementation of a metropolitan-wide strategy, including new and existing transportation facilities eligible for funding under title 23 USC and title 49 USC Chapter 53, job access projects, and operational management strategies.

Development of a congestion management process, through the performance-driven transportation planning process, may result in multimodal system performance measures and strategies that can be reflected in the performance-based metropolitan transportation plan, TIP, and performance-driven planning and programming requirements. It may assess the extent of congestion and support the evaluation of the effectiveness of congestion reduction and mobility enhancement strategies for the movement of goods and people.

In lieu of a congestion management process, the TPB may develop a congestion management plan that includes projects and strategies that will be considered in the TIP as specified in 23 CFR 450.322(h).

The TPB conducts the congestion management process through four components: (1) It monitors and evaluates transportation system performance, (2) defines and analyzes strategies, (3) implements strategies and assess, and (4) compiles project-specific congestion management information. It is updated as information becomes available, engagement conducted through the metropolitan planning process, and results incorporated into the performance-driven metropolitan transportation planning and programming requirements as specified in Article 1 - Scope of the Performance-Driven Metropolitan Transportation Planning Process.

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Article 9

Development and Content of the Metropolitan Transportation Plan

At least every 4 years, the TPB shall develop or amend an integrated multimodal performance-based long-range metropolitan transportation plan that includes both long-range and short-range strategies and actions to facilitate the safe and efficient movement of people and goods in addressing current and future transportation trends and demands as specified in 23 CFR 450.324. The TPB shall approve this plan and submit it for information purposes to the States and make copies of updated and/or revised transportation plans available to the FHWA and FTA.

When updating the performance-based long-range metropolitan transportation plan, the TPB shall base the update on the latest available estimates and assumptions for population, land use, travel, employment, congestion, economic activity, and environmental concerns. The TPB shall approve the performance-based long-range metropolitan transportation plan (Plan) contents and supporting analyses produced for any update to the long-range Plan.

The TPB will make a conformity determination on the Plan and any regionally significant updates or amendments in accordance with the Clean Air Act and the United States Environmental Protection Agency's (EPA's) transportation conformity regulations 40 CFR part 93, subpart A and the air quality conformity process and agreement.

The Plan shall include, at minimum, the elements listed under 23 CFR 450.324 (f)(1-11). The Plan shall be designed such that, once implemented, it makes progress toward achieving the performance targets established under 23 CFR 450.306 (c) and (d). The performance measures and targets and a description of progress made toward target achievement since the Plan's last update shall be included.

As part of the quadrennial update to the Plan, the TPB, States and Providers of Public Transportation will cooperatively develop, share, review, and adopt estimates of revenues and costs required for the financial plan that demonstrate fiscal constraint for the Plan as specified in 23 CFR 450.324(f)(11).

The TPB uses the committee structures and meeting schedules for the metropolitan transportation process, as needed and as described in Article 1 – Scope of the Performance-Based Metropolitan Transportation Planning Process, to meet the requirements of the Plan as specified in 23 CFR 450.324. The TPB's coordinates with numerous planning processes at the local and state levels to help determine the content of the Plan. The TPB is guided by its own vision and priorities which in turn reflect federal policy guidance.

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Article 10

Development and Content of the Transportation Improvement Program (TIP)

The TPB will develop a TIP for the Region that reflects the investment priorities established in the current long-range metropolitan transportation plan developed pursuant to Article 9 of this Agreement and shall cover a period of no less than four (4) years as specified in 23 CFR 450.326.

The TIP will be updated at least every four (4) years and be approved by the TPB and States for their approval and inclusion in their State Transportation Improvement Programs (STIP). Copies of any updates or revisions will be provided to FHWA and FTA.

The TPB will make a conformity determination on the TIP and any major updates or amendments in accordance with the Clean Air Act and the United States EPA's transportation conformity regulations 40 CFR part 93, subpart A and the air quality conformity process and agreement.

The TPB will provide all interested parties with a reasonable opportunity to comment on the proposed TIP pursuant to the Plan.

The TIP will be designed such that, once implemented, it makes progress toward achieving the performance-driven, outcome-based targets established under 23 CFR §450.306 (c) and (d). A description of how the investments make progress toward achievement of the targets in the Plan shall be included. The TIP will include, at minimum, the elements listed under 23 CFR 450.326 (e) through (h).

The TPB, States and Providers of Public Transportation, will cooperatively develop, share, review, and adopt estimates of costs and estimates of funds that are available or committed or reasonably expected to be available that are required for the financial plan that demonstrate fiscal constraint for the TIP as specified in 23 CFR 450.326 (j) & (k).

The selection of projects from the TIP by the TPB, States and Providers of Public Transportation will be made as specified in 23 CFR 450.332.

TIP amendments and administrative modifications will be consistent with the established Transportation Improvement Program development procedures, the Public Participation Plan, and federal requirements as specified in 23 CFR 450.328. The TIP is amended or modified on a monthly and sometimes even weekly basis, through staff approvals, TPB Steering Committee actions, or large-scale amendments brought to the TPB for adoption.

The TPB uses the committee structures and meeting schedules for the metropolitan transportation process, as needed and as described in Article 1 – Scope of the Performance-Based Metropolitan Transportation Planning Process, to meet the requirements of the TIP for the Region as specified in 23 CFR 450.326. The TPB coordinates with numerous planning processes at the local and state levels to help determine the content of the program. The TPB is guided by its own vision and priorities which in turn reflect federal policy guidance.

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Article 11
Annual Listing of Projects with Federal Funding Obligations

Annually, and no later than 90 days after the close of the program year, which concurs with the Transportation Improvement Program fiscal year, the TPB, States and Providers of Public Transportation will cooperatively develop a listing of projects from the TIP for which federal transportation funds were obligated in the preceding fiscal year. This report will contain the projects and financial information required by 23 CFR 450.334. This report will be made publicly available.

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Article 12
Self-Certification and Federal Certifications

The TPB and the States will certify that the metropolitan planning process for the National Capital Region is being carried out in accordance with all applicable Federal requirements as specified in 23 CFR 450.336 and 23 CFR 450.330.

The TPB develops its self-certification statement describing how its metropolitan transportation planning process meets the federal requirements as specified in 23 CFR 450.336. This statement shall be approved concurrent with approval of the TIP.

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This Agreement is approved by the respective parties hereto as of the date shown above.

Chair
National Capital Region Transportation Planning Board

Director
District of Columbia Department of Transportation

Secretary
Maryland Department of Transportation

Secretary
Virginia Department of Transportation

Director
Virginia Department of Rail and Public Transportation

Figure 1 - TPB Metropolitan Planning Area for the National Capital Region

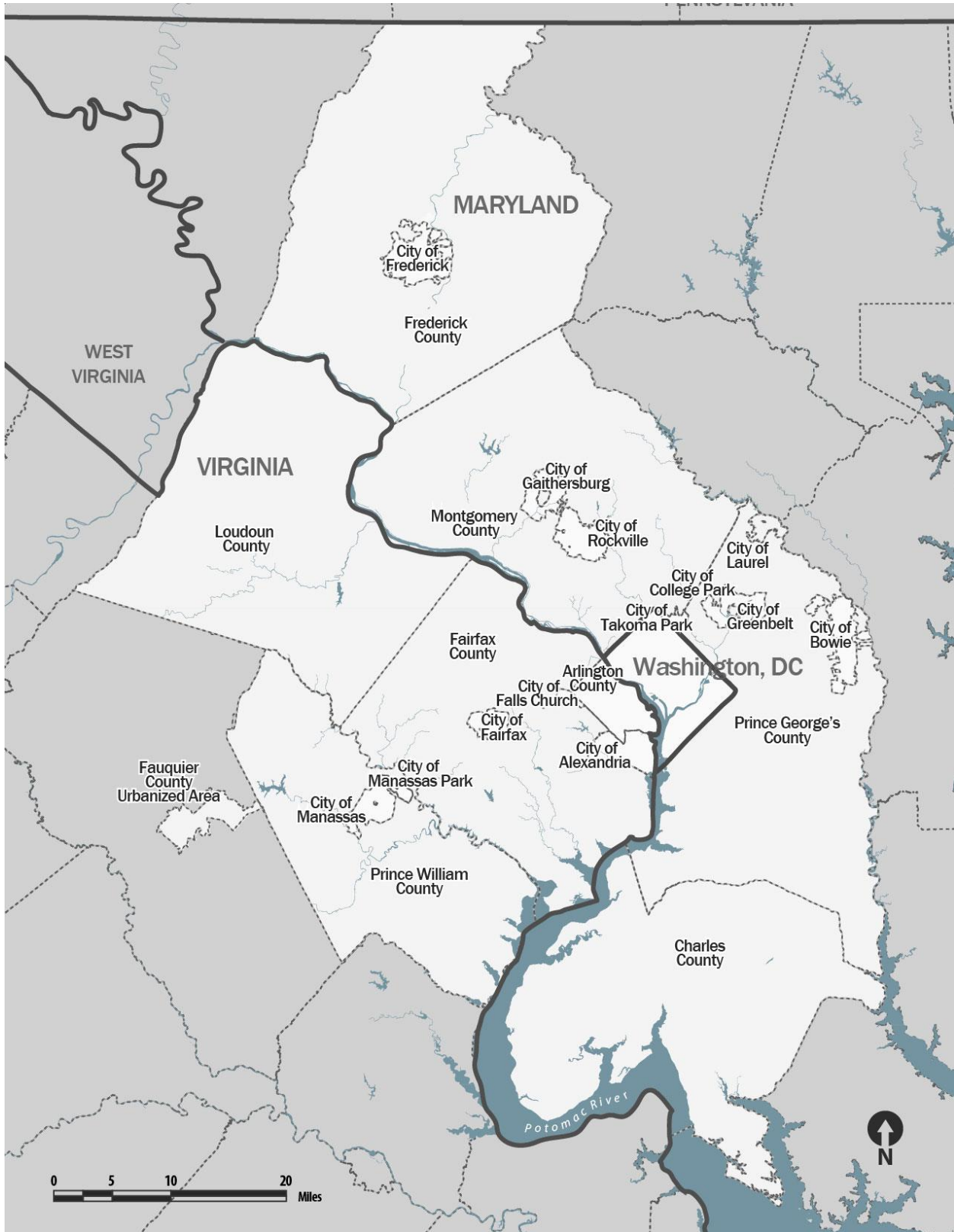
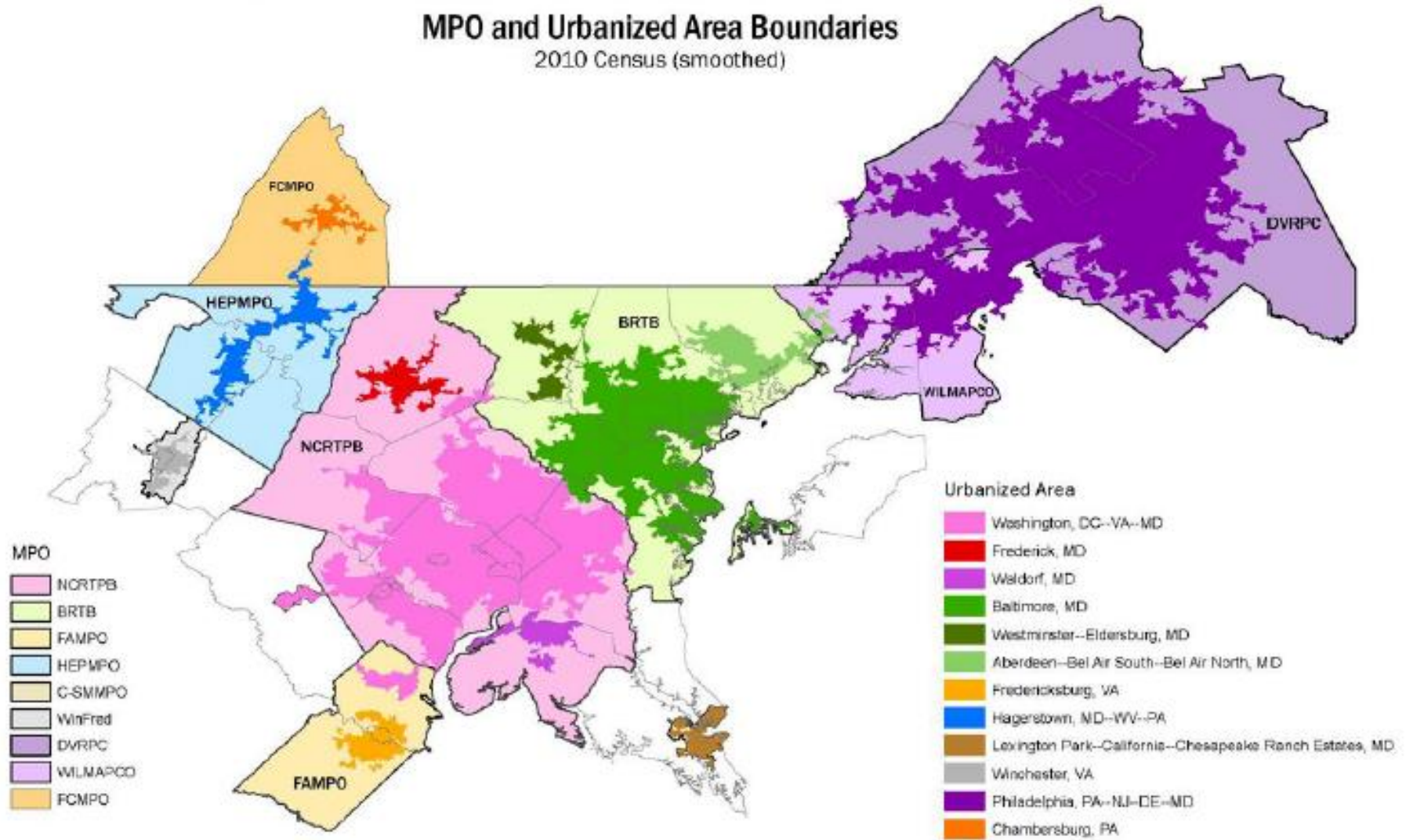


Figure 2 – Urbanized Areas in the TPB National Capital Region



ITEM 9 – Action

April 18, 2018

Approval of Projects Recommended for Funding Under the FY 2019-2020 Transportation Alternatives Set Aside Program For Northern Virginia TPB Jurisdictions

Staff

Recommendation: Adopt Resolution R20-2018 to approve projects for funding under the Federal Transportation Alternatives Set Aside Program for Northern Virginia for FY 2018.

Issues: None

Background: A portion of the federal Transportation Alternatives Set-Aside Program (TAP) is sub-allocated to the TPB for project selection in Northern Virginia. The board will be briefed on the projects that a TPB technical review panel has recommended for funding in FY 2019 and FY 2020, and will be asked to approve the recommended projects.

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

**RESOLUTION TO APPROVE PROJECTS FOR TRANSPORTATION
ALTERNATIVES SET ASIDE PROGRAM FUNDING UNDER THE SURFACE
TRANSPORTATION BLOCK GRANT PROGRAM FOR FY 2019-2020 IN
NORTHERN VIRGINIA**

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

WHEREAS, the FAST Act's Transportation Alternatives Set-Aside (TA Set Aside) Program, which is part of the Surface Transportation Block Grant Program of the Federal Highway Administration (FHWA), provides a portion of funding based on the relative share of the total State population sub-allocated to large urbanized areas, and the MPO is required "to develop a competitive process to allow eligible entities to submit projects for funding ... in consultation with the relevant State"; and

WHEREAS, the TA Set Aside Program provides funding for transportation programs and projects defined as eligible per Section 1109 of the FAST Act; and

WHEREAS, the TA Set Aside Program provides an opportunity to fund projects that implement regional policies reflected in the Regional Transportation Priorities Plan and in the seven initiatives endorsed by the TPB in December 2017 and January 2018, which include promoting Regional Activity Centers, improving pedestrian and bicycle access to transit, and completing the National Capital Trail; and

WHEREAS, the TA Set Aside is a complementary component of the TPB's Transportation/Land-Use Connections (TLC) Program, which supports planning-related projects and events of TPB member jurisdictions; and

WHEREAS, a solicitation for TA Set Aside projects was conducted by the Virginia Department of Transportation from August 1 through November 15, 2017; and

WHEREAS, the TPB's TA Set Aside Selection Panel met on April 3, 2018 and recommended fully or partially funding 11 of the applications received based on project readiness and eligibility and each project's ability to meet the regional selection criteria; and

WHEREAS, on April 6, 2018, the TPB Technical Committee was briefed on the recommended projects;

NOW, THEREFORE, BE IT RESOLVED THAT the NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves the projects for funding under the Transportation Alternatives Set Aside Program for FY 2019-2020 in Northern Virginia as described in the attached materials.



MEMORANDUM

TO: Transportation Planning Board
FROM: John Swanson, Transportation Planner
Nicole McCall, Regional Planner
SUBJECT: Projects recommended for funding in FY 2019-2020 in Virginia under the Transportation Alternatives Set Aside Program
DATE: April 12, 2018

SUMMARY

Under the federal Transportation Alternatives Set Aside (TA Set Aside) Program, the TPB is responsible for selecting projects using sub-allocated funding for the District of Columbia, Suburban Maryland, and Northern Virginia. The TA Set Aside, which is part of the Surface Transportation Block Grant Program, was previously known as the Transportation Alternatives Program (TAP).

For FY 2019-2020, the TPB is responsible for project selection for \$5,440,710 in Virginia. A selection panel has recommended that the following projects be approved by the TPB at its meeting on April 18, 2018.

Project	Jurisdiction/Agency	Recommendation
PY-Four Mile Run Trail Connection	Arlington County	\$241,000
Rosslyn-Ballston ADA Improvements	Arlington County	\$392,000
Judicial Trail Connection	City of Fairfax	\$174,800
Vienna Metro Bike Connection Improvement	Fairfax County	\$800,000
W&OD Trail - Mode Separation	City of Falls Church (Northern Virginia Regional Parks Authority)	\$274,250
Fair Lakes Boulevard Walkway	Fairfax County	\$480,000
Sudley Road Sidewalk	Prince William County	\$148,000
Mill Street Crosswalks	Prince William County	\$147,280
Gemini Way Pedestrian Improvements	Prince William County	\$880,000
Colchester Road Sidewalk	Prince William County	\$1,527,484
Gaver Mill Trail—Shared-Use Path Project	Town of Hillsboro	\$375,896
Total		\$5,440,710

BACKGROUND

The Transportation Alternatives Set Aside (TA Set Aside) Program was established by federal law to fund a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, trails, safe routes to school (SRTS) projects, community improvements, and environmental mitigation. MAP 21, the surface transportation legislation enacted in 2012, established the program as the Transportation Alternatives Program (TAP). The FAST Act of 2015 renamed the program as the Transportation Alternatives Set Aside (TA Set Aside) Program, and the key features of the program largely remain the same. Information on the TA Set Aside is available from FHWA at: https://www.fhwa.dot.gov/environment/transportation_alternatives/.

The program provides sub-allocated funding for large metropolitan planning organizations (MPOs) like the TPB (classified as “Transportation Management Areas”) to fund local projects. In addition to these sub-allocated funds, a portion of the TA Set Aside funding is reserved for statewide project selection, which is conducted by the state departments of transportation.

For the National Capital Region, the program offers an opportunity to support and enhance regional planning activities. At the direction of the TPB, our region’s TA Set Aside is framed as a complementary component of the TPB’s Transportation/Land-Use Connections (TLC) Program, which provides technical assistance for small planning studies to TPB member jurisdictions.

The TA Set Aside offers the region the ability to fund projects that support regional priorities and goals based on the *Regional Transportation Priorities Plan* and *Region Forward*, as well as the recently endorsed TPB initiatives. Applicants from the National Capital Region are asked to show how their projects will serve these priorities when they seek TA Set Aside funds. The priorities also provide the basis for the selection criteria that the TPB’s selection panel uses when it reviews and recommends projects for funding.

FY 2019-2020 SOLICITATION FOR VIRGINIA

Since the establishment of TAP in 2012, and the TA Set Aside in 2015, the TPB continues to combine its solicitations with the state departments of transportation in the District of Columbia, Maryland, and Virginia. As part of this annual process, TPB staff works with the Virginia Department of Transportation (VDOT) to administer the TA Set Aside for Northern Virginia.

Last year VDOT conducted a two-year solicitation, covering FY 2019 and FY 2020. Applications were due electronically to the VDOT Local Assistance Division on November 15, 2017. For applicants from Northern Virginia, the VDOT application included a supplementary form requesting information about how projects responded to the TPB’s regional priorities related to Activity Centers, transit station access, and multimodal transportation options.

In Northern Virginia, VDOT received 22 applications representing a total of \$16,425,802 in requested funding. These applications are eligible for statewide TA Set Aside funding as well as the TPB’s sub-allocated funds. The TPB was sub-allocated \$5,440,710 in available funding.

As in the past, Virginia conducted a three-part process for project selection:

1. The district members of Virginia's Commonwealth Transportation Board (CTB) each were allocated \$2 million for project selection from the statewide pot of funding;
2. Large MPOs select projects for sub-allocated funds;
3. The at-large members of the CTB select projects for the remainder of the statewide money.

The CTB District Member for Northern Virginia, Mary Hynes, made her project selections in early March for the \$2 million allocated in her district. Her funding recommendations can be found attached to this memorandum. In addition, Alison DeTuncq, the CTB district member for the Culpeper District, chose to allocate full funding to a project in Warrenton, which is included in the TPB's planning area.

PROJECT SELECTION

The TPB is responsible for completing the second step in the selection process presented above. To develop draft recommendations, TPB staff invited representatives from the District of Columbia and Maryland to participate on the TPB's technical review panel. The panel met on March 20. Panel participants included:

- Christy Bernal, Maryland State Highway Administration
- Lamont Cobb, D.C. Office of Planning
- Michael Farrell, COG/TPB Staff
- Karyn McAlister, Prince George's Department of Public Works and Transportation
- Nicole McCall, COG Staff
- John Swanson, COG/TPB Staff

Panel members individually reviewed and scored applications for a maximum of 100 points. The total score is a composite based on each reviewer's professional assessment (50 points) and regional selection criteria (50 points). The professional assessment is based on each panel member's transportation planning expertise, knowledge of transportation planning in the region, evaluation of the project budget, and project management experience. The regional criteria are rooted in TPB policies and programs, with the understanding that some projects would not meet all criteria. Regional selection criteria included the following:

- **Focus on expanding transportation options:** Will the project significantly increase transportation options for pedestrians, bicyclists and other non-drivers? Will the transportation benefits of the project be more than just recreational?
- **Support for Regional Activity Centers:** Does the project enhance walkability and accessibility within or between Regional Activity Centers? (Information on which projects involve Regional Activity Centers is provided to the selection panel.)
- **Access to high-capacity transit:** Will the project improve ped/bike access to major transit facilities, such as Metrorail, VRE, or bus rapid transit?
- **Access in Equity Emphasis Areas:** Does the project promote accessibility for communities in Equity Emphasis Areas (EEAs)? EEAs are locations that the TPB has identified as having high concentrations of low-income and/or minority populations.

- **Safe routes to schools:** Does the project enhance safe ped/bike access to schools?
- **Increased access for people with disabilities:** Does the project promote accessibility for people with disabilities?

The panel met via WebEx on April 3, 2018. To provide a basis for discussion, each member provided general rankings for each project application (high, medium, or low) based on the numerical score they gave each project. The group discussed projects according to the groups in which they were initially categorized, and jointly determined whether or not to fund them. The final recommendations are the result of consensus. The recommendations were jointly determined and do not simply reflect a quantitative sum of each panelist's individual scores.

At the end of the meeting on April 3, the review panel recommended 11 projects for funding, which are listed on the first page of this memorandum. A table listing all the submitted applications and funding recommendations is attached to this memorandum.

The recommended projects are supportive of TPB policies in a variety of ways. Seven projects are in regional Activity Centers, four are within $\frac{3}{4}$ mile of transit, and four are in Equity Emphasis Areas. In addition, four projects follow up on previous studies conducted through the TLC Program.

NEXT STEPS

Following the TPB's anticipated action on April 18, TPB staff will forward information regarding the approved projects to VDOT for inclusion in the Commonwealth's Six Year Improvement Program (SYIP) for Transportation. The CTB will also consider whether to award funding, using the statewide TA Set Aside funds, to the remaining Northern Virginia applications. Once all selections are finalized, VDOT staff will work with applicants to administer funding.

**FY 2019-2020 Transportation Alternatives Program
Funding Recommendations for Northern Virginia**

**Total Funding Requested: \$16,425,802
Suballocation to TPB: \$5,440,710**

App No.	Project Name	Jurisdiction	Description	Funding Request	CTB Member Funding	Panel Recommendation
2412	W&OD Trail - Mode Separation	Falls Church - (Northern Virginia Regional Park Authority - NOVA Parks)	Project will replace .5 mile of 10 foot wide shared use trail with 11 foot wide bicycling trail and 8 foot wide pedestrian trail separated by a 2 foot wide median. Project improves failing levels of service, mitigating trail congestion.	\$548,250	\$274,000	\$274,250
2414	Colchester Road Sidewalk	Prince William County	Construct a 2,320-foot sidewalk connection on the west side of Colchester Road from Randall Drive to the intersection of Featherstone Road and Blackburn Road/Colchester Road.	\$2,240,000	\$0	\$1,527,484
2519	Vienna Metro Bike Connection Improvement	Fairfax County	Enhance bike access to the Vienna Metrorail and Metro West Town Center along Virginia Center Boulevard and Country Creek Road.	\$800,000	\$0	\$800,000
2522	Dumfries Road Sidewalk	Prince William County	Construct a 2,100 feet or 0.4 mile sidewalk on the east side of Dumfries Road between Meadowgate Drive and Tayloe Drive	\$1,536,000	\$0	\$0
2531	Fair Lakes Boulevard Walkway	Fairfax County	Construct walkway on south side of Fair Lakes Boulevard from Stringfellow Road to the	\$480,000		\$480,000
2556	PY-Four Mile Run Trail Connection	Arlington County Government	Construct a paved bicycle and pedestrian trail connection between Arlington County's Four Mile Run Trail at stream level and the street level network of Crystal City at Potomac Yards.	\$492,000	\$251,000	\$241,000

App No.	Project Name	Jurisdiction	Description	Funding Request	CTB Member Funding	Panel Recommendation
2557	Rosslyn–Ballston ADA Improvements	Arlington County Government	Phase 2 of sidewalk & street improvements to eliminate obstructions restricting access by persons with disabilities.	\$784,000	\$392,000	\$392,000
2601	Old Bridge Road Sidewalk Improvements	Prince William County	This project will construct 2,820 feet or 0.53 miles of sidewalk along the north side of Old Bridge Road from Antietam Road to Forest Hill Road.	\$1,995,520	\$0	\$0
2602	Judicial Trail Connection	City of Fairfax	Construction of 500 linear feet of missing link of trail	\$348,800	\$174,000	\$174,800
2633	Old Carolina Road Sidewalk Improvements Project	Prince William County	Construct a 680-foot asphalt sidewalk on the east side of Old Carolina Road to connect to the existing asphalt trail (north of Somerset Crossing Drive) to the existing asphalt trail within the Somerset Crossing subdivision.	\$840,000	\$0	\$0
2641	Timber Fence Trail - Segment 1	Town of Warrenton	This request is for funding of Segment 1 of the Timber Fence Trail, a multi-use bicycle and pedestrian trail which provides a crucial link in an existing trail system.	\$361,127	\$361,127	\$0
2653	Sudley Road Sidewalk	Prince William County	Construct a 140-foot sidewalk connection on the west side of Sudley Road between Coverstone Drive and Rosemary Drive.	\$296,000	\$148,000	\$148,000
2658	Gemini Way Pedestrian Improvements	Prince William County	The proposed project involves modifying and installing one new pedestrian signal-controlled crossing, curb ramps, crosswalks, and approximately 635 feet of sidewalk with a retaining wall on Gemini Way between Dale Boulevard and Minnieville Road.	\$880,000	\$0	\$880,000

App No.	Project Name	Jurisdiction	Description	Funding Request	CTB Member Funding	Panel Recommendation
2668	Mill Street Crosswalks	Prince William County	The proposed project involves providing nine Americans with Disabilities Act (ADA) compliant ramps and five painted crosswalks at the intersections of Mill Street at Washington Street and Mill Street at Ellicott Street.	\$333,280	\$186,000	\$147,280
2757	Wolftrap Elementary School SRTS	Fairfax County	Improve Wolf Trap Elementary School's main school crossing across Beulah Road (VA Route 675) at Talisman Drive(VA Route 3996). Project consists of an improved protected crosswalk and channelization/road diet treatments to the main roadway	\$200,000	200,000	\$0
2806	Church Street NE Sidewalk (300 block)	Town of Vienna	This project will construct approximately 300 linear feet of curb, gutter and sidewalk from where it currently exists beginning at 350 Church Street NE to the intersection of Glyndon Street NE.	\$528,800	\$0	\$0
2833	Gaver Mill Trail—Shared-Use Path Project	Town of Hillsboro	The Gaver Mill Trail will provide safe, multi-modal connectivity to and from Hillsboro's Gaver Mill/Asbury Church residential areas and key employment centers, civic institutions, and link to Hillsboro's Traffic-Calming and Pedestrian Safety project.	\$375,896	\$0	\$375,896

App No.	Project Name	Jurisdiction	Description	Funding Request	CTB Member Funding	Panel Recommendation
2905	LCPS SRTS Infrastructure Improvements	Loudoun County	The Installation of a Pedestrian Bridge (overpass) over Belmont Ridge Road and the Construction of Sidewalks, Crosswalks, and Connecting Paved Trails along Tripleseven Rd proximate to Countryside Elementary.	\$873,497	375,000	\$0
3027	Haymarket Pedestrian Bike Stimulation	Town of Haymarket	Sidewalk, ramp, crosswalk and curb improvements.	\$27,792	\$0	\$0
3090	Stony Point-Highwater Trail Project	Town of Hillsboro	The Stony Point-Highwater Trail will provide safe, multi-modal connectivity to and from significant residential areas and an elementary school, employment centers, civic institutions, and links to Hillsboro's Main Street Traffic-	\$320,040	\$0	\$0
3115	Mason Neck Trail	Fairfax County	Project involves completing missing section(s) of Mason Neck Trail that extends from Richmond Highway (US Route 1) to the Mason Neck State Park and Natural Wildlife Refuge.	\$600,000	\$0	\$0
3140	Phase IIA East Broad Way	The Town of Lovettsville	Phase IIA of the East Broad Way , Town of Lovettsville streetscape improvements	\$1,564,800	\$0	\$0
Total				\$16,425,802	\$2,361,127	\$5,440,710

TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM

Virginia Project Recommendations for FY 2019-2020

John Swanson
Transportation Planner

Transportation Planning Board
April 18, 2018



National Capital Region
Transportation Planning Board

Agenda Item #9

Overview

- TA Set Aside
- TLC Program
- Virginia Selection Process
- TPB Selection Process
- FY 2019-2020 Project Recommendations
- Next Steps

Staff recommends TPB approval of Resolution R20-2018 to approve projects for funding under the Surface Transportation Block Grant Set-Aside Program for FY 2019-2020 in Northern Virginia.



National Capital Region
Transportation Planning Board

Agenda Item #9: Virginia TA Set Aside
April 18, 2018

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TA Set Aside

- *PURPOSE:* A federal formula program that provides funding to projects considered “alternatives” to traditional highway construction
- *FEDERAL AUTHORIZATION*
 - MAP-21 (2012) - Established as the “Transportation Alternatives Program”
 - FAST Act (2015) - Renamed “Transportation Alternatives Set Aside”
- *TPB ROLE:* Large MPOs are sub-allocated funds and given the responsibility for selecting projects for those funds.



TLC Program

- In our region, the TA Set Aside Program is a component of the TPB’s TLC Program
- The TLC Program also includes:
 - Technical assistance projects
 - TLC PeerX (Peer Exchange Network)
- These programs promote regional goals and priorities, including:
 - Multimodal transportation options (RTPP Goal 1)
 - Regional activity centers (RTPP Goal 2)



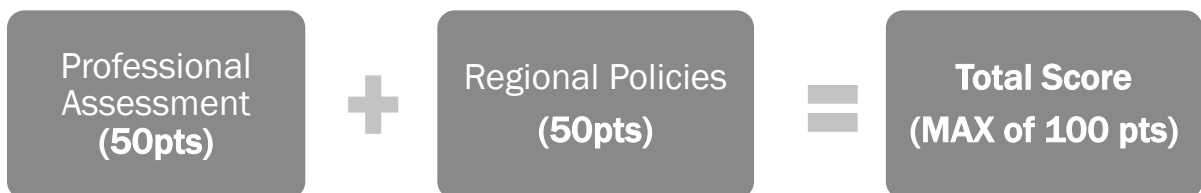
Virginia: FY 2019-2020 Schedule

- Nov 15 Application deadline
- Nov-Jan VDOT scores applications and forwards them to CTB District Member and MPOs
- March 6 CTB District Member selected projects
- April 3 TPB Selection Panel selected projects
- April 18 TPB approval
- April 18 CTB final approval



TPB Selection Process

- Selection Panel included TPB staff, District Office of Planning, Prince George's County DPW&T, and Maryland State Highway Administration
- Panel members individually scored projects



- Based on scores, panel members rank projects “High/Medium/Low”
- At the selection panel meeting on April 3, panel used rankings to help evaluate and jointly prioritize projects for funding



Regional Policies Criteria

- Expanding Multimodal Transportation Options for Non-Drivers
- Supporting Regional Activity Centers
- Access to High-Capacity Transit
- Increased Access in Equity Emphasis Areas
- Safe Routes to School
- Increased Access for People with Disabilities



FY 2019 Project Recommendations

- TPB received **\$16,425,802** in funding requests for 22 projects in Northern Virginia.
- TPB's STP Set Aside sub-allocation is **\$5,440,710**
- **Eleven projects were** recommended for funding
 - Seven projects are in or close to regional Activity Centers
 - Four projects (or component) are within $\frac{3}{4}$ mile of transit
 - Four projects (or component) are in Equity Emphasis Areas
 - One project is for "Safe Routes to School"
 - Four projects followed up on previous TLC studies



FY 2019 Project Recommendations

Project	Jurisdiction/Agency	Recommendation
PY-Four Mile Run Trail Connection	Arlington County	\$241,000
Rosslyn–Ballston ADA Improvements	Arlington County	\$392,000
Judicial Trail Connection	City of Fairfax	\$174,800
W&OD Trail - Mode Separation	City of Falls Church (Northern Virginia Regional Parks Authority)	\$274,250
Vienna Metro Bike Connection Improvement	Fairfax County	\$800,000
Fair Lakes Boulevard Walkway	Fairfax County	\$480,000
Sudley Road Sidewalk	Prince William County	\$148,000
Mill Street Crosswalks	Prince William County	\$147,280
Gemini Way Pedestrian Improvements	Prince William County	\$880,000
Colchester Road Sidewalk	Prince William County	\$1,527,484
Gaver Mill Trail—Shared-Use Path Project	Town of Hillsboro	\$375,896
Total		\$5,440,710

Next Steps

- *Staff recommends TPB approval of Resolution R20-2018 to approve projects for funding under the Surface Transportation Block Grant Set-Aside Program for FY 2019-2020 in Northern Virginia.*
- Following TPB action, staff will forward information regarding the approved projects to VDOT for inclusion in the Commonwealth's Six Year Improvement Program for Transportation.
- The CTB will also consider whether to award funding, using the statewide TA Set Aside funds, to the remaining Northern Virginia applications.
- Once all selections are finalized, VDOT staff will work with applicants to administer funding.

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National Capital Region
Transportation Planning Board

ITEM 10 – Information

April 18, 2018

Visualize 2045: Phase 1 Public Outreach Survey Results

Staff Recommendation: Briefing on the more detailed results and findings from the public input survey conducted in Summer of 2017.

Issues: None

Background: A public input survey was conducted in Summer of 2017 to gather general attitudes and opinions about transportation in the region to inform the TPB planning process for Visualize 2045, future plan updates, and beyond. Preliminary results were shared with the committee on October 2017 and this presentation will focus on more detailed results and findings from the survey.



MEMORANDUM

TO: Transportation Planning Board
FROM: Kenneth Joh, TPB Transportation Planner
SUBJECT: Visualize 2045: Phase 1 Public Outreach Survey Results
DATE: April 12, 2018

The TPB conducted the Visualize 2045 Public Input Survey during the summer of 2017 to gather general attitudes and opinions about transportation in the region. The survey's purpose was to better understand what factors influence people's travel choices, what affects their travel experiences, and what they would like to see in the future. The results will be used to inform the TPB's planning process and long-range planning efforts, including Visualize 2045 as well as future plan updates.

The public input survey used two different sampling approaches: a random sample and an "open survey." The random sample consisted of adults living in households in the region, and was designed to be geographically representative. TPB staff mailed these households invitations to respond to questions using an online survey. The open survey was available for any member of the public who wanted to participate, and used public outreach strategies to reach out to a broad audience. While statistically valid conclusions could not be made from the open survey, the responses received provide valuable insights to consider in the region's long-range planning efforts.

The survey asked respondents to identify what factors have the greatest influence on their daily travel decisions. Respondents could choose up to two factors from a list of five factors: reliability, affordability, travel time, travel options, and safety. Results from the geographically representative survey results showed that reliability was the most important factor, chosen by 65 percent of respondents. When analyzed by the respondent's primary travel mode, reliability was the top priority among all respondents: drivers, train riders, bus riders, and pedestrians and bicyclists. For differences across modes, bus and train riders chose affordability more than respondents who use other modes, drivers indicated travel time as a factor more than respondents who use other modes, and walkers and bikers prioritized travel options more than respondents who use other modes.

The random sample results also showed that reliability was the top priority for residents regardless of where they live in the region. The top three factors for all residents were reliability, travel time, and affordability. However, residents who live in the regional core (District of Columbia, Alexandria, and Arlington) prioritized travel options more than suburban residents in Maryland and Virginia. Another key finding is that suburban residents were more likely to choose travel time as a priority than residents living in the regional core.

TPB staff will pull together the data for a report on these and other findings from the survey. These outreach efforts will also be included as part of Visualize 2045. The thousands of comments from both samples will also serve as a database of information about what people in the region think about the transportation system, which can be used over time to design future public participation efforts and inform the future long-range planning efforts.

Visualize 2045 Public Input Survey

Results from Survey Analysis

Ken Joh, Ph.D., AICP
Senior Statistical Survey Analyst

Transportation Planning Board
April 18, 2018

Item #10



Background

- The Visualize 2045 Public Input Survey took place in Summer 2017
- The survey aimed to gather general attitudes and opinions about transportation in the region



How Survey Results Will be Used

- Will inform TPB planning process going forward, for Visualize 2045, future plan updates, and beyond
- What the public wants and needs will be shared with TPB and other regional leaders
- Survey results are also being used to help shape the program design for public forums this spring



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Methodology

- Two different methodologies were used to gather responses to the public input survey: a random sample and an “open survey”
 - The random sample was designed to capture a geographically representative sample of the region
 - The open survey was available for any member of the public who wanted to participate
- Both the random sample and open surveys were conducted concurrently and used the same interactive online survey tool and questionnaire
- Using a mixed-method approach ensures statistical validity while also maximizing public participation



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Survey Responses

- There were 755 respondents in the random sample (5% response rate) and 5,460 respondents in the open survey, for a total of 6,215 respondents
- Random sample results were weighted by jurisdictional household totals to ensure geographic representation
- **This presentation focuses on the geographically representative random sample's results for Question 1, while Questions 2 and 3 will be presented in detail in the future**



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Question 1: Priorities

What's important to you?

We all have different priorities when it comes to making decisions about how we get where we're going. Which factors have the greatest influence on the travel choices you make every day? (Choose two.)

Reliability	"It's important that I can count on getting where I'm going on time without unexpected delays."
Affordability	"It's important that I can afford the travel options that work best for me."
Travel Time	"It's important that I can get where I want to go as quickly as possible."
Travel Options	"It's important that I have options other than driving to get where I want to go."
Safety	"It's important that I feel safe from personal harm or injury when traveling."



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Respondents' Priorities

Priority	Responses	% Respondents Selecting Priority
Reliability	497	65%
Travel Time	341	45%
Affordability	222	30%
Safety	156	21%
Travel Options	106	14%
Other	17	2%
Total	1,339	

Total Respondents = 755

(Adds up to more than 100% because respondents could select up to two priorities)



Priorities by Mode of Travel



Drivers = 550 Respondents; Train Riders = 92 Respondents;

Bus Riders = 57 Respondents;

Pedestrians and Cyclists = 38 Respondents

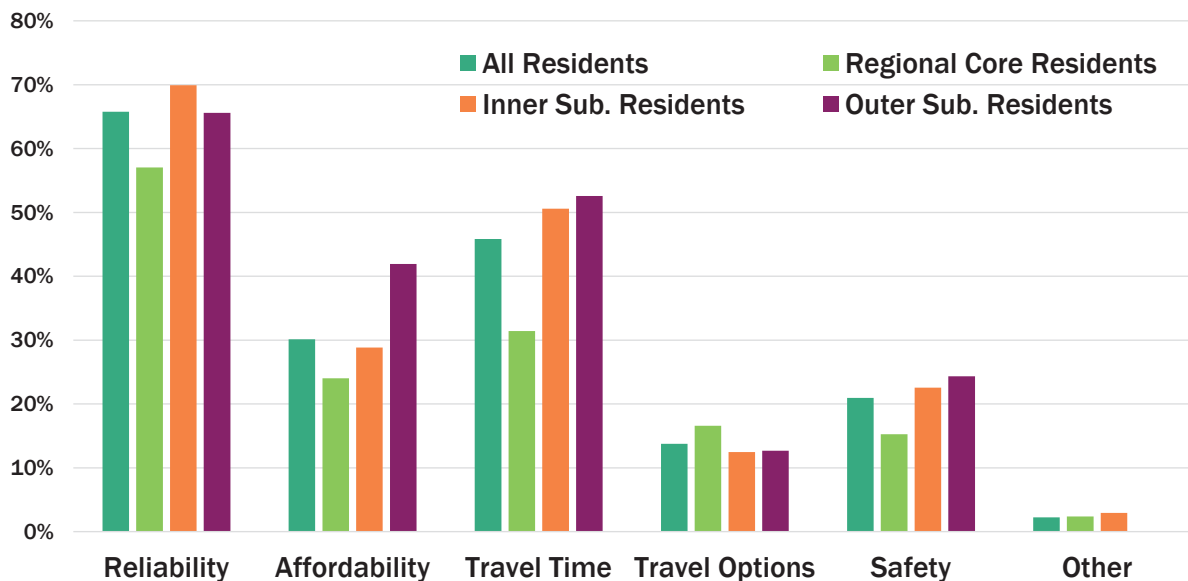


Findings – Priorities by Mode of Travel

- Reliability was the most prioritized for all modes
- Bus riders prioritized affordability more than other modes
- Drivers prioritized travel time and safety more than other modes
- Pedestrians and bicyclists prioritized travel options more than other modes



Priorities by Regional Sub-Area



Regional Core = District of Columbia, Alexandria, Arlington
Inner Suburb = Fairfax (including Falls Church and Fairfax City), Montgomery, Prince George's
Outer Suburb = Charles, Frederick, Loudoun, Prince William (including Manassas and Manassas Park), Fauquier (Urbanized Area)



Findings – Priorities by Sub-Area

- Reliability was the most prioritized for all sub-areas
- Inner and outer suburban residents prioritized travel time and safety more than regional core residents
- Regional core residents prioritized travel options more than inner or outer suburban residents
- Outer suburban residents prioritized affordability more than regional core or inner suburban residents



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Next Steps

- Key issues identified in the survey will be highlighted in Visualize 2045
- Future opportunity for more detailed presentation
- Report



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Priorities by Mode of Travel

	#1	#2	#3	#4	#5
All Respondents	Reliability	Travel Time	Affordability	Safety	Travel Options
Drivers	Reliability	Travel Time	Affordability	Safety	Travel Options
Train Riders	Reliability	Affordability	Travel Time	Safety	Travel Options
Bus Riders	Reliability	Affordability	Travel Time	Safety	Travel Options
Ped. & Cyclists	Reliability	Travel Time	Travel Options	Safety	Affordability

Drivers = 550 Respondents; Train Riders = 92 Respondents; Bus Riders = 57 Respondents; Pedestrians and Cyclists = 38 Respondents



Priorities by Regional Sub-Area

	#1	#2	#3	#4	#5
All Respondents	Reliability	Travel Time	Affordability	Safety	Travel Options
Regional Core Residents	Reliability	Travel Time	Affordability	Travel Options	Safety
Inner Suburban Residents	Reliability	Travel Time	Affordability	Safety	Travel Options
Outer Suburban Residents	Reliability	Travel Time	Affordability	Safety	Travel Options

Regional Core:

District of Columbia
Arlington
Alexandria

Inner Suburbs:

Montgomery
Prince George's
Fairfax Co.
Fairfax City
Falls Church

Outer Suburbs:

Charles Frederick
Prince William Loudoun
Manassas
Manassas Park
Fauquier Co. (*Urbanized Area*)



Other Findings for Priorities Question

- Priorities by State
 - Maryland and Virginia residents prioritized travel time more than District of Columbia residents
 - Maryland residents prioritized affordability and safety more than District of Columbia or Virginia residents
- Priorities by Gender
 - Female residents prioritized safety more than male residents
 - Male residents prioritized travel time more than female residents



Other Findings for Priorities Question

- Priorities by Income
 - Higher income households (\$100k+) prioritized travel time more than lower income households
 - Low-income households (<\$50k) prioritized affordability more than higher income households
- Priorities by Disability Status
 - Persons with disabilities prioritized affordability and safety more than persons without disabilities
 - Persons without disabilities prioritized travel time more than persons with disabilities



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Other Findings for Priorities Question

- Priorities by Age
 - Older adults (55+) prioritized safety more than other age groups
 - Prime working-age adults (25-54) prioritized travel time more than other age groups
- Priorities by Race and Ethnicity
 - Hispanic and African-American respondents prioritized affordability more than other racial/ethnic groups
 - Non-Hispanic white respondents prioritized travel time more than other racial/ethnic groups



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ITEM 11 – Information

April 18, 2018

Visualize 2045: Phase 2 Public Outreach

Staff Recommendation: Briefing on nine public forums that are planned in April and May to obtain input for Visualize 2045 and other planning activities.

Issues: None

Background: The board will be briefed on nine public forums that are planned in April and May to obtain input for Visualize 2045. The board will be asked to help spread the word and provide other assistance for these events, which will be held throughout the region.



MEMORANDUM

TO: Transportation Planning Board
FROM: John Swanson, Transportation Planner
SUBJECT: Public Forums on Visualize 2045
DATE: April 12, 2018

This memorandum provides an update on a series of public forums on Visualize 2045 that are currently underway. Staff is seeking support from TPB members to help us maximize turnout and reach out to a broad cross-section of community members.

BACKGROUND

Visualize 2045 is the federally required long-range transportation plan for the National Capital Region. Scheduled for final approval in October 2018, the plan will identify all regionally significant transportation investments planned through 2045 and will provide detailed analysis to help decision makers and the public “visualize” the region’s future under current plans. The plan will focus on regionally significant road and transit projects, and will also highlight bicycle and pedestrian projects and key land-use issues facing the region. The plan will take a multimodal approach, relying not on any one travel mode to accommodate future population growth and address the region’s diverse transportation challenges.

Public outreach is being integrated into the development of Visualize 2045 over a two-year period during calendar years 2017 and 2018. During Phase I outreach, in 2017, staff conducted an online survey on public attitudes toward transportation, which generated more than 6,000 responses. Two methods were used to gather feedback: One method polled a geographically representative sample through a randomized mailing, and the other method reached out to all residents of the region through public events, social media, and other outreach.

Phase II outreach, which was detailed in a memo to the TPB last month, includes a series of public forums in April and May, and open houses in September.

OVERVIEW OF PUBLIC FORUMS

Staff is planning nine public forums throughout the region in April and May. In these sessions, we will ask residents to “visualize” our transportation future with a focus on the seven initiatives that were endorsed by the TPB at the end of last year. The primary purpose of these sessions will be to obtain information about how the public believes we might implement our unfunded priorities.

To graphically depict the seven endorsed initiatives, TPB staff has developed an online presentation in the format of a GIS story map, which uses text, maps, illustrations, and other graphics. The story

map will be used as a live presentation tool at the forums and is also available on the Visualize 2045 website: visualize2045.org.

A common format has been devised for the forums, which will typically last two hours. Following opening presentations, participants will use Poll Everywhere software to answer questions about their travel patterns and their opinions about transportation. Using their cell phones to respond to the questions, the participants' answers will be instantaneously tallied in graphs that will be projected on a screen. This polling helps to provide a baseline for understanding who is in the room and warms up participants for group discussion.

The majority of time at the forums will be devoted to group discussions at four tables where participants will have the chance to share their experiences, hopes, and concerns. Each table will have a facilitator and a scribe who will take notes. Discussions at each table, which will focus on specific initiatives, will be limited to 15-minute periods. At the end of each period, participants will be asked to move to another table and another topic. They will have the opportunity to provide comments at three tables.

The qualitative feedback elicited from the forums will be summarized in a discrete report and also reflected in the public involvement chapter/appendix of the long-range plan. More broadly, the forums will serve to raise public awareness of the TPB and the regional planning process.

In September, as part of the final public comment period for Visualize 2045, the TPB will conduct three open houses (in D.C., Maryland and Virginia) in which we will feature displays about draft elements of the plan. Planning for these open houses will begin in June 2018.

UPDATE ON FORUMS

On Wednesday, April 11, the TPB conducted its first public forum for Visualize 2045 in Frederick, Maryland. More than 35 participants attended the session. TPB Vice Chair Kelly Russell played a lead role in helping to organize the event. Mayor Michael O'Connor and County Executive Jan Gardner provide opening remarks. Participants remained quite engaged throughout the evening and the majority stayed to the end of the two-hour session.

The following locations and dates have been scheduled for the other forums:

- College Park, April 18
- La Plata, April 25
- Rockville, April 26
- D.C., May 1
- Vienna, May 8
- Leesburg, May 16
- Woodbridge, May 23
- Arlington, TBD

For details regarding these upcoming events, please visit visualize2045.org/participate.

GETTING THE WORD OUT

We are currently contacting TPB members, staff of member jurisdictions, and community leaders to help publicize the forums. Staff recently sent “Ambassador Kits” to the TPB, Technical Committee, and Citizens Advisory Committee members which provide ready-to-use messages – sample emails, tweets, etc. – that can be easily tailored and forwarded to organizations and individuals who may be interested in attending or knowing about the forums.

For more information about outreach for the forums, please contact Abigail Zenner at azenner@mwkog.org.

For information about the forums in general, please contact John Swanson at jswanson@mwkog.org.

ITEM 12 – Information

April 18, 2018

Visualize 2045: National Capital Region Freight Forum And Livability

Staff Recommendation: Briefing on the National Capital Region Freight Forum and Livability.

Issues: None

Background: The board will be briefed on the National Capital Region Freight Forum held on October 31, 2017. The theme of the forum was “freight as an enabler of livability”.



MEMORANDUM

TO: Transportation Planning Board
FROM: Jon Schermann, TPB Transportation Planner
SUBJECT: Visualize 2045: National Capital Region Freight Forum and Livability
DATE: April 18, 2018

This memorandum provides an update to the Transportation Planning Board (TPB) on the recently held National Capital Region Freight Forum, including its relevance to Visualize 2045.

THE FREIGHT ELEMENT OF VISUALIZE 2045

Freight planning is a collaborative and education-oriented process. Federal regulations require metropolitan planning organizations like the TPB to guide their overall transportation planning process according to a series of “planning factors” which include the “enhancement of the efficient movement of freight.” The TPB is currently in the process of developing “Visualize 2045”, the region’s latest long-range transportation plan. Visualize 2045 will include the region’s freight plan, emphasize the importance of goods movement to the region’s economy, and highlight important emerging freight-related issues and trends including the growth of e-commerce.

The TPB also addresses the federal requirement to consider freight within the metropolitan transportation planning process through regular meetings of the TPB freight subcommittee. The freight subcommittee provides a venue in which both public- and private-sector representatives share information and provide freight-related input to the regional transportation planning process. Other key activities of the subcommittee include fostering coordination on freight transportation issues and disseminating research findings to member jurisdictions and other public- and private-sector stakeholders. Additionally, a comprehensive National Capital Region Freight Plan is produced (or updated) roughly every four years. The most recent update to this plan was approved in 2016 and includes a set of freight policies developed and approved by TPB members during that fiscal year.

OVERVIEW OF FREIGHT IN THE NATIONAL CAPITAL REGION

In the National Capital Region, as in many other vibrant metropolitan areas of the world, urbanization combined with the continuing growth of e-commerce is increasing the number of trucks on the road and exacerbating the competition for curbside space, especially in the region’s more densely developed places. This issue was explored in depth during the recent National Capital Region Freight Forum.

Metropolitan Washington’s service-based economy, with its growing employment, population, and wealth, generates a significant demand for freight. Analysis of federal data reveal that the region receives about 2 ½ times more inbound freight than it produces outbound freight. Efficient delivery of goods is vital to the region’s economy, supports businesses of all types, and allows residents of

the region to enjoy a high quality of life. However, the benefits of freight movement cannot be realized without also attending to its challenges, such as unwanted noise, emissions, and vibrations from freight vehicles operating in dense, urban areas.

By plan, the majority of the region's future growth will be accommodated within 141 regionally-defined Activity Centers. The continuing densification of these activity centers combined with the growth of e-commerce will increase competition for the limited supply of urban curb space. Freight vehicles compete with pedestrians, bicyclists, transit users, and automobiles for the curb space required to deliver goods to businesses and residents. The factors that make a community more livable for residents (e.g., access to a dense and diverse array of goods, services, and other people) also increase the community's demand for freight. Paradoxically, while dense and livable urban communities increase the demand for freight deliveries, they also tend to develop in ways that often limit freight access, e.g., through street design that supports pedestrian and bicyclist movements.

NATIONAL CAPITAL REGION FREIGHT FORUM

On October 31, 2017, the TPB hosted the National Capital Region Freight Forum (freight forum) in the Walter A. Scheiber Board Room. TPB staff partnered with the Federal Highway Administration (FHWA) and the Institute of Transportation Engineers (ITE) to plan for and host the event as part of their larger "Downtown Delivery Symposia" initiative. These Symposia aim to improve first- and last-mile freight movements and deliveries in downtown/urban areas by fostering collaboration between freight and logistics industry stakeholders and freight transportation professionals in the public sector.

Freight Forum Purpose and Overview

The freight forum is a good example of how the TPB offers local and regional freight stakeholders an opportunity to interact with and learn from one another about ways to identify, plan for, and implement solutions to urban freight delivery challenges. While the freight forum provided information that is relevant to every community in the region, a special focus was placed on three urban neighborhoods; Chinatown in Washington, DC; downtown Frederick, Maryland; and the Rosslyn-Ballston Corridor in Arlington County, Virginia. Participant discussions focused on the theme of **freight as an enabler of livability** (as opposed to an inhibitor), examined delivery challenges within each of the three neighborhoods, and reviewed research-supported strategies for their mitigation and resolution.

The forum was attended by over 50 people from a variety of agencies and representing city and county governments, research institutions, industry associations, private firms, and advocacy groups. The forum was organized into five sessions where participants:

- Identified congestion, truck parking, and community impacts as some of the region's key freight mobility challenges;
- Discussed how to accommodate freight traffic within and around Chinatown, Downtown Frederick, and the Rosslyn-Ballston Corridor;
- Learned about planning, engineering, and management strategies for improving freight system performance in urban communities; and
- Identified short-term next steps to stay involved with regional freight planning effort.

Highlights of Event Discussions

Participants discussed a wide range of challenges and potential solutions. The following observations were drawn from presentations and discussions at the event:

- The growth of e-commerce and the desire by many people to live in dense, amenity-rich neighborhoods are increasing urban freight deliveries and placing greater demands on the limited supply of roadway and curbside space.
- Research-supported initiatives to improve urban goods delivery are published and readily available.
- It is important to involve all relevant stakeholders, including planners, bicyclists and pedestrians, business owners, and policy makers, from the beginning of any project or initiative.
- It is often difficult for private-sector delivery companies to share data with public-sector agencies due to privacy and business competitiveness concerns. One approach that may facilitate data sharing is for the public-sector agency to define a specific purpose for the requested data, particularly if the purpose is one that benefits the firm being asked to share the data in addition to the public.

After learning about key freight challenges and livability considerations in the National Capital Region, participants engaged in a brief overview of the Transportation Research Board's (TRB) National Cooperative Freight Research Program (NCFRP) Report 33, *Improving Freight System Performance in Metropolitan Areas: A Planning Guide*¹. Using Report 33 as a framework, participants identified strategies with the potential to mitigate freight challenges and ease constraints in each of the three focus neighborhoods.

Examples of initiatives discussed during the forum² include the following:

- **To mitigate congestion:** implement flexible loading zones and parking performance pricing in addition to possibly developing an urban consolidation center. Encourage community discussions about the issue and potential initiatives to address it.
- **To address competition for curb space:** consider strategies to discourage on-street parking, encourage time-slotting of deliveries, and investigate the addition of new - or relocation of existing - loading zones.
- **To better accommodate the needs of freight service providers as well as community residents:** facilitate charrettes with downtown and neighborhood stakeholders to enable residents to develop a broad understanding of freight's role in supporting community needs and to gain insight from residents about how to address the challenges related to freight deliveries.

Follow Up Actions

- In March 2018, TPB staff provided an overview of the freight forum, including a summary of the challenges and potential solutions that were discussed, to the TPB Technical Committee.

¹ The free NCFRP Report can be accessed here: <http://www.trb.org/Publications/Blurbs/172487.aspx>

² Links to the presentations made at the freight forum can be accessed here: <https://www.mwcog.org/events/2017/10/31/national-capital-region-freight-forum/>

- TPB staff is delivering a similar overview to the TPB in at their April 2018 meeting.
- The City of Frederick, MD; Arlington County, VA; and the District Department of Transportation will be invited to future TPB freight subcommittee meetings to discuss initiatives taken or planned as a result of the freight forum.
- TPB staff will review follow-up activity among the jurisdictions and provide opportunities for them to share successes and lessons learned via presentations to relevant TPB committees.
- TPB staff will consider periodically hosting future freight forums on relevant freight challenges within the National Capital Region.
- TPB staff will incorporate the issues discussed at the freight forum into Visualize 2045 and include them within ongoing regional freight transportation planning efforts and activities.

NATIONAL CAPITAL REGION FREIGHT FORUM REVIEW

Jon Schermann
TPB Transportation Planner

Transportation Planning Board
April 18, 2018



National Capital Region
Transportation Planning Board

Agenda Item #12

Freight and Visualize 2045

- Federal regulations require MPOs to consider the “enhancement of the efficient movement of freight” in the transportation planning process
- Visualize 2045 (the region’s long-range plan) will:
 - Encompass the National Capital Region Freight Plan
 - Emphasize the importance of goods movement
 - Highlight emerging freight issues and trends
- The TPB freight subcommittee provides freight-related input to the planning process
- The Freight Forum engaged participants to explore goods delivery in urban neighborhoods



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NCR Freight Forum: Overview

- 2nd Regional Freight Forum – held on Tuesday, October 31 – all day event
 - 1st ever Regional Freight Forum was held on April 27, 2011
- Theme: “**Freight as an Enabler of Livability**”
- 50 attendees
- Focus on goods delivery in three neighborhoods
 - Downtown Frederick, MD
 - Downtown Washington, DC
 - Rosslyn-Ballston Corridor in Arlington, VA
- Proven strategies based on TRB research
 - NCFRP Report 33 – *Improving Freight System Performance in Metropolitan Areas: A Planning Guide*

NCR Freight Forum: Planning

- **National Partners:**
 - FHWA and the Volpe Center
 - ITE (Institute of Transportation Engineers)
- **Regional Partners:**
 - City of Frederick, Maryland
 - District Department of Transportation
 - Arlington County, Virginia



Overview of Urban Freight Challenges

Featured a mix of public- and private-sector speakers

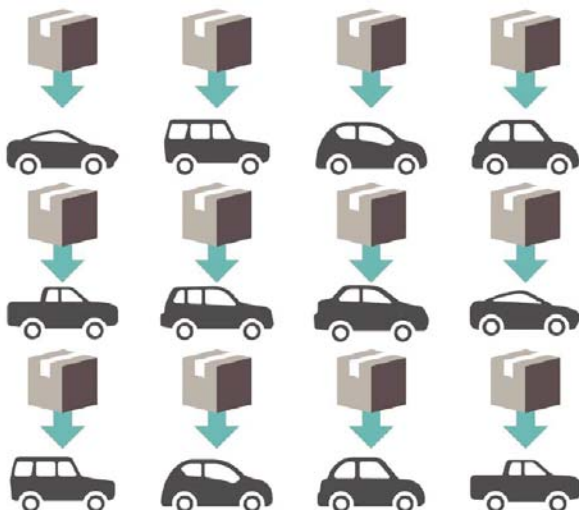
Selected takeaways...

- Growth of e-commerce drives an increase of freight traffic into urban areas
- Dense, amenity-rich neighborhoods require freight deliveries
- Trucks share road and curb space with pedestrians, bicyclists, transit vehicles, and automobiles
- Private-sector firms are reluctant to share data for business competitiveness reasons

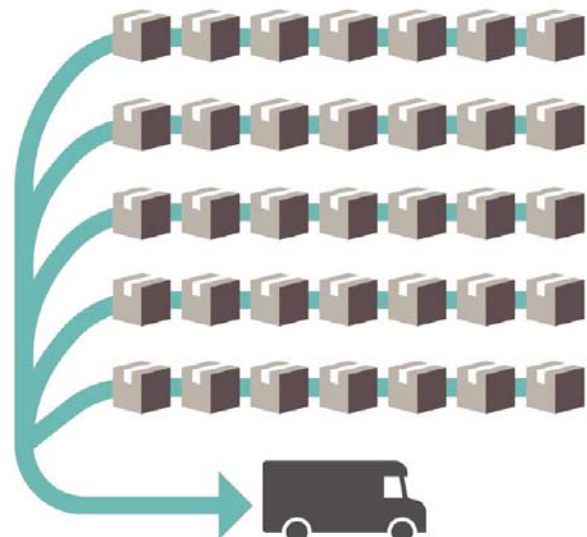


E-commerce Graphic Featured in Session 1

A World Without E-Commerce



A World With E-Commerce



Breakout – Freight as an Enabler of Livability

Facilitated by Laura Richards - Transportation Planner, DDOT

Selected takeaways...

- Residents are generators as well as consumers of freight
- Trucks can legally use streets posted with restrictions to make local deliveries

Big trucks whizzing through D.C. neighborhoods signal city's fortune but residents' nightmare



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Research-proven Strategies

Led by TRB researcher Johanna Leal, Iowa State University

Selected initiatives

- Off hours delivery
- Managed loading zones
- Loading and parking restrictions
- Urban consolidation centers



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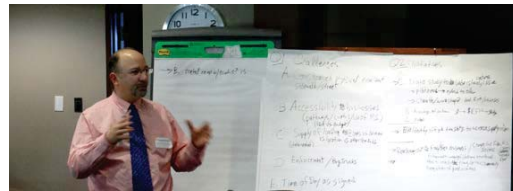
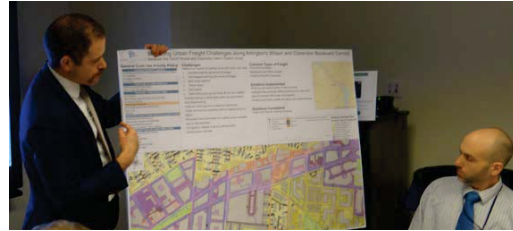
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Downtown Delivery Breakout Sessions

Three breakout groups:

- Downtown DC: Sam Zimbabwe, DDOT
- Downtown Frederick: Kelly Russell, City of Frederick, MD
- Rosslyn-Ballston Corridor: Stephen Crim, Arlington County, VA



Selected discussion items...

- **Challenges:** Congestion, lack of loading zones, enforcement, aging infrastructure
- **Initiatives:** Parking performance pricing, urban consolidation center, assessing loading zone needs, holding charrettes



Summary of Key Points

- E-commerce growth driving increased freight demand
- Dense, livable neighborhoods increase freight demand and reduce freight access
- Addressing freight delivery challenges requires people with a variety of backgrounds and expertise
- The Forum engaged a broad stakeholder group to address urban freight and livability issues



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