

# National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202

Date: March 19, 2014  
Time: 12 noon  
Place: COG Board Room

## AGENDA (BEGINS PROMPTLY AT NOON)

- 12 noon 1. **Public Comment on TPB Procedures and Activities**  
..... Chairman Wojahn
- 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 asked to bring written copies of their remarks (65 copies) for distribution at the meeting.
- 12:20 pm 2. **Approval of Minutes of February 19 Meeting**  
..... Chairman Wojahn
- 12:25 pm 3. **Report of Technical Committee**  
..... Mr. Srikanth  
Chair, Technical Committee
- 12:30 pm 4. **Report of the Citizen Advisory Committee**  
..... Ms. Loh  
Chair, Citizens Advisory Committee
- 12:35 pm 5. **Report of Steering Committee**  
..... Mr. Miller  
Acting Co-Director, Department of  
Transportation Planning (DTP)
- 12:40 pm 6. **Chair's Remarks**  
..... Chairman Wojahn

*Alternative formats of this agenda and all other meeting materials are available upon request. Email: [accommodations@mwcoq.org](mailto:accommodations@mwcoq.org). Phone: 202-962-3300 or 202-962-3213 (TDD). Please allow seven working days for preparation of the material. Electronic versions are available at [www.mwcoq.org](http://www.mwcoq.org).*

**ACTION ITEMS**

12:45 pm 7. **Approval of Amendment to the FY 2014 Unified Planning Work Program (UPWP), and Approval of FY 2014 UPWP Carryover Funding to FY 2015**  
..... Mr. Miller  
Certain projects and budgets in the current FY 2014 UPWP have been identified to be carried over to FY 2015. The Board will be briefed on the enclosed amendment to the FY 2014 UPWP and associated FY 2014 carryover funding to FY 2015.

**Action:** Adopt Resolutions R11-2014 and R12-2014 to approve the amendment to the FY 2014 UPWP and the FY 2014 carryover funding to FY 2015.

12:50 pm 8. **Approval of FY 2015 Unified Planning Work Program (UPWP)**  
..... Mr. Miller  
The Board will be briefed on the enclosed final version of the FY 2015 UPWP. The document was recommended for approval by the TPB Technical Committee on March 7. The draft FY 2015 UPWP was released for public comment on February 13.

**Action:** Adopt Resolution R13-2014 to approve the final FY 2015 UPWP.

12:55 pm 9. **Approval of FY 2015 Commuter Connections Work Program (CCWP)**  
..... Mr. Ramfos, DTP  
The Board will be briefed on the enclosed final version of the FY 2015 CCWP. The document was recommended for approval by the TPB Technical Committee on March 7. The draft FY 2015 CCWP was released for public comment on February 13.

**Action:** Adopt Resolution R14-2014 to approve the final FY 2015 CCWP.

**INFORMATION ITEMS**

1:00 pm 10. **Briefing on Project Submissions for Air Quality Conformity Assessment of the 2014 CLRP and FY 2015-2020 TIP**  
..... Mr. Griffiths  
Acting Co-Director, DTP  
At the February meeting, the Board was updated on the project submissions to date and on-going activities to develop the financial plan for the 2014 CLRP. The Board will be briefed on the major transportation projects submitted by the implementing agencies. On March 13, the project submissions were released for a 30-day public comment period that will end April 15. At the April 16 meeting, the Board is scheduled to approve the project submissions for the air quality conformity analysis of the 2014 CLRP.

1:10 pm 11. **Briefing on the Draft Scope of Work for the Air Quality Conformity Assessment of the 2014 CLRP and FY 2015-2020 TIP**  
.....Ms. Posey, DTP  
The Board will be briefed on the schedule and draft scope of work for the air quality conformity assessment. On March 13, the draft scope of work was released for a 30-day public comment period that will end April 15. At the April 16 meeting, the Board will be asked to approve the scope of work for the air quality conformity assessment.

- 1:15 pm      12.    **Briefing on a Proposed Approach for Developing a Comparative Assessment of the 2014 Update of the CLRP and the Regional Transportation Priorities Plan (RTPP)**  
 .....Mr. Swanson, DTP  
 In January, the TPB approved the RTPP which identifies strategies that are “within reach” both financially and politically and have the greatest potential to respond to the most significant transportation challenges. In response to a request at the February TPB meeting, staff have prepared a plan to develop a qualitative assessment of how the priorities identified in the RTPP compare to the transportation system in the CLRP. The Board will be briefed on the plan to develop an initial assessment in April, as well as a proposed schedule for RTPP outreach and coordination with related COG activities.
- 1:35 pm      13.    **Briefing on the District Department of Transportation’s Draft Strategic Vision Plan called *moveDC***  
 ..... Ms. Hawkinson, DDOT  
 The development of the strategic transportation vision plan for 2040 began in February 2013. Components of the plan include multi-modal projects, supporting policies, a financial plan, and a structure for project prioritization. The Board will be briefed on the draft *moveDC* plan which is anticipated to be released in April 2014.
- 1:55 pm      14.    **Other Business**
- 2:00 pm      15.    **Adjourn**

2 hours

Lunch will be available for Board members and alternates at 11:30 am

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD**

777 North Capitol Street, NE  
Washington, D.C. 20002-4226  
(202) 962-3200

**MINUTES OF THE  
TRANSPORTATION PLANNING BOARD  
February 19, 2014**

Members and Alternates Present

Monica Backmon, Prince William County  
Bob Brown, Loudoun County  
Marc Elrich, Montgomery County  
Dennis Enslinger, City of Gaithersburg  
Lyn Erickson, MDOT  
Jay Fisette, Arlington County  
Jason Groth, Charles County  
Rene'e N. Hamilton, VDOT  
Cathy Hudgins, Fairfax County  
Sandra Jackson, FHWA  
John D. Jenkins, Prince William County  
Shyam Kannan, WMATA  
Tim Lovain, City of Alexandria  
Michael May, Prince William County  
Karen Oliver, City of Falls Church  
Mark Rawlings, DC-DOT  
Rodney Roberts, City of Greenbelt  
Kelly Russell, City of Frederick  
Paul Smith, Frederick County  
Linda Smyth, Fairfax County  
Kanathur Srikanth, VDOT  
Harriet Tregoning, DC Office of Planning  
Jonathan Way, City of Manassas  
Victor Weissberg, Prince George's County  
Patrick Wojahn, City of College Park  
Scott K. York, Loudoun County  
Sam Zimbabwe, DDOT

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MWCOG Staff and Others Present

Gerald Miller  
Robert Griffiths  
Nicholas Ramfos  
Andrew Meese  
Eric Randall  
John Swanson  
Jane Posey  
Martha Kile  
Andrew Austin  
Dan Sonenklar  
Ben Hampton  
Bryan Hayes  
Sarah Crawford  
Debbie Leigh  
Deborah Etheridge  
Daivamani Sivasailam  
Dusan Vuksan  
Wenjing Pu  
C. Patrick Zilliacus  
Mark Moran  
Erin Morrow  
Jessica Mirr  
Steve Kania                   COG/OPA  
Matt Kronenberger        COG/OPA  
Amanda Campbell         COG/DEP  
Sunil Kumar                COG/DEP  
Judi Gold                    CM Bowser  
Jameshia Peterson         DDOT  
Danielle Wesolek         WMATA  
Nick Alexandrow           PRTC  
Famararz Mokhtari        MNCPPC/Prince George's County  
Adam Sheffer                AISI  
Jeanette Tejede de Gomez   AAA Mid-Atlantic  
Mike Lake                  Fairfax County DOT  
Malcolm Watson            Fairfax County DOT  
Patrick Durany             Supervisor Jenkins' Office/Prince William County  
Jonathan Berard            GWU  
Bill Orleans

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## **1. Public Comment on TPB Procedures and Activities**

Vice Chair Lovain said he was filling in for Chair Wojahn who was out of the country.

Mr. Schwartz, Executive Director of the Coalition for Smarter Growth, said it is premature to include the Dulles Air Cargo Access Highway in the CLRP. He also said that the region, and specifically the transportation sector, is not doing enough to reduce greenhouse gas emissions.

Mr. York responded that the Loudoun Board of Supervisors will receive a report from the Virginia Department of Transportation (VDOT) on the air cargo road, noting that it is one of four options for cargo access. He said the Board of Supervisors would not support the option requiring the largest funding. He added that the roadway is not premature and is needed to relieve congestion in Loudoun County.

## **2. Approval of Minutes of January 15 Meeting**

A motion to adopt the minutes of the January 15 TPB meeting. The motion was seconded and passed unanimously.

## **3. Report of the Technical Committee**

Mr. Srikanth reviewed the report of the Technical Committee, which met on February 7. He said the Committee reviewed the items on the TPB agenda, including the projects to be included in the air quality conformity analysis of the 2014 CLRP; the Place + Opportunity report adopted by the COG Board in January; the draft FY 2015 Commuter Connections Work Program; and the draft FY 2015 Unified Planning Work Program. He said the Committee also reviewed two additional items: WMATA's light rail transit and streetcar interoperability study; and an update on the MARC system's growth and investment plan.

## **4. Report of the Citizen Advisory Committee**

Ms. Loh introduced herself as the 2014 Chair of the Citizens Advisory Committee (CAC), and said the February CAC meeting was cancelled due to weather. She referred the TPB to the 2013 CAC End-of-Year Report, which she said highlights the work of the CAC on the Regional Transportation Priorities Plan (RTPP), among other things. She said a major focus of the 2014 CAC would be continuing to follow up on the RTPP, which the CAC believes requires constant monitoring and updating in order to move forward with its implementation. She said the CAC is interested in taking a fresh look at how funding from the federal Congestion Mitigation/Air Quality (CMAQ) Program is allocated and used in the region.

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## **5. Report of Steering Committee**

Mr. Miller said the Steering Committee met on February 7 and passed a resolution requested by the Maryland Department of Transportation (MDOT) to amend the current Transportation Improvement Program (TIP) to fund the relocation of utilities on an interchange on I-95. He referred to the Letters Sent/Received packet, and noted a letter from the Federal Transit Administration and Federal Highway Administration approving the conformity of the 2013 CLRP that the TPB adopted in July 2013. He said the second letter was from the Prince George's County Council, urging the US Senate and US House of Representatives to support the mass transit federal personal income tax benefit.

## **6. Chair's Remarks**

Mr. Lovain called on Chuck Bean to brief the TPB on the status of the search for the new Director of the Department of Transportation Planning.

Mr. Bean said the RFP was issued in December to hire a search firm to assist in the hiring of a new transportation director. He announced that Slavin Management Consultants were selected, and that the firm's most recent searches were for the executive director of a rail system in Chicago and the county executive in Prince William County. He said that he expects to announce the search for the director in March, and that the search would continue through April. He said that in May, applicants would be screened and interviewed. He hoped the selection would be made in June. He said he expects the search to be local, regional, and national. He said the selection panel, which will advise him, will include the TPB Chair, the COG Board Chair, and the TPB Technical Committee Chair. He explained six essential attributes that would be expected of a new director. He said he is consulting with TPB staff, as well as the staff of state departments of transportation, the Association of Metropolitan Planning Organizations, and leading MPOs across the country.

## **ACTION ITEM**

## **7. Approval of Green Streets Policy for the National Capital Region**

Mr. Farrell presented the final draft of the Green Streets Policy for the National Capital Region. He said that this policy endorses the concept of Green Streets and encourages TPB member jurisdictions to develop their own Green Streets policies. There were no changes to the policy following the February TPB discussion of the draft. He said that after approval TPB staff will hold follow-up implementation workshops that assemble stakeholders and jurisdiction staff who are responsible for Green Streets implementation.

Mr. Smith stated that it is very important that this policy encourages jurisdictions to do what is practicable. He said that as long as the policy encourages jurisdictions to adopt Green Streets policies that are practicable and feasible, he thinks it is a great policy.

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Mr. Fisette made a motion to adopt the resolution. Ms. Tregoning seconded the motion. It passed unanimously.

## INFORMATION ITEMS

### **8. Update on Project Submissions and Schedule for the Air Quality Conformity Assessment, and Status of the Financial Analysis for 2014 CLRP**

Mr. Griffiths briefed the Board on his memorandum summarizing the preliminary project submissions from each of the three states and WMATA. He said that the final list of proposed project submissions, as well as the draft scope of work for the air quality conformity assessment, would be released on March 13 for a 30-day public comment period. He said that the Board would be asked to approve the project submissions and the scope of work at its meeting on April 16. He reminded Board members that the process cannot be delayed any more than it already has been and still meet federal deadlines.

Mr. Lovain opened the floor to questions.

Mr. Way asked whether the priorities and strategies outlined in the Regional Transportation Priorities Plan, which was approved by the TPB in January, would influence the projects submitted for inclusion in the 2014 CLRP update, and how that might affect the schedule.

Mr. Griffiths said that because the Priorities Plan was just approved in January, it would probably have a greater impact on future CLRP updates than the current one.

Ms. Tregoning expressed disappointment that a more explicit connection would not be made between the Priorities Plan and the 2014 CLRP update. She said she would like to see where in the plan update process it would be appropriate to consider whether the decisions the Board makes, especially regarding projects to be included in the CLRP, are supporting or undermining the shared goals and priorities outlined in the Priorities Plan and other COG planning documents, like the Climate Change report and Region Forward. She asked staff to bring to the March TPB meeting a revised CLRP update schedule showing where those questions could or should be asked.

Mr. Griffiths said that the work program for the next fiscal year calls for the kind of analysis and information that might inform the Board's decision-making.

Ms. Tregoning suggested that a short-term working group should be formed within the TPB to help guide efforts to operationalize and integrate the various planning activities carried out as part of Region Forward, the Climate Change report and the Priorities Plan.

Mr. Griffiths suggested that the Region Forward Coalition could provide the appropriate framework for integrating the activities.



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Ms. Tregoning reiterated her concern that the outcomes of those various planning activities have not yet had a direct impact on decision-making and that they might not without the focused attention of a dedicated group.

Ms. Erickson proposed working through the State Technical Working Group and the Technical Committee to identify ways to operationalize the Priorities Plan and other planning activities.

Ms. Tregoning reiterated her interest in forming a working group, outside of the groups mentioned by Ms. Erickson, to help guide such activities. She suggested Mr. Fiset as someone who might be able to be involved in or lead such work, given his involvement to date in various climate-related efforts.

Ms. Loh told the Board that she expects the CAC at its March meeting to pass a formal resolution calling on the TPB to identify ways to operationalize the Priorities Plan and encouraged the Board to begin that process now instead of waiting for further prodding.

Mr. Kannan pointed out that TPB staff have proposed conducting a comparative assessment of the CLRP and the Priorities Plan, and he suggested that that analysis be integrated into the other components of the annual CLRP update process. He also pointed out that the Priorities Plan says that “the TPB will have an opportunity to review, assess, and discuss” the extent to which the projects submitted for inclusion in the 2014 CLRP update support the priorities in the Priorities Plan. He said that if the Board did not have such an opportunity, it would be in conflict with the adopted plan.

Mr. Griffiths said that the Board and the public can, in fact, comment on whether the project submissions being proposed for the 2014 CLRP update are supportive of the priorities in the Priorities Plan. But, he said, a detailed assessment would have to come after the update has been completed. He also pointed out that funding has been identified for state of good repair for transit as well as some new transit services which are important priorities in the Priorities Plan.

Mr. Way reiterated his concern that integrating the Priorities Plan and CLRP would become a huge analytical effort. He suggested taking a few of the major projects and conducting analysis on those in order to develop the appropriate criteria for evaluating other projects.

Mr. Fiset asked staff to develop a plan for how to take advantage of the policy expertise on the TPB to integrate the Priorities Plan and the CLRP. He echoed Mr. Way’s suggestion that staff identify a handful of projects to use as examples in developing a more robust assessment system.

Vice Chair Lovain asked staff to brief the TPB in March on a plan for implementation and coordination between the CLRP and Priorities Plan, as well as Region Forward and other plans like the Place+Opportunity.

Mr. Smith cautioned the Board and staff against trying to develop a system that is too specific and quantitative. He said he thought the best that could be done would be to make sure that

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officials and implementing agencies consider the major factors and principles in the Priorities Plan when making decisions.

### **9. Briefing on “Place+Opportunity: Strategies for Creating Great Communities and a Strong Region”**

Ms. Mintier, briefed the TPB on "Place+Opportunity: Strategies for Creating Great Communities and a Stronger Region," a report that was recently approved by the Metropolitan Washington Council of Governments (COG) in January. Referring to her Power Point presentation, she said that the goal of the report was to connect local decision-making with regional goals by providing a toolkit of shared strategies designed to strengthen Activity Centers. The report acknowledged that not all Activity Centers in the Washington region are the same, and as such the report details goals, strategies, and tools to account for this difference.

Ms. Mintier also described some overlap between Place+Opportunity and the Regional Transportation Priorities Plan. In particular, she highlighted commonalities between the first two goals of the Priorities Plan -- provide a comprehensive range of transportation options and promote a strong regional economy with dynamic Activity Centers. She said that both documents call for concentrating population and job growth in Activity Centers and enhancing circulation within and between Activity Centers.

Vice-Chair Lovain observed that the Place+Opportunity and the Priorities Plan have great potential to reinforce each other.

### **10. Briefing on Traffic Signal Timing/Optimization in the Washington Region**

Mr. Meese briefed the Board on a memorandum originally distributed in September 2013 summarizing ongoing traffic signal timing and optimization efforts in the Washington region. He also gave a PowerPoint presentation, highlighting a few of the key slides. In his presentation he focused on the results of a 2013 survey of area traffic signals, which found that 76 percent of signals had been checked and retimed at least once in the preceding three years.

Ms. Li, of the Virginia Department of Transportation and chair of the TPB’s Traffic Signals Subcommittee, also briefed the Board on VDOT’s ongoing timing and optimization efforts in Northern Virginia. She highlighted the agency’s use of both computerized pre-timing methods for traffic signals as well as the growing use of real-time traffic monitoring and traffic management strategies to optimize traffic flow, especially during special events or weather disruptions.

Mr. Fisette suggested that staff reach out to the Greater Washington Board of Trade to learn more about its interest in further coordinating and optimizing traffic signal timing in the region. He also asked Ms. Li about VDOT’s efforts to coordinate traffic signal timing with Maryland and the District of Columbia.

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Ms. Li explained that there were few opportunities or little need to coordinate signals at boundaries with the two other state-level jurisdictions because there were so few connections between the two – just a handful of bridges across the Potomac River. She reiterated the agency’s commitment to coordinating among local jurisdictions within Virginia.

Mr. Enslinger asked Ms. Li about the increasing use of real-time traffic monitoring to optimize traffic flow, especially in responding to increasing numbers of disruptive accidents on major area roadways.

Ms. Li explained that VDOT has a traffic operations center right next door to the signal operations center, which allows for real-time coordination and changes to traffic signals to accommodate detoured traffic resulting from accidents and other major disruptions. She said the agency also makes a point of coordinating among neighboring jurisdictions when the effects of such disruptions are likely to spill across jurisdictional boundaries.

Mr. Enslinger asked Ms. Li whether more real-time, adaptive technology might not require human oversight.

Ms. Li said that humans are still an essential element, as monitoring technology cannot always be trusted to be in perfect working order.

#### **11. Review of Draft FY 2015 Commuter Connections Work Program (CCWP)**

Mr. Ramfos provided a presentation on the draft FY 2015 Commuter Connections Work Program (CCWP). He reviewed the strategic plan and benefits of the Commuter Connections Program, as well its role in the regional planning process. He reviewed the changes in the budget from the FY 2014 CCWP. He reviewed several of the activities outlined in the FY 2015 CCWP. He said the state funding agencies approved the FY 2015 CCWP in January 2014 and that the TPB will be asked to approve it at the March 19 TPB meeting.

Mr. Way asked Mr. Ramfos to clarify the cost effectiveness and daily impact of the Commuter Connections Program.

Mr. Ramfos said the impacts are based on a three-year evaluation period and represents a compilation of data over that period. He said he would provide further clarification of the specific numbers to Mr. Way following the meeting.

#### **12. Review of Draft FY 2015 Unified Planning Work Program (UPWP)**

Mr. Miller gave a presentation on the draft FY 2015 Unified Planning Work Program (UPWP), which funds most TPB activities. The federally required work program accounts for funding from three sources: 80% from the Federal Highway Administration, 10% from the state DOTs, and 10% comes from local governments through their COG dues. He said that the level of

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funding assumed for FY2015 is \$12.7 million, which is the same as for FY 2014. Referencing the presentation, he said that the proposed UPWP addresses the anticipated planning requirements related to last year's federal reauthorization legislation (MAP-21), which still need to be formalized by federal regulations. He also mentioned that the work program presented to the Board for final approval in March will include carryover projects and funding from FY 2014.

### **13. Other Business**

Mr. Bean thanked Ms. Tregoning for her service to the TPB. He said he appreciated her constructive input, leadership and vision. He also thanked her for her service as the co-chair of Region Forward.

Ms. Tregoning thanked Mr. Bean for the kind words. She said it was a pleasure working with the Board.

### **14. Adjourn**

The meeting was adjourned at 2:03 p.m.

**TPB Technical Committee Meeting Highlights**

**March 7, 2014**

The Technical Committee met on March 7<sup>th</sup> at COG. Seven items were reviewed for inclusion on the TPB agenda for March 19<sup>th</sup>.

- TPB agenda Item 7

Staff reviewed the project amendments and associated budgets in the current FY 2014 UPWP that will be carried over to FY 2015. The Committee recommended that the FY 2014 amendments and carryover funding be presented for the Board's approval at its March 19<sup>th</sup> meeting.

- TPB agenda Item 8

Staff reviewed the final draft Unified Planning Work Program (UPWP) for FY 2015 (July 1, 2014 through June 30, 2015). The Committee recommended that the final version of the FY 2015 UPWP be presented for the Board's approval at its March 19<sup>th</sup> meeting.

- TPB agenda Item 9

Staff reviewed the final draft of the Commuter Connections Work Program (CCWP) for FY 2015 (July 1, 2014 through June 30, 2015). The Committee recommended that the final version be presented for the Board's approval at its March 19<sup>th</sup> meeting.

- TPB agenda Item 10

The Committee was briefed on the major transportation projects submitted by the implementing agencies for inclusion in the air quality conformity assessment of the 2014 CLRP. The project submissions were released on March 13 for a 30-day public comment period that will end April 12. At the April 16 meeting, the Board will be asked to approve the project submissions.

- TPB agenda Item 11

The Committee was briefed on the draft scope of work for the air quality conformity assessment. On March 13, the draft scope of work was released for a 30-day public comment period that will end April 12. At the April 16 meeting, the Board is scheduled to approve the scope of work for the air quality conformity assessment of the 2014 CLRP.

- TPB agenda Item 12

Staff briefed the Committee on a plan to develop a qualitative assessment of how the priorities identified in the RTPP compare to the transportation system in the

CLRP as it is being updated with a new financial analysis and additional projects in 2014.

- TPB agenda Item 13

DDOT staff briefed the Committee on the draft *moveDC* plan which is anticipated to be released in April 2014. Components of the strategic transportation vision plan for 2040 include multi-modal projects, supporting policies, a financial plan, and a structure for project prioritization.

Three items were presented for information and discussion:

- The TPB received an FY2012 FHWA Transportation, Community, and Systems Preservation (TCSP) Discretionary Grant to identify strategic recommendations for bicycle and pedestrian access improvements around rail stations with underutilized capacity using a complete streets approach that complements employment and housing development. The Committee was briefed on the status and schedule for the study.
- The Committee was updated on the activities and schedule for the spring 2014 Regional “Street Smart” Pedestrian and Bicycle Safety Education Campaign.
- The Committee was updated on the latest developments regarding US DOT regulations on performance measures under MAP-21.

**TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES  
ATTENDANCE -March 7, 2014**

**DISTRICT OF COLUMBIA**

DDOT                    Mark Rawlings  
                              Jameshia Peterson  
DCOP                    Dan Emerine

**MARYLAND**

Charles County        -----  
Frederick Co.         Ron Burns  
City of Frederick     -----  
Gaithersburg         -----  
Montgomery Co.      Gary Erenrich  
                              John Thomas  
Prince George's Co.   -----  
Rockville              -----  
M-NCPPC  
  Montgomery Co.     -----  
  Prince George's Co. -----  
MDOT                  Lyn Erickson  
                              Dami Kehinde  
MTA  
Takoma Park          -----

**VIRGINIA**

Alexandria            Pierre Holloman  
Arlington Co.         Dan Malouff  
City of Fairfax        -----  
Fairfax Co.            Mike Lake  
                              Malcolm Watson  
Falls Church         -----  
Loudoun Co.          Robert Brown  
Manassas              -----  
Prince William Co.   -----  
NVTC                  Claire Gron  
PRTC                    Nick Alexandrow  
VRE                     Christine Hoeffner  
VDOT                  Kanathur Srikanth  
                              Norman Whitaker  
VDRPT                 Tim Roseboom  
NVPDC                 -----  
VDOA                  -----

**WMATA**

WMATA                Danielle Wesolek

**FEDERAL/OTHER**

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

**COG Staff**

Gerald Miller, DTP  
Robert Griffiths, DTP  
Michael Farrell, DTP  
Ron Milone, DTP  
Andrew Austin, DTP  
Jane Posey, DTP  
Andrew Meese, DTP  
Elena Constantine, DTP  
Eric Randall, DTP  
Rich Roisman, DTP  
Nicholas Ramfos, DTP  
Dusan Vuksan, DTP  
John Swanson, DTP  
Sarah Crawford, DTP  
Ben Hampton, DTP  
Jinchul Park, DTP  
Yu Gao, DTP  
William Bacon, DTP  
Daivamani Sivasailam, DTP  
Feng Xie, DTP  
Dzung Ngo, DTP  
Jessica Mirr, DTP  
Jon Schermann, DTP  
Charlene Howard, DTP  
Paul DesJardin, DCPS

**Other Attendees**

Jillian Linnell, NVTC  
Bill Orleans



NATIONAL CAPITAL REGION  

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TRANSPORTATION PLANNING BOARD

Item #5

**MEMORANDUM**

March 13, 2014

To: Transportation Planning Board

From: Gerald Miller *GM*  
Acting Co-Director,  
Department of Transportation Planning

Re: Steering Committee Actions

At its meeting on March 7, 2014, the TPB Steering Committee approved the following resolutions:

- SR10-2014: Resolution on an amendment to the FY 2013- 2018 Transportation Improvement Program (TIP) that is exempt from the air quality conformity requirement to include funding for the Virginia Route 28 study, as requested by the Virginia Department of Transportation (VDOT)

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





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

**RESOLUTION ON AN AMENDMENT TO THE FY 2013-2018 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY  
CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR THE VIRGINIA  
ROUTE 28 STUDY AS REQUESTED BY THE VIRGINIA DEPARTMENT OF  
TRANSPORTATION (VDOT)**

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

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

**WHEREAS**, on July 18, 2012 the TPB adopted the FY 2013-2018 TIP; and

**WHEREAS**, in the attached letter of February 26, 2014 VDOT has requested an amendment to the FY 2013-2018 TIP to include \$2.5 million in Equity Bond and Surface Transportation Program funds to determine short and long-term solutions to congestion and access issues on VA Route 28 between Sudley Road and I-66 in Fairfax and Prince William Counties and the Cities of Manassas and Manassas Park, as described in the attached materials; and

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

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2013-2018 TIP to include \$2.5 million in Equity Bond and Surface Transportation Program funds to determine short and long-term solutions to congestion and access issues on VA Route 28 between Sudley Road and I-66 in Fairfax and Prince William Counties and the Cities of Manassas and Manassas Park, as described in the attached materials.

**Adopted by the Transportation Planning Board Steering Committee at its regular meeting on  
March 7, 2014.**





# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive  
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.  
COMMISSIONER

February 26, 2014

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

RE: National Capital Region FY 2013-2018 Transportation Improvement Program Amendment for VA Route 28 Study (UPC # 105482)

Dear Chairman Wojahn:

The Virginia Department of Transportation (VDOT) requests an amendment to the FY 2013-2018 Transportation Improvement Program (TIP) to add funding for the VA Route 28 Study. VDOT will evaluate the Route 28 corridor through Manassas, Manassas Park, Prince William County and Fairfax County to determine short and long term solutions to the transportation congestion and access issues in this area. The study area extends seven miles along Route 28 from Sudley Road to I-66.

The amendment adds \$2,501,759 to the TIP, including \$2,001,407 in federal funds and \$500,352 in state matching funds provided by VDOT. The proposed funds are included in recent allocations by the Commonwealth Transportation Board as part of VDOT's FY 2014-2019 Six Year Improvement Program. This project is a planning study involving no right of way acquisition or construction and is exempt from air quality conformity analysis. While the proposed funds are new to the TIP, they are part of the total federal and state funding estimates included in VDOT's financial plan for the 2010 CLRP update.

VDOT requests that this TIP Amendment be considered and acted upon by the Transportation Planning Board's Steering Committee at its meeting on March 7, 2014. VDOT's representative will attend the meeting and be available to answer any questions about the amendments.

Thank you for your consideration of this request.

Sincerely,

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

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

Copy: Ms. Dianne Mitchell, VDOT  
Ms. Renée Hamilton, VDOT-NoVA  
Ms. Maria Sinner, VDOT-NoVA  
Mr. Paul Nishimoto, VDOT-NoVA  
Mr. Kanathur Srikanth, VDOT-NoVA [VirginiaDot.org](http://VirginiaDot.org)  
WE KEEP VIRGINIA MOVING

NORTHERN VIRGINIA  
TRANSPORTATION IMPROVEMENT PROGRAM

FY 2013 - 2018

TIP Amendment - 03/07/2014  
VA Route 28 Study- Sudley Road to I-66

New Funding in BOLD

VDOT-Primary-Prince William County	Previous Funding	Phase	Funding Source	Funding Shares			FY13	FY14	FY15	FY16	FY17	FY18	Source Total
				Fed	State	Local							
TIP ID: VDOT UPC 105482													
Facility: VA Route 28		PE	Federal EB	80%	20%		\$1,142,808						\$1,142,808
From: Sudley Road (VA Route 234)		PE	Federal STP	80%	20%		\$1,358,951						\$1,358,951
To: Interstate 66			Total	80%	20%		\$2,501,759					Total Funds	\$2,501,759
Complete: 2015													
Description:	VDOT will evaluate a seven mile corridor along Route 28 from Sudley Road to I-66 to determine short and long term solutions to the transportation congestion and access issues in this area.												
Jurisdiction:	The study area extends through through Manassas, Manassas Park, Prince William County and Fairfax County.												
Amendment:	The TIP Amendment adds \$2,501,759 in Federal funds and State matching.												
Air Quality:	This project, which is a planning study involving no right of way acquisition or construction, does not affect the currently adopted air quality conformity analysis.												

## **ITEM 7 - Action**

March 19, 2014

Approval of Amendments to the FY 2014 Unified Planning Work Program (UPWP), and Approval of FY 2014 UPWP Carryover Funding to FY 2015

### **Staff**

**Recommendation:** Adopt Resolution R11-2014 to amend the FY 2014 UPWP.

Adopt Resolution R12-2014 to approve the FY 2014 carryover funding to FY 2015.

**Issues:** None

**Background:** The Technical Committee at its March 7 meeting reviewed and approved the proposed carryover activities and budgets from the FY 2014 UPWP to the FY 2015 UPWP.

The final version of the FY 2015 UPWP will incorporate this carryover funding into the final work program to be submitted to the state departments of transportation and the Federal Highway and Transit Administrations.



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

**RESOLUTION TO AMEND THE FY 2014 UNIFIED PLANNING WORK PROGRAM  
(UPWP) TO INCLUDE REVISED WORK STATEMENTS AND THE BUDGETS**

**WHEREAS**, the Joint Planning Regulations issued in February 2007 by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) require a Unified Planning Work Program for Transportation Planning (UPWP); and

**WHEREAS**, the UPWP is required as a basis and condition for all funding assistance for transportation planning to state, local, and regional agencies by the FHWA and FTA; and

**WHEREAS**, the FY 2014 UPWP for the Washington Metropolitan Area was approved by the TPB on March 20, 2013; and

**WHEREAS**, revised work statements and budgets for projects in the FY 2014 UPWP have been developed by staff, the District Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), the Virginia Department of Transportation (VDOT), and the Washington Metropolitan Area Transit Authority (WMATA) to modify projects and identify funding which will be carried over into FY 2015, as described in the attached materials;

**WHEREAS**, at its March 7, 2014 meeting, the TPB Technical Committee was briefed on the proposed revised work statements and budgets for projects in the FY 2014 UPWP and recommended approval by the TPB;

**NOW, THEREFORE, BE IT RESOLVED THAT** the NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD amends the FY 2014 UPWP to include revised work statements and budgets, as described in the attached Memorandum of March 13, 2014 entitled: "FY 2014 UPWP Amendments to Include Revised Work Statements and Budgets" (pages A-1 through A-16).





# National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202

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## MEMORANDUM

March 13, 2014

**TO:** Transportation Planning Board

**FROM:** Gerald Miller  
Acting Co-Director  
Department of Transportation Planning

**SUBJECT:** FY 2014 UPWP Amendments to Include Revised Work Statements and Budgets

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Attached are pages excerpted from the current FY 2014 UPWP indicating changes to the work statements and/or budgets for the following:

- 2C. Constrained Long-Range Plan (CLRP): Carryover \$100,000, which is available due staff unavailability and delay in proposed federal statewide and MPO planning rule, providing resources and additional time to develop how MAP-21 performance measures and targets will be incorporated into the CLRP.
- 2.B. Management, Operations, and Intelligent Transportation Systems (ITS) Planning: Carryover \$50,000, which is available due to delay in beginning an update of the Regional ITS Architecture, providing additional time to coordinate with stakeholders.
- 2.F Regional Bus Planning: Carryover \$50,000, which is available due staff unavailability, providing a forum for discussion of the development of the performance measures and selection of performance targets required under MAP-21, in order to coordinate with relevant providers of public transportation to ensure consistency to the maximum extent practicable.
- 2.H. Freight Planning: Carryover \$40,000, providing resources and additional time for new freight planning staff to complete an update of the Regional Freight Plan.
- 4.C. Models Development: Carryover \$50,000, which is available due to less need for consultant support, providing additional resources in FY2015 for consultant-assisted effort to improve the TPB travel model and to conduct focused research on selected technical aspects of travel modeling in order to keep abreast of best practices.
- 5.B. Congestion Monitoring and Analysis: Carryover \$80,000 to complete the triennial freeway congestion monitoring data collection project, undertaken on a three-year cycle since 1993 and begun in FY2014, providing additional time for data collection and analysis, while still allowing for completion of the project in calendar year 2014.

- 5.C. Travel Surveys and Analysis: Carryover \$800,000, which will be used to collect household travel survey data from 2,400 households in the fall of 2014 rather than in the spring.

#### 6. Technical Assistance

- District of Columbia: Amend two project scopes and budgets and reduce budget for one project, and carry over \$19,833 for one project to FY 2015.
- Maryland: Reduce budgets for six projects, and carry over \$270,024 for six projects to FY 2015.
- Virginia: Reduce four project budgets, and carry over \$333,100 for three projects to FY 2015.
- WMATA: Reduce budget for three projects, and carry over \$26,700 for a project to FY 2015.

The total FY 2014 funding to be carried over is \$1,819,657

Deletions are shown in ~~strikeout~~ and additions in **bold**.

## PROPOSED AMENDMENTS TO THE FY 2014 UPWP

### 1. C. CONSTRAINED LONG-RANGE TRANSPORTATION PLAN (CLRP)

Oversight:	Technical Committee
Cost Estimate:	<del>\$606,100</del> <b>506,100</b>
Products:	Documentation of the 2013 CLRP, Call for Projects for the 2014 CLRP, draft 2014 CLRP and documentation
Schedule:	July 2014

### 2. B. MANAGEMENT, OPERATIONS, AND INTELLIGENT TRANSPORTATION SYSTEMS (ITS) PLANNING

MAP-21 defines "Regional Transportation Systems Management and Operations (RTSMO)" as:

*Integrated strategies to optimize the performance of existing infrastructure through the implementation of multimodal and intermodal, cross-jurisdictional systems, services, and projects designed to preserve capacity and improve security, safety, and reliability of the transportation system.*

Under this work task, TPB will provide opportunities for coordination and collaborative enhancement of transportation technology and operations in the region, consistent with MAP-21 RTSMO requirements, and advised by its Management, Operations, and Intelligent Transportation Systems (MOITS) Policy Task Force and MOITS Technical Subcommittee.

A key focus of MOITS planning is the region's non-recurring congestion, due to incidents or other day-to-day factors. A MOITS Strategic Plan was completed in 2010 and provided updated guidance and direction to the program. The MOITS program includes planning activities to support the following major topics:

- MAP-21: Address MAP-21 requirements related to MOITS, including:
  - Compile and analyze data to support the "system reliability" National Goal for Performance Management
  - Monitor federal rulemaking on performance measures for system reliability
  - Coordinate with member states on the establishment of system reliability targets
- ITS Data: The collection/compilation, processing, warehousing, and sharing of transportation systems usage and condition data from Intelligent Transportation Systems (ITS) sources
- Regional Transportation Management: Particularly in conjunction with the Metropolitan Area Transportation Operations Coordination (MATOC) Program (see also Task 2.1.); support the MOITS Technical Subcommittee in its long-range planning advisory role for the MATOC Program

- Multi-modal Coordination: Examination of traffic and transit management interactions in daily operations
- Coordination of day-to-day transportation operations planning with emergency preparedness in conjunction with the COG Regional Emergency Support Function 1 – Emergency Transportation Committee (see also Task 2.C.)
- Traveler Information: Real-time traveler information made available to the public
- Congestion Management Process: Technology and operations strategies to address non-recurring congestion aspects of the regional Congestion Management Process (see also Task 2.A.)
- Maintenance and Construction Coordination: Regional sharing of available maintenance and construction information for coordination purposes, in conjunction with MATOC's ongoing development of a regional construction coordination system
- Intelligent Transportation Systems (ITS) Architecture: **Maintain Begin development, to be completed in FY2015, of an updated version of the regional ITS architecture in accordance with federal law and regulations**
- Traffic Signals: Assist member agencies in the exchange and coordination of interjurisdictional traffic signal operations information and activities; examine traffic signal systems and operations from the regional perspective, including in conjunction with emergency planning needs
- Climate Change Adaptation: Monitor local and national practices regarding transportation operational procedures to adapt to climate change effects. Review the COG Regional Climate Adaption Plan to identify transportation operations-related climate change adaptation activities for the region's transportation agencies to consider
- MOITS Strategies: Analysis of strategies designed to reduce congestion, reduce emissions, and/or better utilize the existing transportation system.
- Member Agency Activities: Work as needed with the MOITS activities of the state and D.C. departments of transportation, the Washington Metropolitan Area Transit Authority, and other member agencies
- Coordinate with supra-regional management and operations activities of the Federal Highway Administration, the I-95 Corridor Coalition, and other relevant stakeholders
- Provide staff support to the MOITS Policy Task Force, MOITS Technical Subcommittee, MOITS Regional ITS Architecture Subcommittee, and MOITS Traffic Signals Subcommittee.

Oversight: Management, Operations, and Intelligent Transportation Systems (MOITS) Technical Subcommittee

Cost Estimate: ~~\$350,500~~ **\$300,500**

Products: Agendas, minutes, summaries, outreach materials as

needed; white paper(s) on technical issues as needed; revised regional ITS architecture; MOITS input to the CLRP as necessary; review and advice to MOITS planning activities around the region; documentation as necessary supporting MAP-21 requirements of MOITS planning

Schedule: Monthly

## 2.F. REGIONAL BUS PLANNING

This work activity will provide support to the Regional Bus Subcommittee for the coordination of bus planning throughout the Washington region, and for incorporating regional bus plans into the CLRP and TIP. The Regional Bus Subcommittee is a forum for local and commuter bus, rail transit, and commuter rail operators and other agencies involved in bus operation and connecting transit services. The Subcommittee focuses on bus planning as well as regional transit issues, such as data sharing and technical projects.

The major topics to be addressed in FY 2014 include the following:

- Continued refinement of a priority list of regional projects to improve bus transit services.
- Provide a forum for discussion of the development of the performance measures and selection of performance targets required under MAP-21, in order to coordinate with relevant providers of public transportation to ensure consistency to the maximum extent practicable.
- Development and publication of useful operations, customer, and financial data on regional bus services for TPB and public utilization.
- Coordination and evaluation of CLRP and TIP proposals and amendments with regard to bus transit service plan implementation.
- Provide technical advice and input regarding regional transportation and land use coordination, including the development of transit assumptions for TPB planning studies.
- Facilitation of technology transfer and information sharing as it relates to regional, state and local bus transit services, including for Bus Rapid Transit (BRT) projects, customer information, and other common issues.
- Coordination with other regional committees regarding bus transit participation in planning and training activities, including but not limited to the Regional Emergency Support Function (RESF) #1 at COG, and the MATOC Transit Task Force.
- Coordination with the TPB Management, Operations, and Intelligent Transportation Systems (MOITS) Policy Task Force and MOITS Technical

Subcommittee regarding integrated planning for bus services and street operations.

- Coordination with the TPB Access for All (AFA) Committee to enhance regional mobility for all populations.

Oversight:	Regional Bus Subcommittee
Cost Estimate:	<del>\$460,000</del> <b>110,000</b>
Products:	Data compilation, reports on technical issues, and outreach materials
Schedule:	Monthly

## 2.H. FREIGHT PLANNING

Under this work task, TPB will provide opportunities for consideration, coordination, and collaborative enhancement of planning for freight movement, safety, facilities, and activities in the region. An updated Regional Freight Plan was completed in FY2010, and provides guidance for continued regional planning activities. Major topics to be addressed include the following:

- Support the TPB Freight Subcommittee.
- ~~Complete~~ **Begin development, to be completed in FY2015, of** a new Regional Freight Plan.
- Maintain the Regional Freight Plan and supporting information on the TPB website for member agency and public access.
- Ensure consideration of freight planning issues in overall metropolitan transportation planning, including:
  - Work proactively with the private sector for consideration of private sector freight issues. Identify topics of interest to private sector, often competing trucking and freight stakeholders.
  - Continue following up on recommendations from the Regional Freight Forum held in FY2011.
  - Advise the TPB and other committees in general on regional freight planning considerations for overall metropolitan transportation planning.
  - Coordinate with federal, state, and local freight planning activities.
- Address MAP-21 requirements related to freight planning, including:
  - Analyze available freight movement data for the region including FHWA Freight Analysis Framework total tonnage and total value data for truck, rail, air cargo, and maritime movements in our region; this data may inform freight performance measures.
  - Monitor federal rulemaking on freight performance measures.
  - Coordinate with member states on the establishment of freight targets.

- Coordinate with TPB travel monitoring and forecasting activities on freight considerations.
- Examine truck safety issues.
- Develop ongoing freight component input to the Constrained Long Range Plan (CLRP).
- Keep abreast of regional, state, and national freight planning issues.
- Undertake the "Freight Around the Region" project, to collect information and analyze each National Capital Region jurisdiction's role in goods movement and its contribution to the regional economy.
- Undertake freight stakeholder outreach with representatives of the freight community, including carriers, shippers, and other stakeholders, to gain their input on regional freight movement, safety and other issues and to gauge their interest in state and MPO planning and programming processes.
- Publish a periodic e-newsletter on regional freight planning issues.

Oversight: TPB Freight Subcommittee

Cost Estimate: ~~\$154,500~~ **\$114,500**

Products: ~~New Regional Freight Plan; data~~ **Data** compilation and outreach materials as needed; white paper(s) on technical issues as needed; structured interviews and summarized results; documentation as necessary supporting MAP-21 requirements of freight planning

Schedule: Bimonthly

#### 4.C. MODELS DEVELOPMENT

Oversight: Travel Forecasting Subcommittee

Cost Estimate: ~~\$1,103,400~~ **1,053,400**

Products: Updated travel models; documentation of models development activities; and recommendations for continued updating of the travel demand modeling process, where applicable.

Schedule: June 2015

#### 5. B. CONGESTION MONITORING AND ANALYSIS

Congestion Monitoring supplies data for the Congestion Management Process (CMP - Item 2A) and Models Development (Item 4C). The program monitors congestion on both the freeway and the arterial highway systems, to understand both recurring and non-recurring congestion. Data collection methods include a combination of aerial



surveys, field data collection, and/or data procured from private sources. Examples of emerging technologies include probe-based data and Bluetooth-based data. As part of three-year cycles since 1993, in spring 2014 (**spanning portions of both FY2014 and FY2015**) an aerial survey of the region's freeway system will be conducted, results to be coordinated with other data sources under this task as well as the Congestion Management Process. Data collection methods and sources for both freeways and arterials will also be examined from the perspective of MAP-21 requirements, especially as related to the CMP.

Oversight: MOITS Technical Subcommittee

Cost Estimate: ~~\$363,200~~ **283,200**  
\$90,000 carryover from FY 2013  
~~\$453,200 total~~ **\$373,200 total**

Products: ~~Transportation~~ **Draft transportation** systems monitoring data sets and analysis reports from the aerial survey of the region's freeways; documentation as necessary supporting MAP-21 requirements of congestion monitoring and analysis

Schedule: June 2014

#### 5. C. TRAVEL SURVEYS AND ANALYSIS

##### Household Travel Survey

In FY 2012-2013, the 2007/2008 Regional Household Travel Survey data was supplemented with collection of household travel survey data from 4800 households in 14 focused geographic subareas of the region. This additional household travel survey data collection was in response to the need expressed by local jurisdiction users of the household travel survey to have additional household samples in smaller geographic subareas to analyze specific aspects of daily travel behavior in these smaller geographic areas. In FY 2014, staff will continue to support users of TPB household travel survey data, update user documentation and provide technical assistance to the users of these survey data and collect additional household travel survey data.

The following work activities are proposed for FY 2014:

- Provide data, documentation, and technical support to users of 2007/2008 Regional Household Travel Survey and the Geographically-Focused Household Surveys conducted in 2011-2013. Update of survey data files and user documentation as required.
- Continue to mine data collected in the 2007/2008 Regional Household Travel Survey the Geographically-Focused Household Surveys conducted in 2011-2013 support analysis of regional growth and transportation issues of topical interest to the members of the TPB. Prepare information reports on various aspects of daily household and vehicle travel in the TPB modeled area.

- **Revise and re-tool the TPB’s current household travel survey data collection methodology to reduce average costs per completed household travel survey interview. Begin limited data collection with the new methodology in selected geographic sub-area to the extent feasible.**
- **Examine and evaluate the purchase of origin-destination trip data from third-party data providers to supplement or replace some of the collection of household travel survey data.**
- ~~Collect household travel survey data for 2,400 households in six focused geographic subareas of the region for more intensive analysis of specific growth and transportation issues. Examples of focused geographic subarea could include Metrorail station areas of a specific type, highway corridors with recent or planned major improvements, proposed light rail study area, or regional activity centers of with specific characteristics. Proposed focused geographic subareas for 2013 include: (1) Federal Center/Southwest/Navy Yard in DC (2) H Street Corridor NE in DC (3) Silver Spring in Montgomery County (4) US 1/Green Line in Prince George’s County (6) City of Fairfax and (6) City of Manassas. The proposed geographic subareas will be reviewed and subject to refinement by the TPB Technical Committee and local jurisdiction planning staff.~~
- ~~Collect household travel survey data for 2,400 households in six focused geographic subareas of the region for more intensive analysis of specific growth and transportation issues. Examples of focused geographic subarea could include Metrorail station areas of a specific type, highway corridors with recent or planned major improvements, proposed light rail study area, or regional activity centers of with specific characteristics. Proposed focused geographic subareas for FY 2014 include: (1) St Elizabeths/Anacostia (2) Fort Totten (3) Greenbelt (4) Kentlands (5) Tysons (6) Leesburg. The proposed geographic subareas will be reviewed and subject to refinement by the TPB Technical Committee and local jurisdiction planning staff.~~

Oversight: Travel Forecasting Subcommittee

Estimated Cost: \$740,400  
 \$430,000 carryover from FY 2013  
 \$ 1,170,400 total **370,400**

Product: **Limited** Household Travel Survey Data Collection and Processing, Household Travel Survey Analyses, Information Reports and Technical Memorandum, Maintenance of Travel Survey Data and Documentation

Schedule: June 201

## 6. TECHNICAL ASSISTANCE

### A. DISTRICT OF COLUMBIA

#### 4. Weigh In Motion (WIM) Station Analysis-Regional Bus Staging, Layover, and Parking Location Study

This task includes **the District's funding portion of the regional study to establish short-term solutions as well as a long-term regional vision for motorcoach operations. This study will convene regional stakeholders to analyze the need for bus staging, layover, and parking (i.e., short-term mid-day storage) locations in the District and Arlington County. This study will consider the need for such locations for the five distinct services identified in the DDOT 2011 Motorcoach Action Plan.** ~~data collection at the District's WIM station on I-295 and the nearby truck scales in conjunction with DDOT and the Metropolitan Police Department and subsequent analysis of the data to assess the difference in reported vehicle weights.~~

Cost Estimate: \$20,000  
Product: **Technical Report** ~~Data and technical memorandum~~  
Schedule: June 2014

#### 5. Peak Period Street Restrictions Inventory-Loading Zone Sign Inventory Update

This task will develop **update** a GIS-based inventory of District **loading zone signs** ~~streets with peak period travel restrictions (e.g., No Standing).~~ Data will be compiled from existing sources and field **data collection and will include location coordinates and a digital image of each sign.**

Cost Estimate: ~~\$20,000~~ **\$58,000**  
Product: Data and maps  
Schedule: June 2014

#### 6. Other Tasks Yet To Be Defined

Cost Estimate: ~~\$57,870~~ **0**

**TOTAL DISTRICT OF COLUMBIA COST ESTIMATE: ~~\$360,433~~ \$340, 600**

### B. MARYLAND

#### 1. Program Development Management

This work task will account for DTP staff time associated with the administration of this Technical Assistance work program throughout the year. Work activities would involve meetings with participating agencies to discuss proposed/new projects, development of monthly progress reports, budgetary reporting and technical quality control. This work

task also includes staff time needed for the development of the annual planning work program.

Cost Estimate:       \$15,000  
                          \$15,000 carryover from FY 2013  
                          ~~\$30,000~~ total **20,000**

Schedule:            On-going activity

## 2. Project Planning Studies

This work task will account for DTP staff time associated with the development of scopes of work for requested project. The work scope will account for technical support in travel demand modeling and alternative evaluations of ongoing and upcoming project planning studies. Work activities will also involve meeting with requesting agencies to discuss proposed projects, drafting and finalizing work statements and tasks, creating projects when authorized, attending project team meetings and progress reporting

Cost Estimate:       \$100,000  
                          \$80,000 carryover from FY 2013  
                          ~~\$180,000~~ total **150,000**

Schedule:            On-going activity

## 3. Feasibility/Special Studies

This work task will provide funding to support technical support on feasibility/special studies as requested by MDOT, SHA and other agencies. Work may include but not limited to technical support in ongoing corridor/subarea studies, initiation of new studies ranging from major new corridor analyses to the development of travel demand forecasts for individual facilities and scenario analyses. Project authorizations may occur throughout the fiscal year as priorities dictate to address transportation planning initiatives and strategic goals of MDOT, SHA and other agencies.

Cost Estimate:       \$238,000  
                          \$70,000 carryover from FY 2013  
                          ~~\$308,000~~ total **208,000**

Schedule:            On-going activity

## 4. Transportation Performance Measures

Project Level Evaluation: SHA requires measurable results on system performance benefits in order to compare the relative merits of individual projects proposed for implementation or for use in refining the Maryland Highway Needs Inventory. Such results will assist in determining priorities among the projects to maximize the benefits of the transportation planning and programming process. The results could be expressed in terms of Levels of Service, Travel Delay and mobility criteria, which will be defined and estimated at the appropriate local, subarea, corridor and / or regional levels to enable a consistent assessment of specified projects.

Sub-Item Cost Estimate: \$15,000  
\$30,000 carryover from FY 2013  
\$45,000 total

Schedule: On-going activity

System Wide Evaluation: This work effort is designed: (1) to provide MDOT and SHA staff with information relating to the effectiveness of ongoing and planned regional congestion monitoring activities in the Maryland portion of the region, (2) to examine the effectiveness of such programs, including the use of before and after studies (primarily through literature reviews and analysis of existing data rather than through new collection of primary data), and (3) to evaluate the environmental impacts of projects in terms of GHG and possibly other pollutants. TPB staff will periodically brief MDOT and SHA staff to keep them informed of regional congestion monitoring activities and to discuss possible new initiatives.

Sub-Item Cost Estimate: \$30,000  
\$45,000 carryover from FY 2013  
\$75,000 total

Schedule: On-going activity

Traffic Impacts Evaluation: This work effort is designed to assess on a comprehensive scale the transportation impacts of development, through the analysis of such development at the local, subarea, corridor and regional levels. Different methods and evaluation criteria will be assessed for a variety of projects to appropriately consider their impacts, ranging from delay at intersections for localized studies, to travel modeling and aggregate systems level impacts for larger projects.

Sub-Item Cost Estimate: \$18,000  
\$30,000 carryover from FY 2013  
\$48,000 total

Schedule: On-going activity

Cost Estimate: \$63,000  
\$105,000 carryover from FY 2013  
\$168,000 total **108,000**

Schedule: On-going activity

## 5. Training /Miscellaneous Technical Support

For training purposes, this work task will account for presentations and other forms of updating for MDOT, SHA and other modal staff on the latest regional data, modeling procedures, interagency coordination on periodic updates of the transportation networks, land use files, and the model itself. This task will also account for miscellaneous other tasks ranging for non- motorized data collection activities, organization and mapping of data, and other forms of database building in support of ongoing and upcoming planning

activities of MDOT, SHA and other model staff.

Cost Estimate:       \$20,000  
                          \$10,000 carryover from FY 2013  
                          \$30,000 total

Schedule:             On-going activity

#### 6. Transportation / Land Use Connections Program

The Transportation / Land Use Connections (TLC) program is an effort to provide technical assistance to local governments in the Washington region in order to facilitate integrating land use and transportation planning at the community level. Begun as a 6 month regional pilot program in January 2007, the project was very well received. It was not only continued in subsequent years, but Maryland supplemented the regional effort with additional funds.

Cost Estimate:       \$160,000

Product:             Grant awards, technical reports from contractors

Schedule:             June 2014

#### 7. Human Services Transportation Study Follow-on and Support

~~In FY2013 a human service transportation coordination study identified alternate service-delivery models and funding mechanisms for the regional MetroAccess paratransit service, with a focus on Suburban Maryland. The study identified potential human service transportation coordination models and recommended an action plan for a pilot project with non-profit agencies serving people with developmental disabilities in Suburban Maryland. The study was jointly funded under the FY2013 UPWP Maryland and WMATA Technical Assistance work elements and was facilitated by the TPB staff. In FY2014, TPB staff will provide follow-up to the study, including additional work with MDOT, MTA, non-profit agencies, and private transportation providers to assist with implementation of the action plan. Additional work could include research, data collection, and stakeholder meetings to advance the action plan, and assessing existing MetroAccess alternatives in Suburban Maryland to support high quality and cost efficient transportation for people with disabilities.~~

~~Cost Estimate:       \$40,000-0~~

~~Schedule:             June 2014~~

#### 8. Other Tasks yet to be defined

Other tasks are anticipated but not yet defined. This project is established to account for TPB staff time spent in responding to requests for technical assistance by MDOT, SHA, other modal agencies and jurisdictions whose scope of work or characteristics do not conform to the other work tasks of the Maryland Technical Assistance Program. Work under this project will be performed upon authorization by MDOT, SHA and/or other modal agencies and jurisdictions.

Cost Estimate:       **\$10,000**  
                              \$20,024 carryover from FY 2013  
                              ~~\$30,024 total~~   **0**

**TOTAL MARYLAND COST ESTIMATE:**   \$646,000  
  \$300,024 carryover from FY 2013  
  ~~\$946,024 total~~ **\$676,000 total**

C. VIRGINIA

1. Data/Documentation Processing

This work element accounts for DTP staff time associated with the administration of this Technical Assistance work program throughout the year. Work activities would involve meetings with participating agencies to discuss proposed/new projects, development of monthly progress reports, budgetary reporting and technical quality control. This work task also includes staff time to process requests for data/documents from Northern Virginia as advised by VDOT throughout the year.

Cost Estimate:       ~~\$45,000~~ **7,000**

Product:               Data, documentation, scopes of work, progress reports

2. Travel Monitoring and Survey

This program will establish a continuous travel monitoring program for major commuting routes in Northern Virginia, with a goal of sampling each route on a 2-3 year cycle. Collected data and analysis may include volume and occupancy data, travel time data, and other information. The program will also include collection of bicycle and pedestrian data at various locations throughout Northern Virginia, as identified by VDOT.

Cost Estimate:       ~~\$450,000~~ **200,000**

Products:             Program management plan, data and analysis, technical memorandum

Schedule:             On-going activity

3. Travel Demand Modeling

This project is designed to assist VDOT in the development of, and the evaluation of results from the regional transportation travel demand model, as adapted for its use by VDOT.

Specific tasks undertaken will be identified throughout the year and are likely to include: developing forecasts and/or extracting specific information from the regional model forecasts for specific scenarios/options evolving out of ongoing studies and/or project

planning efforts; and assistance with documentation, training and customization of the regional travel demand forecasting model for the Northern Virginia sub-area per VDOT's requirements.

Cost Estimate:            ~~\$50,000~~ **25,000**

Products:                Customized travel demand model, technical memoranda.

Schedule:                On-going activity

#### 4. Regional and Sub-regional Studies

This project provides support for technical analysis for planning studies throughout the year as identified and requested VDOT and/or VDRPT. Work may include but not be limited to technical support in ongoing corridor/subarea studies, and initiation of new studies ranging from major new corridor analyses to the development of travel demand forecasts for individual facilities. The Commonwealth requires VDOT to review and comment on the technical reports for a variety of local development proposals. Such reports are referred to as "Section 527 reports." Tasks undertaken under this work element could involve staff assisting VDOT in the review and/or analysis of such Section 527 reports. Staff may also assist VDOT in its work on a system-wide evaluation designed to provide information relating to the effectiveness of ongoing and planned projects and programs aimed at addressing the congestion and mobility challenges in Northern Virginia. This evaluation could be examined in terms of level of service, delay, and other mobility criteria, which will be defined and estimated at the appropriate local, subarea, corridor and / or regional levels to enable a consistent assessment of specified projects/programs.

Cost Estimate:            \$314,200  
                                  \$238,518 carryover from FY 2013  
                                  ~~\$552,718 total~~ **237,560**

Products:                Travel demand modeling and technical analysis in support of Northern Virginia regional and sub-regional planning studies

Schedule:                On-going activity

#### 5. Other Tasks to be Defined

Other tasks anticipated but not yet defined.

Cost Estimate:            ~~\$34,972~~ **0**

**TOTAL VIRGINIA COST ESTIMATE:**    \$529,200  
  \$238,518 carryover from FY 2013  
  ~~\$802,690 total~~ **469,600**



D. WMATA

1. Program Development

This project is established to account for DTP staff time spent in developing scopes of work for requested projects and for administering the resultant work program throughout the year. Work activities will involve meeting with WMATA staff to discuss projects, drafting and finalizing work statements and tasks, creating project accounts when authorized, and reporting progress on projects throughout the year. In addition, this project will provide staff with resources to attend required meetings at WMATA.

Cost Estimate:        ~~\$5,000~~ **2,500**

Schedule:            on-going activity

2. Miscellaneous Services

This miscellaneous account is a mechanism established to address requests which are too small or too short-lived to warrant separate work scopes. Past work has included requests for hard copy, plots, tape, or diskettes of data from any of the planning work activities at COG.

Cost Estimate:        ~~\$5,000~~ **2,500**

Schedule:            on-going activity

4. Other Tasks to be Defined

Other tasks anticipated but not yet defined

Cost Estimate:        ~~\$21,695~~ **0**

**TOTAL WMATA COST ESTIMATE:        ~~\$222,895~~ 196,200**

**TPB R12-2014  
March 19, 2014**

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

**RESOLUTION TO APPROVE  
CARRYOVER FUNDING FROM FY 2014 TO THE FY 2015  
UNIFIED PLANNING WORK PROGRAM (UPWP)**

**WHEREAS**, the Joint Planning Regulations issued February 14, 2007 by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) require a Unified Planning Work Program for Transportation Planning (UPWP); and

**WHEREAS**, the UPWP is required as a basis and condition for all funding assistance for transportation planning to state, local, and regional agencies by the FHWA and FTA; and

**WHEREAS**, the FY 2014 UPWP for the Washington Metropolitan Area was adopted by the TPB on March 20, 2013; and

**WHEREAS**, project work statements and budgets for carryover from FY 2014 to FY 2015 have been developed for seven projects in the core program and the Technical Assistance Programs of the District Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), the Virginia Department of Transportation (VDOT), and the Washington Metropolitan Area Transit Authority (WMATA);

**NOW, THEREFORE, BE IT RESOLVED THAT:** THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves the work statements and budgets for carryover funding from FY 2014 to FY 2015 as described in the attached Memorandum of March 13, 2014 entitled "FY 2014 Carryover Work Statements and Budgets for the FY 2015 UPWP" (pages B-1 through B-20).



# National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202

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## MEMORANDUM

March 13, 2014

**TO:** Transportation Planning Board

**FROM:** Gerald Miller  
Acting Co-Director  
Department of Transportation Planning

**SUBJECT:** FY 2014 Carryover Work Statements and Budgets for the FY 2015 UPWP

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Attached are pages excerpted from the draft FY 2015 UPWP with changes and additions shown in **bold** to reflect the carryover funding from FY 2014 to FY 2015. The FY 2015 work elements affected by the FY 2014 carryover funding are as follows:

- 2C. Constrained Long-Range Plan (CLRP): Carryover of \$100,000 to provide resources and additional time to develop how MAP-21 performance measures and targets will be incorporated into the CLRP.
- 2.B. Management, Operations, and Intelligent Transportation Systems (ITS) Planning: Carryover of \$50,000 which will be used to complete an update of the Regional ITS Architecture, providing additional time to coordinate with stakeholders.
- 2.F Regional Bus Planning: Carryover of \$50,000 to provide a forum for discussion of the development of the performance measures and selection of performance targets required under MAP-21, in order to coordinate with relevant providers of public transportation to ensure consistency to the maximum extent practicable.
- 2.H. Freight Planning: Carryover of \$40,000 to provide resources and additional time for new freight planning staff to complete an update of the Regional Freight Plan.
- 4.C. Models Development: Carryover \$50,000, which is available due to less need for consultant support, providing additional resources in FY2015 for consultant-assisted effort to improve the TPB travel model and to conduct focused research on selected technical aspects of travel modeling in order to keep abreast of best practices.
- 5.B. Congestion Monitoring and Analysis: Carryover of \$80,000 to complete the triennial freeway congestion monitoring data collection project, undertaken on a three-year cycle since 1993 and begun in FY2014, providing additional time for data collection and analysis, while still allowing for completion of the project in calendar year 2014.

- 5.C. Travel Surveys and Analysis: Carryover of \$800,000, which will be used to collect household travel survey data in the fall of 2014 rather than in the spring.

#### 6. Technical Assistance

- District of Columbia: Carry over \$19,833 for one project.
- Maryland: Carry over \$270,024 for six projects.
- Virginia: Carry over \$333,100 for three projects.
- WMATA: Carry over \$26,700 for a project.

The total FY 2014 funding to be carried over is \$1,819,657 in Basic Program plus Technical Assistance.

The final version of the FY 2015 UPWP will combine the carryover funding and new funding into one work program for submission to FTA and FHWA. The proposed budget levels for these carryover projects are shown in Table A.

Deletions are shown in ~~strikeout~~ and additions in **bold**.

## PROJECT CARRYOVER FROM FY2014 TO FY2015 BY FUNDING SOURCE

WORK ACTIVITY	FY2014 FUNDS	FTA/STATE/ LOCAL	FHWA/STATE/ LOCAL
<b>2. COORDINATION AND PROGRAMS</b>			
C. Constrained Long-Range Plan (CLRP)	100,000	23,945	76,055
B. Management, Operations, and ITS Planning	50,000	11,973	38,027
F. Regional Bus Planning:	50,000	11,973	38,027
H. Freight Planning	40,000	9,578	30,422
<b>4. DEVELOPMENT OF NETWORKS AND MODELS</b>			
C. Models Development	50,000	11,973	38,027
<b>5. TRAVEL MONITORING</b>			
B. Congestion Monitoring and Analysis	80,000	19,156	60,844
<b>C. TRAVEL SURVEYS &amp; ANALYSIS</b>	<b>800,000</b>	<b>191,561</b>	<b>608,439</b>
<b>Core Program Total</b>	<b>1,170,000</b>	<b>280,157</b>	<b>889,843</b>
<b>6. TECHNICAL ASSISTANCE</b>			
A. District of Columbia	19,833	4,948	14,885
B. Maryland	270,024	67,365	202,659
C. Virginia	333,100	83,101	249,999
D. WMATA	26,700	26,700	
<b>Subtotal</b>	<b>649,657</b>	<b>182,114</b>	<b>467,543</b>
<b>Grand Total</b>	<b>1,819,657</b>	<b>462,271</b>	<b>1,357,386</b>
<b>TOTAL</b>	<b>1,819,657</b>	<b>462,271</b>	<b>1,357,386</b>



## CARRYOVER WORK STATEMENTS AND FUNDING FOR THE FY 2015 UPWP

### 1.C. CONSTRAINED LONG-RANGE TRANSPORTATION PLAN (CLRP)

The financially Constrained Long-Range Plan (CLRP) includes all “regionally significant” highway, transit and High-Occupancy Vehicle (HOV), bicycle and pedestrian projects, and studies that the TPB realistically anticipates can be funded and implemented by 2040. Some of these projects are scheduled for completion in the next few years; others will be completed much later. Each year the plan is updated to include new projects and programs, and analyzed to ensure that it meets federal requirements relating to air quality and funding.

Under SAFETEA-LU, the last four-year update of the CLRP was approved by the TPB on November 17, 2010 and included an expanded financial analysis of transportation revenues expected to be available through 2040. As required by MAP-21, the next four year update of the CLRP will be in 2014. The 2014 CLRP will address the new MAP-21 long-range transportation plan requirement to incorporate a performance-based approach to transportation decision-making to support seven national goals. The CLRP is updated annually with amendments that include new projects or adjust the phasing or other aspects of some of the projects or actions in the plan, or change specific projects as new information on them becomes available.

#### New Performance-Based Approach

**MAP-21 calls for MPOs and state DOTs to establish and use a performance-based approach to transportation decision making to support seven national goals. The USDOT must establish performance measures related to seven areas by April 1, 2014. The states then have a year (April 1, 2015) to establish performance targets in support of those measures; and the MPO subsequently has 180 days (October 1, 2015) to establish performance targets coordinated with those of the states and public transportation providers.** After these targets are set, the CLRP and TIP are required to include a description of the performance measures and targets used in assessing the performance report evaluating the condition and performance of the transportation system with respect to the established targets. The TIP is also required to include a description of the anticipated effect of the TIP toward achieving the performance targets set in the CLRP.

Once the USDOT has established performance measures for the seven areas, TPB staff will coordinate with DDOT, MDOT and VDOT staff on their setting of the state performance targets in support of the measures. States may set different targets for urbanized and rural areas. TPB staff will coordinate with the DOT efforts to ensure consistent state measures that are relevant for the TPB planning area. TPB staff will also coordinate with the DOT staffs to develop the specific performance targets in relation to the applicable performance measures for the TPB planning area. Similarly, TPB staff will coordinate with WMATA and other public transportation providers on their setting of performance targets for USDOT established performance measures.

The Transportation Vision, which was adopted by the TPB in October 1998, contains a vision statement, long-range goals, objectives, and strategies to guide transportation planning, decision-making and implementation in the region. It addresses the planning



factors in MAP-21. The Vision is the TPB Policy Element of the CLRP. The CLRP website ([www.mwcog.org/clrp](http://www.mwcog.org/clrp)) describes how the plan performs related to MAP-21 planning factors as reflected by the goals of the TPB Vision. The goals from COG's Region Forward efforts are reflected in the TPB Vision, which includes a broader set of policy goals for transportation than Region Forward.

The TPB's Regional Transportation Priorities Plan (RTPP), adopted by the TPB in January 2014, identifies near-term, on-going and long term strategies that address the most pressing challenges that the region faces in meeting the TPB's regional Vision goals. The challenges and high-pay off strategies with wide regional support identified in RTPP can inform the identification of new projects and programs for inclusion in future updates to the CLRP.

The CLRP will be documented in several ways and public materials will be provided during plan development and after plan approval. The CLRP website will be utilized to document the plan update by describing the development process related planning activities, major projects, performance of the plan and how the public can get involved. The website also makes CLRP-related process and technical documentation readily accessible. The TPB will continue to make the plan information more accessible and visual. Projects in the plan will be accessible through an online database that the public can easily search. Projects will be mapped using GIS where possible and displayed along with project descriptions and in an interactive map. These maps will also be used in printed media, such as the CLRP and TIP summary brochure. The TPB will also continue to improve the quality of public materials about the plan during its development and after approval so that the materials are more useful to a wide variety of audiences, using less technical jargon and more "public friendly" language.

### The 2014 CLRP

In November 2013, the TPB issued a "Call for Projects" document requesting projects, programs or strategies for inclusion in the 2014 CLRP. Project updates were due in December 2013. Materials describing the draft 2014 CLRP were developed in the spring of 2014, including major project descriptions and maps.

In September 2014, the 2014 CLRP will be released for a final public comment period along with the accompanying air quality conformity analysis. The TPB is scheduled to adopt the 2014 CLRP in October 2014.

Subsequent documentation of the CLRP will include an analysis of how the plan performs in regard to transit and auto trips made, vehicle miles of travel, lane miles of congestion and accessibility to jobs. The performance analysis is done after every CLRP update and is documented on the CLRP website. The analysis will be used to describe how the CLRP performs based on regional goals and MAP-21 planning factors and will also examine connectivity between the Regional Activity Centers. There will be two opportunities for public comment during the development of the 2014 CLRP.

### The 2015 CLRP

In October 2014, the TPB will issue its "Call for Projects" document for the 2015 CLRP. The "Call for Projects" document will request new projects programs and strategies, and updated information to be included in the 2015 CLRP. Materials describing the draft 2015

CLRP will be developed in the spring of 2015, including maps, major project descriptions, and analysis from the previous year's CLRP. The development of the 2015 CLRP will include two opportunities for the public to comment on the Plan. The 2015 CLRP will be prepared and reviewed between January and June 2015 with approval scheduled for July 2015.

A description of the performance measures and targets under development or to be used in assessing the performance of the transportation system will be drafted. Once the targets are developed in coordination with the State DOT's, the CLRP will include a system performance report evaluating the condition and performance of the transportation system with respect to the established targets. The TIP also will include a description of the anticipated effect of the TIP toward achieving the performance targets set in the CLRP. After the TPB approves the 2014 CLRP, anticipated for October 2014, a performance analysis of the CLRP to 2040 will be conducted utilizing the established performance measures. The 2014 CLRP will be also be evaluated for disproportionately high and adverse effects on low-income and minority population groups.

### Environmental Consultation

During the development of the CLRP the TPB will continue to consult with the federal, state and local agencies responsible for natural resources, wildlife, land management environmental protection, conservation and historic preservation as necessary in the District of Columbia, Maryland and Virginia on potential environmental mitigation activities. To aid in the integration of projects for the CLRP with natural and historic resources, maps of transportation and historic resources will be updated with the latest available GIS data from District of Columbia and the States and forwarded to federal, state and local agencies for comments.

### Climate Change Adaption

The environmental consultation activities described above also provide an opportunity to engage environmental and transportation agencies on the topic of climate change adaptation. Local, state and national practices will be monitored for potential applicability to the region.

Oversight:	Technical Committee
Cost Estimate:	\$636,100 <b>\$100,000 carryover from FY 2014</b> <b>\$736,100 total</b>
Products:	Documentation of the 2014 CLRP, Call for Projects for the 2015 CLRP, draft 2014 CLRP and documentation
Schedule:	July 2015

## 2. B. MANAGEMENT, OPERATIONS, AND INTELLIGENT TRANSPORTATION SYSTEMS (ITS) PLANNING

Regional transportation systems management and operations are vital considerations for metropolitan transportation planning, and have been emphasized in MAP-21. Under this work task, TPB will address these as well as coordination and collaborative enhancement of transportation technology and operations in the region, with a key focus on non-recurring congestion due to incidents or other day-to-day factors. The MOITS program includes planning activities to support the following major topics:

- MAP-21: Address MAP-21 requirements related to MOITS, including:
  - Compile and analyze data to support the “system reliability” National Goal for Performance Management
  - Coordinate with member states on system reliability targets
- ITS Data: The collection/compilation, processing, warehousing, and sharing of transportation systems usage and condition data from Intelligent Transportation Systems (ITS) sources
- Regional Transportation Management: Particularly in conjunction with the Metropolitan Area Transportation Operations Coordination (MATOC) Program (see also Task 2.I.); support the MOITS Technical Subcommittee in its long-range planning advisory role for the MATOC Program
- Multi-modal Coordination: Examination of traffic and transit management interactions in daily operations
- Coordination of day-to-day transportation operations planning with emergency preparedness in conjunction with the COG Regional Emergency Support Function 1 – Emergency Transportation Committee (see also Task 2.C.)
- Traveler Information: Real-time traveler information made available to the public, including addressing federal Section 1201 requirements on making real-time incident data available
- Congestion Management Process: Technology and operations strategies to address non-recurring congestion aspects of the regional Congestion Management Process (see also Task 2.A.)
- Maintenance and Construction Coordination: Regional sharing of available maintenance and construction information for coordination purposes, in conjunction with MATOC's regional construction coordination system
- Intelligent Transportation Systems (ITS) Architecture: ~~Maintain~~ **Update the regional ITS architecture in accordance with federal law and regulations**
- Traffic Signals: Assist member agencies in the exchange and coordination of interjurisdictional traffic signal operations information and activities; examine traffic signal systems and operations from the regional perspective, including in conjunction with emergency planning needs

- Climate Change Adaptation: Monitor local and national practices regarding transportation operational procedures to adapt to climate change effects. Coordinate with COG Regional Climate Adaption Plan activities to identify transportation operations-related climate change adaptation activities for the region's transportation agencies to consider
- MOITS Strategies: Analysis of strategies designed to reduce congestion, reduce emissions, and/or better utilize the existing transportation system.
- Member Agency Activities: Work as needed with the MOITS activities of the state and D.C. departments of transportation, the Washington Metropolitan Area Transit Authority, and other member agencies
- Coordinate with supra-regional management and operations activities of the Federal Highway Administration, the I-95 Corridor Coalition, and other relevant stakeholders
- Provide staff support to the MOITS Policy Task Force, MOITS Technical Subcommittee, MOITS Regional ITS Architecture Subcommittee, and MOITS Traffic Signals Subcommittee.

Oversight: Management, Operations, and Intelligent Transportation Systems (MOITS) Technical Subcommittee

Cost Estimate: \$350,500  
**\$50,000 carryover from FY 2014**  
**\$400,500 total**

Products: Agendas, minutes, summaries, outreach materials as needed; white paper(s) on technical issues as needed; ~~revised~~ **updated** regional ITS architecture; MOITS input to the CLRP as necessary; review and advice to MOITS planning activities around the region; documentation as necessary supporting MAP-21 requirements of MOITS planning

Schedule: Monthly

## 2.F. REGIONAL BUS PLANNING

This work activity will provide support to the Regional Bus Subcommittee for the coordination of bus planning throughout the Washington region, and for incorporating regional bus plans into the CLRP and TIP. The Regional Bus Subcommittee is a forum for local and commuter bus, rail transit, and commuter rail operators and other agencies involved in bus operation and connecting transit services. The Subcommittee focuses on bus planning as well as regional transit issues, such as data sharing and technical projects.

The major topics to be addressed in FY 2015 include the following:

- Evaluate federal rulemaking for the performance provisions of MAP-21, specifically transit safety and transit state of good repair, including changes in the metropolitan planning process in regard to performance-based project programming and planning.
- **Provide a forum for discussion of the development of the performance measures and selection of performance targets required under MAP-21, in order to coordinate with relevant providers of public transportation to ensure consistency to the maximum extent practicable.**
- Development and publication of useful operations, customer, and financial data on regional bus services for TPB and public utilization, including a priority list of regional projects to improve bus transit services.
- Coordination and evaluation of CLRP and TIP proposals and amendments with regard to bus transit service plan implementation and capital projects for bus facilities and runningway improvements.
- Provide technical advice and input regarding regional transportation and land use coordination, including the development of transit assumptions for TPB planning studies.
- Facilitation of technology transfer and information sharing as it relates to regional, state and local bus transit services, including for Bus Rapid Transit (BRT) projects, customer information, and other common issues.
- Coordination with other regional committees regarding bus transit participation in planning and training activities, including but not limited to the Regional Emergency Support Function (RESF) #1 at COG, and the MATOC Transit Task Force.
- Coordination with the TPB Management, Operations, and Intelligent Transportation Systems (MOITS) Policy Task Force and MOITS Technical Subcommittee regarding integrated planning for bus services and street operations.
- Coordination with the TPB Access for All (AFA) Committee to enhance regional mobility for all populations.

Oversight:	Regional Bus Subcommittee
Cost Estimate:	\$160,000 <b>\$50,000 carryover from FY 2014</b> <b>\$210,500 total</b>
Products:	Data compilation, reports on technical issues, and outreach materials
Schedule:	Monthly

## 2.H. FREIGHT PLANNING

Under this work task, TPB will provide opportunities for consideration, coordination, and collaborative enhancement of planning for freight movement, safety, facilities, and activities in the region. An updated Regional Freight Plan was completed in FY2010, and provides guidance for continued regional planning activities. Major topics to be addressed include the following:

- Support the Regional Freight Subcommittee.
- **Complete** a new Regional Freight Plan.
- Maintain the Regional Freight Plan and supporting information on the TPB Web site for member agency and public access.
- Ensure consideration of freight planning issues in overall metropolitan transportation planning, including:
  - Work proactively with the private sector for consideration of private sector freight issues. Identify topics of interest to private sector, often competing trucking and freight stakeholders.
  - Continue following up on recommendations from the Regional Freight Forum held in FY2011.
  - Advise the TPB and other committees in general on regional freight planning considerations for overall metropolitan transportation planning.
  - Coordinate with federal, state, and local freight planning activities.
- Address MAP-21 requirements related to freight planning, including:
  - Analyze available freight movement data for the region including FHWA Freight Analysis Framework total tonnage and total value data for truck, rail, air cargo, and maritime movements in our region; this data may inform freight performance measures.
  - Monitor federal rulemaking on freight performance measures.
  - Coordinate with member states on the establishment of freight targets.
- Complete a set of "Freight Around the Region" outreach materials focusing on individual jurisdictions' freight activities and their links to regional activities.
- Coordinate with TPB travel monitoring and forecasting activities on freight considerations.
- Examine truck safety issues.
- Develop ongoing freight component input to the Constrained Long Range Plan (CLRP).
- Keep abreast of regional, state, and national freight planning issues.
- Undertake data compilation and analysis on freight movement and freight facilities in the region.
- Undertake freight stakeholder outreach with representatives of the freight community, including carriers, shippers, and other stakeholders, to gain their input

on regional freight movement, safety and other issues and to gauge their interest in state and MPO planning and programming processes.

Oversight:	TPB Freight Subcommittee
Cost Estimate:	\$154,500 <b>\$40,000 carryover from FY 2014</b> <b>\$194,500 total</b>
Products:	New Regional Freight Plan; data compilation and outreach materials as needed; white paper(s) on technical issues as needed; structured interviews and summarized results; documentation as necessary supporting MAP-21 requirements of freight planning
Schedule:	Bimonthly

#### 4.C. MODELS DEVELOPMENT

The Models Development activity functions to maintain and advance the TPB's travel forecasting methods and practices, which are critical to ongoing transportation planning work. Models development activities are formulated around the areas of data collection, short- and long-term models development, research, and maintenance. During FY 2015, staff will continue to support the application and refinement of the currently adopted Version 2.3.52 travel model to serve regional and project planning needs. Staff will also maintain a consultant-assisted effort to evaluate existing forecasting practices and to provide advice on longer-term improvements. All staff-proposed improvements to the regional travel model will be implemented in consultation with the TPB Travel Forecasting Subcommittee (TFS).

The following work activities are proposed:

- Support the application of the Version 2.3.52 travel model for air quality planning work and other planning studies conducted by TPB staff. This will include the update of travel modeling inputs as necessary (external trips and other exogenous trip tables), investigating technical problems that might arise during the course of application, and documenting refinements to the model. Staff will also provide support for local project planning work on an "as needed" basis. Some of this support will be administered through the TPB's technical service accounts.
- **Continue the consultant-assisted effort to improve the TPB travel model and to conduct focused research on selected technical aspects of travel modeling in order to keep abreast of best practices.**
- Staff will work with local transportation agencies in formulating ways in which the regional travel model might be used to provide performance-based measures as per the new surface transportation authorization legislation (MAP-21).

- Continue the investigation of refinements to the Version 2.3.52 model, drawing from recommendations compiled from past consultant-generated reviews of the regional travel model. These refinements will focus most immediately on activities that were initiated during FY 2014, including an enhanced traffic assignment process, an improved mode choice model application program, and the use of the Public Transport (PT) transit network program. Staff will also continue to leverage available technology to minimize model computation times as much as possible.
- Continue with sensitivity testing with the Version 2.3.52 travel model, in consultation with the TFS. The testing may point to a need to modify the adopted travel model.
- Continue the analysis of geographically focused household travel survey data that TPB staff has collected during FY 2012, FY 2013 and FY 2014. This will include a comparison of surveyed data against modeled data as a way of assessing model performance and reasonability.
- Keep abreast of new developments in travel demand forecasting, both short-term developments (such as for trip-based, four-step models) and long-term developments (such as ABMs and airport choice and ground access mode choice models). TPB staff will also continue involvement with the Transportation Research Board (TRB), the Travel Modeling Improvement Program (TMIP) and Institute of Transportation Engineers (ITE).
- Staff will keep abreast of hardware and software needs and opportunities, including the potential use of “cloud computing” and the use of versioning software as an efficient way of tracking model code as it evolves with model refinements over time.
- Provide staff support for the TPB Travel Forecasting Subcommittee which is the forum charged with overseeing technical practices and improvements to the TPB travel forecasting process. This will include organizing meetings, preparing regular presentations, and coordinating with internal and external meeting participants on presentation items.
- Respond to model-related data requests from local partner agencies and their consultants.

Oversight:	Travel Forecasting Subcommittee
Cost Estimate:	\$1,103,400 <b>\$50,000 carryover from FY 2014</b> <b>\$1,153,400 total</b>
Products:	Updated travel models; documentation of models development activities; and recommendations for continued updating of the travel demand modeling process, where applicable.
Schedule:	June 2015



## 5.B. CONGESTION MONITORING AND ANALYSIS

Congestion Monitoring supplies data for the Congestion Management Process (CMP - Item 2.A.) and Models Development (Item 4.C.). The program monitors congestion on both the freeway and the arterial highway systems, to understand both recurring and non-recurring congestion. Data collection methods include a combination of aerial surveys, field data collection, and/or data procured from private sources. Examples of emerging technologies include probe-based data and Bluetooth-based data. Activities will include:

- **Analyze Complete data collection, analyze,** and publish the results of the triennial aerial survey of congestion on the region's freeway system, ~~based upon the data-collection that took place in spring 2014~~; coordinate this information with other congestion data sources.
- Compile, review, and format transportation systems condition information from sources including:
  - The speed data archive from the I-95 Corridor Coalition/INRIX, Inc. Vehicle Probe Project (VPP) and associated VPP Suite developed by the University of Maryland Center for Advanced Transportation Technology;
  - The Regional Integrated Transportation Information System (RITIS) of the Metropolitan Area Transportation Operations Coordination (MATOC) Program;
  - The FHWA's National Performance Management Research Data Set (NPMRDS)
  - Private sector sources as available.
- Examine potential new sources of archived operations data.
- Provide data to the products of the Congestion Management Process (see also Task 2.A.)

Oversight: MOITS Technical Subcommittee

Estimated Cost: \$360,500  
**\$80,000 carryover from FY 2014**  
**\$440,500 total**

Product: Final report of the ~~spring~~ 2014 aerial survey of congestion on the region's freeways; transportation systems monitoring data sets and analysis reports from archives, provided for the products of the Congestion Management Process (2.A.) and other regional transportation planning activities; documentation as necessary supporting MAP-21 requirements of congestion monitoring and analysis

Schedule: June 2015

## 5.C. TRAVEL SURVEYS AND ANALYSIS

In FY 2012-2014, the 2007/2008 Regional Household Travel Survey data was supplemented with collection of household travel survey data in 14 focused geographic subareas of the region. This additional household travel survey data collection was in response to the need expressed by local jurisdiction users of the household travel survey to have additional household samples in smaller geographic subareas to analyze specific aspects of daily travel behavior in these smaller geographic areas. In FY 2015, staff will continue to support users of TPB household travel survey data, update user documentation, provide technical assistance to the users of these survey data and begin planning for the next region-wide household travel survey.

The following work activities are proposed for FY 2015:

- Provide data, documentation, and technical support to users of 2007/2008 Regional Household Travel Survey and 2011-2014 Geographically-Focused Household Travel Surveys. Update user documentation as required.
- **Collect household travel survey data for 2,400 households in six focused geographic subareas of the region for more intensive analysis of specific growth and transportation issues. Examples of focused geographic subarea could include Metrorail station areas of a specific type, highway corridors with recent or planned major improvements, proposed light rail study area, or regional activity centers of with specific characteristics. Proposed focused geographic subareas for 2013 include: (1) Federal Center/Southwest/Navy Yard in DC (2) H Street Corridor NE in DC (3) Silver Spring in Montgomery County (4) US 1/Green Line in Prince George's County (5) City of Fairfax and (6) City of Manassas. The proposed geographic subareas will be reviewed and subject to refinement by the TPB Technical Committee and local jurisdiction planning staff.**
- **Collect household travel survey data for 2,400 households in six focused geographic subareas of the region for more intensive analysis of specific growth and transportation issues. Examples of focused geographic subarea could include Metrorail station areas of a specific type, highway corridors with recent or planned major improvements, proposed light rail study area, or regional activity centers of with specific characteristics. Proposed focused geographic subareas for FY 2014 include: (1) St Elizabeths/Anacostia (2) Fort Totten (3) Greenbelt (4) Kentlands (5) Tysons (6) Leesburg. The proposed geographic subareas will be reviewed and subject to refinement by the TPB Technical Committee and local jurisdiction planning staff.**
- Complete the processing and analysis of data collected in the 2014 Geographically-Focused Household Travel Surveys to support analysis of regional growth and transportation issues of topical interest to the members of the TPB. Prepare information reports on various aspects of daily household and vehicle travel in the region.

- Update vehicle flows and commuter rail ridership across the external cordon for the TPB modeled area with data from third party vehicle trip data providers and commuter rail operators.
- Begin planning and seek funding for a large sample methodologically enhanced activity-based region-wide household travel survey to begin in FY 2016-FY2017. The pre-test and data collection for the methodologically enhanced activity-based region-wide household survey will not begin until funding for the full survey can be identified. It is currently estimated that between \$2.1 and \$2.6 million in funding will be needed to collect survey data from approximately 10,000 households in the TPB modeled area.

Oversight: Travel Forecasting Subcommittee

Estimated Cost: \$727,500  
**\$800,000 carryover from FY 2014**  
**\$1,527,500 total**

Product: Household Travel Survey Data Collection and Processing, Household Travel Survey Analyses, Information Reports and Technical Memorandum, Maintenance of Travel Survey Data and Documentation, Planning for Region-Wide Household Survey

Schedule: June 2015

## 6. TECHNICAL ASSISTANCE

### A. DISTRICT OF COLUMBIA

#### 4. Other Tasks To Be Defined

Cost Estimate: \$115,470  
**19,833 carryover from FY 2014**  
**\$135,303 total**

**TOTAL DISTRICT OF COLUMBIA COST ESTIMATE: \$360,470**  
**19,833 carryover from FY 2014**  
**\$380,303 total**

### B. MARYLAND

#### 1. Program Development Management

This work task will account for DTP staff time associated with the administration of this Technical Assistance work program throughout the year. Work activities would involve meetings with participating agencies to discuss proposed/new projects, development of monthly progress reports, budgetary reporting and technical quality control. This work task also includes staff time needed for the development of the annual planning work program.

Cost Estimate: \$15,000  
**10,000 carryover from FY 2014**  
\$25,000 total

Schedule: On-going activity

## 2. Project Planning Studies

This work task will account for DTP staff time associated with the development of scopes of work, interagency coordination, and technical analyses associated with travel demand modeling, evaluation of alternatives and coordination with other governmental entities and consultants. It is anticipated that technical work will continue on the MD 586 and MD 97 BRT transit corridors and potentially start work on the I-495 multimodal corridor. This work element also anticipates technical work on new planning studies administered by MDOT, MD SHA and other agencies.

Cost Estimate: \$100,000  
**80,000 carryover from FY 2014**  
\$180,000 total

Schedule: On-going activity

## 3. Feasibility/Special Studies

This work task will provide funding to support technical support on feasibility/special studies as requested by MDOT, SHA and other agencies. Work may include but not limited to technical support in ongoing corridor/subarea studies, initiation of new studies ranging from major new corridor analyses to the development of travel demand forecasts for individual facilities and scenario analyses. Project authorizations may occur throughout the fiscal year as priorities dictate to address transportation planning initiatives and strategic goals of MDOT, SHA and other agencies.

Cost Estimate: \$200,000

Schedule: On-going activity

## 4. Transportation Performance Measures

This work task will provide funding to support technical support on assessing the performance of the transportation network by assessing the congestion levels of freeway and arterial segments in accordance with MAP-21 mandates. In addition, accessibility and connectivity issues at a subarea level of analysis may be assessed as well as network bottlenecks. Finally, operational assessments of the area network may be conducted in support of planning studies.

Cost Estimate: \$100,000  
**50,000 carryover from FY 2014**  
\$150,000 total

Schedule: On-going activity

5. Miscellaneous Technical Support

This work task will support technical work associated with several pursuits of MDOT and MD SHA that cannot fit into the previous work tasks. It is envisioned that Transit Oriented Development (TOD) studies, statewide model support, GIS Applications, scenario studies, SHRP2 Capacity and Reliability Product Implementation assessments, and possibly freight/special generator studies may be conducted as part of this work task.

Cost Estimate: \$65,000  
**80,000 carryover from FY 2014**  
\$145,000 total

Schedule: On-going activity

6. Transportation / Land Use Connections Program

The Transportation / Land Use Connections (TLC) program is an effort to provide technical assistance to local governments in the Washington region in order to facilitate integrating land use and transportation planning at the community level. Begun as a 6 month regional pilot program in January 2007, the project was very well received. It was not only continued in subsequent years, but Maryland supplemented the regional effort with additional funds.

Cost Estimate: \$160,000  
Product: Grant awards, technical reports from contractors  
Schedule: June 2014

7. Human Services Transportation Study Follow-on and Support

**In FY2013 a human service transportation coordination study identified alternate service delivery models and funding mechanisms for the regional MetroAccess paratransit service, with a focus on Suburban Maryland. The study identified potential human service transportation coordination models and recommended an action plan for a pilot project with non-profit agencies serving people with developmental disabilities in Suburban Maryland. The study was jointly funded under the FY2013 UPWP Maryland and WMATA Technical Assistance work elements and was facilitated by the TPB staff. In FY2014, TPB staff will provide follow-up to the study, including additional work with MDOT, MTA, non-profit agencies, and private transportation providers to assist with implementation of the action plan. Additional work could include research, data collection, and stakeholder meetings to advance the action plan, and assessing existing MetroAccess alternatives in Suburban Maryland to support high quality and cost efficient transportation for people with disabilities.**

Cost Estimate: \$40,000 carryover from FY 2014

**Schedule: June 2014**

8. Other Tasks yet to be defined

Other tasks are anticipated but not yet defined. This project is established to account for TPB staff time spent in responding to requests for technical assistance by MDOT, SHA, other modal agencies and jurisdictions whose scope of work or characteristics do not conform to the other work tasks of the Maryland Technical Assistance Program. Work under this project will be performed upon authorization by MDOT, SHA and/or other modal agencies and jurisdictions.

Cost Estimate: \$6,043  
**10,024 carryover from FY 2014**  
\$16,067 total

**TOTAL MARYLAND COST ESTIMATE:** \$646,043  
**\$270,024 carryover from FY 2014**  
**\$916,067 total**

C. VIRGINIA

1. Data/Documentation Processing

This work element accounts for DTP staff time associated with the administration of this Technical Assistance work program throughout the year. Work activities would involve meetings with participating agencies to discuss proposed/new projects, development of monthly progress reports, budgetary reporting and technical quality control. This work task also includes staff time to process requests for data/documents from Northern Virginia as advised by VDOT throughout the year.

Cost Estimate: \$15,000  
**\$8,000 carryover from FY 2014**  
\$23,000 total

Product: Data, documentation, scopes of work, progress reports

2. Travel Monitoring and Survey

This program will fund the ongoing continuous travel monitoring program for major commuting routes in Northern Virginia, with a goal of sampling each route on a 2-3 year cycle. Collected data and analysis may include volume and occupancy data, travel time data, and other information. The program will also include collection of bicycle and pedestrian data at various locations throughout Northern Virginia, as identified by VDOT.

Cost Estimate: \$200,000

Products: Program management plan, data and analysis, technical memorandum

Schedule: On-going activity

### 3. Travel Demand Modeling

This project is designed to assist VDOT in the development of, and the evaluation of results from the regional transportation travel demand model, as adapted for its use by VDOT. Specific tasks undertaken will be identified throughout the year and are likely to include: developing forecasts and/or extracting specific information from the regional model forecasts for specific scenarios/options evolving out of ongoing studies and/or project planning efforts; and assistance with documentation, training and customization of the regional travel demand forecasting model for the Northern Virginia sub-area per VDOT's requirements.

Cost Estimate: \$109,195  
**59,972 carryover from FY14**  
\$169,167 total

Products: Model output, technical memoranda.

Schedule: On-going activity

### 4. Regional and Sub-regional Studies

This project provides support for technical analysis for planning studies throughout the year as identified and requested VDOT and/or VDRPT. Work may include but not be limited to technical support in ongoing corridor/subarea studies, and initiation of new studies ranging from major new corridor analyses to the development of travel demand forecasts for individual facilities. Tasks undertaken under this work element may involve staff assisting VDOT in the review and/or analysis of Section 527 reports. Staff may also assist VDOT in its work on a system-wide evaluation designed to provide information relating to the effectiveness of ongoing and planned projects and programs aimed at addressing the congestion and mobility challenges in Northern Virginia.

Cost Estimate: \$240,000  
**256,119 carryover from FY 2014**  
\$505,119 total

Products: Travel demand modeling and technical analysis in support of Northern Virginia regional and sub-regional planning studies

Schedule: On-going activity

### 5. Other Tasks to be Defined

Other tasks anticipated but not yet defined.

**TOTAL VIRGINIA COST ESTIMATE:** \$564,195  
**333,091 carryover from FY 2014**

**\$897,286 total**

D. WMATA

4. Other Tasks to be Defined

Other tasks anticipated but not yet defined

Cost Estimate:       **\$26,700**

**TOTAL WMATA COST ESTIMATE:       \$222,895**  
  **26,700 carryover from FY 2014**  
  **\$249,595 total**



**ITEM 8 - Action**  
March 19, 2014

Approval of FY 2015 Unified Planning Work Program (UPWP)

**Staff**

**Recommendation:** Receive briefing on the final UPWP for FY 2015 (July 1, 2014 through June 30, 2015) and adopt Resolution R13-2014 to approve it.

**Issues:** None

**Background:** The TPB was briefed on the outline and budget at the January 15, 2014 meeting. The draft FY 2015 UPWP was released for public comment on February 13. The Technical Committee reviewed the outline and budget on January 3 and reviewed the draft document on February 7. On March 7, the Technical Committee reviewed the proposed carryover activities and budgets from FY 2014 and recommended approval of the FY 2015 UPWP and the FY 2015 carryover activities and budgets by the TPB.



TPB R13-2014  
March 19, 2014

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD  
777 NORTH CAPITOL STREET, N.E.  
WASHINGTON, D.C. 20002-4201**

**RESOLUTION APPROVING THE FY 2015 UNIFIED PLANNING WORK PROGRAM  
FOR TRANSPORTATION PLANNING**

**WHEREAS**, the Joint Planning Regulations issued February 14, 2007 by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) require a Unified Planning Work Program (UPWP) for Transportation Planning; and

**WHEREAS**, the Unified Planning Work Program is required as a basis and condition for all funding assistance for transportation planning to state, local and regional agencies by the FTA and FHWA; and

**WHEREAS**, the FY 2014 Unified Planning Work Program for Transportation Planning for the Washington Metropolitan Region was approved by the Transportation Planning Board (TPB) on March 20, 2013; and

**WHEREAS**, on February 13, 2014, the TPB released the draft FY 2015 UPWP for public comment; and

**WHEREAS**, the TPB Technical Committee reviewed the outline and budget on January 3, 2014 and the draft document on February 7, and recommended approval by the TPB of the final draft FY 2015 UPWP at its meeting on March 7; and

**WHEREAS**, on March 19, 2014, the TPB adopted resolution R12-2014 which identifies certain projects for carryover funding from FY 2014 to FY 2015, and these projects and budgets will be incorporated into the final version of the FY 2015 UPWP;

**NOW, THEREFORE, BE IT RESOLVED THAT** the National Capital Region Transportation Planning Board approves the FY 2015 Unified Planning Work Program for Transportation Planning for the Metropolitan Washington Region.



**NATIONAL CAPITAL REGION  
TRANSPORTATION PLANNING BOARD**

**FY 2015**

**UNIFIED PLANNING WORK PROGRAM  
FOR TRANSPORTATION PLANNING  
FOR THE  
WASHINGTON METROPOLITAN REGION**

**DRAFT**

**March 19, 2014**

The preparation of this program was financially aided through grants from the District of Columbia Department of Transportation; Maryland Department of Transportation; Virginia Department of Transportation; U.S. Department of Transportation, Federal Highway Administration; and the U.S. Department of Transportation, Federal Transit Administration, under the Federal Transit Act.



## TABLE OF CONTENTS

I.	INTRODUCTION	
	Purpose .....	1
	Planning Requirements.....	1
	Regional Planning Goals .....	2
	Addressing Changing Planning Priorities.....	3
	Responsibilities for Transportation Planning.....	4
	FY 2015 Regional Planning Priorities .....	5
	Total Proposed Funding By Federal Sources for FY 2015.....	15
II.	PROPOSED FY 2015 TPB WORK PROGRAM AND BUDGET	
	Program Structure .....	19
	Work Activity Budgets.....	20
III.	Major Work Activities	
	1. Plan Support.....	27
	2. Coordination and Programs .....	41
	3. Forecasting Applications.....	54
	4. Development of Networks and Models .....	61
	5. Travel Monitoring .....	66
	6. Technical Assistance .....	71
	District of Columbia .....	71
	Maryland .....	72
	Virginia .....	75
	WMATA.....	76
	7. Continuous Airport Systems Planning Program .....	79

8. Service/Special Projects .....	81
IV. Proposed FY 2015 State Transportation Agency State Planning and Research Programs (SPR) .....	83
District of Columbia.....	85
Maryland .....	86
Virginia.....	89
V. Appendix .....	93

**LIST OF TABLES**

1. FY 2015 TPB Proposed Funding by State and Local Sources .....	17
2. TPB FY 2015 Work Program by Funding Sources .....	23
3. TPB FY 2015 Budget and Work Program by Expenditure Category .....	24

**LIST OF FIGURES**

1. Organizations Represented on the TPB and/or its Technical Committees.....	7
2. Membership of the National Capital Region Transportation Planning Board .....	8
3. Transportation Planning and Programming Responsibilities .....	9
4. Transportation Planning Studies Within the Washington Metropolitan Area 2014.....	10
5. Overview of Planning Products and Supporting Activities .....	21
6. Visual Representation of UPWP Work Activity Relationships.....	22
7. TPB Committee Structure .....	25



## **I. INTRODUCTION**

### **Purpose**

The **FY 2015 Unified Planning Work Program (UPWP) for Transportation Planning for the Washington Metropolitan Region** incorporates in one document all federally assisted state, regional, and local transportation planning activities proposed to be undertaken in the region from July 1, 2014 through June 30, 2015. The UPWP provides a mechanism for the coordination of transportation planning activities in the region, and is required as a basis and condition for all federal funding assistance for transportation planning by the joint planning regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

This work program describes all transportation planning activities utilizing federal funding, including Title I Section 112 metropolitan planning funds, Title III Section 5303 metropolitan planning funds, and Federal Aviation Administration Continuing Airport System Planning (CASP) funds. It identifies state and local matching dollars for these federal planning programs, as well as other closely related planning projects utilizing state and local funds.

### **Planning Requirements**

The planning activities outlined in this work program respond to a variety of regulatory requirements. The Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) of 2005 defines the structure of the metropolitan planning process. On February 14, 2007, the FHWA and FTA issued final regulations regarding metropolitan planning in response to SAFETEA-LU. The Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Act, which became law on July 6, 2012, made some important modifications to the metropolitan planning process, primarily requiring metropolitan planning organizations (MPOs) to establish and use a performance-based approach to transportation decision making and development of transportation plans. This work program has been developed to comply with the MAP-21 requirements regarding metropolitan planning. After the FHWA and FTA proposed regulations on MPO planning are issued, the proposed activities will be reviewed to identify revisions that may be necessary to comply with the final regulations.

On November 17, 2010, the TPB approved the 2010 Financially Constrained Long Range Transportation Plan (CLRP) for the National Capital Region. On May 5, 2011, FHWA and FTA transmitted their final Certification Report on the TPB planning process which found that “the metropolitan planning process of the Washington, DC-VA-MD TMA, conducted by the MWCOC Transportation Planning Board and the Fredericksburg Metropolitan Area Metropolitan Planning Organization, conditionally meets the requirements of the Metropolitan Planning Rule at 23 CFR Part 450 Subpart C and 49 CFR Part 613. The FHWA and the FTA are, therefore, jointly certifying the transportation planning process, subject to implementation of the Recommendations and Corrective Actions within the next 18 months.” The report included 11 TPB recommendations and 3 FAMPO recommendations. The report also had 4 corrective actions that FAMPO must address. All of the recommendations and corrective actions have been addressed and a report on their implementation was submitted to FTA and FHWA on July 18, 2012.

On November 16, 2011, the TPB approved the 2011 CLRP. In a February 17, 2012 letter, FHWA and FTA found that the 2011 CLRP conforms to the region's State Implementation Plans. On July 18, 2012, the TPB approved the 2012 CLRP and FY 2013-2018 TIP. In a September 28, 2012 letter, FHWA and FTA found that the 2012 CLRP and FY 2013-2018 TIP conform to the region's State Implementation Plans. On July 17, 2013, the TPB approved the 2013 CLRP and FY 2013-2018 TIP. In a January 22, 2014 letter, FHWA and FTA found that the 2013 CLRP and FY 2013-2018 TIP conform to the region's State Implementation Plans.

The Clean Air Act Amendments (CAAA) of 1990 requires that the transportation actions and projects in the CLRP and Transportation Improvement Program (TIP) support the attainment of federal health standards for ozone. The CLRP and TIP have to meet specific requirements as specified by the Environmental Protection Agency (EPA) regulations issued on November 24, 1993, with amendments on August 15, 1997 and supplemental guidance on May 14, 1999, regarding criteria and procedures for determining air quality conformity of transportation plans, programs and projects funded or approved by the FHWA and FTA. These conformity requirements are also addressed in this document.

## **Regional Planning Goals**

In 1998, the TPB adopted a set of policy goals that have since served to guide its planning work program. These goals are:

- The Washington metropolitan region's transportation system will provide reasonable access at reasonable cost to everyone in the region.
- The Washington metropolitan region will develop, implement, and maintain an interconnected transportation system that enhances quality of life and promotes a strong and growing economy throughout the entire region, including a healthy regional core and dynamic regional activity centers with a mix of jobs, housing, services and recreation in a walkable environment.
- The Washington metropolitan region's transportation system will give priority to management, performance, maintenance, and safety of all modes and facilities.
- The Washington metropolitan region will use the best available technology to maximize system effectiveness.
- The Washington metropolitan region will plan and develop a transportation system that enhances and protects the region's natural environmental quality, cultural and historic resources, and communities.
- The Washington metropolitan region will achieve better inter- jurisdictional coordination of transportation and land use planning.
- The Washington metropolitan region will achieve enhanced funding mechanisms for regional and local transportation system priorities that cannot be implemented with current and forecasted federal, state, and local funding.
- The Washington metropolitan region will support options for international and inter-regional travel and commerce.

Known as the TPB Vision, these goals are broad in scope, and also encompass a variety of strategies and objectives. Together, these goals, strategies, and objectives provide a

framework for setting out core principles for regional transportation planning. MAP-21 requires the planning process to consider projects and strategies that address eight planning factors. These eight planning factors are encompassed by the TPB Vision's policy goals and are considered when developing the CLRP. Each planning factor is included in one or more of the TPB Vision goals, objectives and strategies, except for security, which is implicitly addressed in the TPB Vision.

## **Addressing Changing Planning Priorities**

### MAP-21 Requirements

MAP-21 calls for metropolitan planning organizations, public transportation providers and states **to establish and use a performance-based approach to transportation decision making to support seven national goals**. The USDOT must establish performance measures related to seven goal areas for the federal-aid highway system by April 1, 2014. The goal areas include: safety, infrastructure, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays. The goal areas for public transportation address transit safety and transit asset management.

The states then have a year (April 1, 2015) to establish performance targets in support of those measures; and the MPO subsequently has 180 days (October 1, 2015) to establish performance targets coordinated with those of the states and public transportation providers. After these targets are set, the metropolitan transportation plan and the transportation improvement program (TIP) are required to include a description of the performance measures and targets used in assessing the performance of the transportation system. The metropolitan transportation plan will also have to include a system performance report evaluating the condition and performance of the transportation system with respect to the established targets. The TIP is also required to include a description of the anticipated effect of the TIP toward achieving the performance targets set in the plan.

MAP-21 establishes two new programs administered by the state DOTs to fund a variety of projects. The TPB will have an important supporting role in the planning and selection of the projects funded under the new Transportation Alternatives Program and the new Section 5310 Enhanced Mobility Program.

In addition to the changing federal context, other factors that influence activities in this work plan are regional in scope. For example, on January 15, 2014, after a three-year process, the TPB approved the Regional Transportation Priorities Plan (RTPP) for the National Capital Region. The Priorities Plan developed a comprehensive set of regional transportation goals and challenges, and then identified three regional priorities that local, state, and regional agencies should consider when developing projects. By FY 2015, it is anticipated that the Priorities Plan will influence policy actions, funding strategies and potential projects considered for potential incorporation into the CLRP.

Regional and federal factors that are non-regulatory may evolve from one year to the next, but are nonetheless influential in the planning activities that are conducted and described in this work program. As these factors continue to evolve, the UPWP is adjusted annually to

focus on new and emerging priorities. This UPWP builds upon the previous UPWP, and is the result of close cooperation among the transportation agencies in the region. This UPWP was prepared with the involvement of these agencies, acting through the TPB, the TPB Technical Committee and its subcommittees. This UPWP details the planning activities that must be accomplished to address the annual planning requirements such as preparing the TIP and a Congestion Management System. It also describes the tasks required to meet the approval dates for the region's CLRP and the TIPs, and outlines the activities for the subsequent years.

## **Responsibilities for Transportation Planning**

The National Capital Region Transportation Planning Board (TPB) is the organization responsible for conducting the continuing, cooperative, comprehensive (3-C) transportation planning process for the Metropolitan Washington Region in accordance with requirements of MAP-21. The TPB is the official Metropolitan Planning Organization (MPO) for transportation planning for the Washington metropolitan region, designated by the Governors of Maryland and Virginia and the Mayor of the District of Columbia.

The TPB is composed of representatives from the 20 cities and counties, including the District of Columbia, that are members of the Metropolitan Washington Council of Governments (COG), the two state and the District transportation agencies, the Washington Metropolitan Area Transit Authority (WMATA), the Metropolitan Washington Airports Authority (MWAA), four federal agencies, the General Assemblies of Maryland and Virginia, and private transportation service providers. When matters of particular importance are before the TPB, a special voting procedure may be invoked that weights the votes of local jurisdiction members according to population.

Figure 1 lists the organizations represented on the TPB and its Technical Committees. Figure 2 shows the geographical location of each of the participating local jurisdictions. The TPB also serves as the transportation policy committee of COG. This relationship serves to ensure that transportation planning is integrated with comprehensive metropolitan planning and development, and is responsive to the needs of the local governments in the area.

Policy coordination of regional highway, transit, bicycle, pedestrian and intermodal planning is the responsibility of the TPB. This coordinated planning is supported by the three departments of transportation (DOTs), FTA, FHWA, and the member governments of COG. The TPB coordinates, reviews, and approves work programs for all proposed federally assisted technical studies as part of the UPWP. The relationship among land use, environmental and transportation planning for the area is established through the continuing coordinated land-use, environmental and transportation planning work programs of COG and TPB. Policy coordination of land use and transportation planning is the responsibility of COG, through its Metropolitan Development Policy Committee (MDPC) and the Transportation Planning Board. COG's regional land use cooperative forecasts are consistent with the adopted regional Long Range Transportation Plan.

The chairman of the TPB and the state transportation directors are members of the Metropolitan Washington Air Quality Committee (MWAQC), which was formed under the authority of the governors of Maryland and Virginia, and the mayor of the District of Columbia

to recommend the region's air quality plans. These recommendations will be forwarded to the governors and mayor for inclusion in the State Implementation Plans (SIPs) they submit to EPA.

In the Washington Metropolitan region, the roles and responsibilities involving the TPB, the three state DOTs, the local government transportation agencies, WMATA, and the local government public transportation operators for cooperatively carrying out state transportation planning and programming have been established over several years. As required under the final planning regulations, the TPB, the state DOTs and the public transportation operators have documented their transportation planning roles and responsibilities in the Washington Metropolitan Region in a Memorandum of Understanding (MOU) that was executed by all parties on January 16, 2008. The MOU is included in the Appendix and the responsibilities for the primary planning and programming activities are indicated in Figure 3.

Also in the Appendix is an agreement involving the TPB and Charles and Calvert counties in Maryland regarding consistency and conformity of their plans, programs and projects is included in the UPWP.

Included in the Appendix is the 2004 agreement between the TPB and the Fredericksburg Area MPO (FAMPO) in Virginia in which FAMPO committed to be responsible for meeting the TMA responsibilities for the transportation planning and programming requirements within the Metropolitan Washington Urbanized Area portion of Stafford County and producing the required planning documents on the TPB's current planning cycle.

Each year, the TPB Call for Projects document is transmitted to FAMPO requesting new and updated information on the projects located in the portion of Stafford County in the Washington DC TMA to be included in the update of the CLRP. FAMPO is also requested updated information on the Congestion Management System (CMS) for this portion of Stafford County. FAMPO transmits this information to TPB on the schedule included in the TPB Call for Projects document.

### **FY 2015 Regional Planning Priorities**

During FY 2014, a significant effort will be made to examine potential regional performance measures in coordination with the three state DOTs, WMATA and the local government public transportation operators to address the new MAP-21 planning regulations and performance management requirements for MPOs. With the completion in January 2014 of the three-year process to develop the RTPP, the focus will turn to assessing what policy actions, funding strategies and potential projects are proposed for inclusion in the CLRP. Efforts will continue to improve the coordination between land use and transportation planning. The TPB public participation process and technical planning procedures will also continue to be strengthened. In addition to these activities directly involving the TPB, a number of corridor studies and other planning studies and programs are underway throughout the region (see Figure 4).

## Figure 1

### ORGANIZATIONS REPRESENTED ON THE TPB AND/OR ITS TECHNICAL COMMITTEES

#### VIRGINIA

Arlington County	Northern Virginia Regional Commission
Fairfax County	Northern Virginia Transportation Commission
Loudoun County	Virginia Department of Transportation
Prince William County	Virginia Department of Rail and Public Transportation
City of Alexandria	Virginia Department of Aviation
City of Fairfax	Virginia General Assembly
City of Falls Church	Potomac and Rappahannock Transportation Commission
City of Manassas	
City of Manassas Park	
Northern Virginia Transportation Authority	

#### MARYLAND

Frederick County	City of Greenbelt
Montgomery County	City of Rockville
Prince George's County	City of Takoma Park
Charles County	The Maryland-National Capital Park and Planning Commission
City of Bowie	Maryland Department of Transportation
City of College Park	Maryland General Assembly
City of Frederick	
City of Gaithersburg	

#### DISTRICT OF COLUMBIA

D.C. Council  
D.C. Department of Transportation  
D.C. Office of Planning

#### REGIONAL, FEDERAL AND PRIVATE SECTOR

Washington Metropolitan Area Transit Authority  
Private Transportation Service Providers  
Metropolitan Washington Airports Authority  
Federal Highway Administration  
Federal Transit Administration  
National Capital Planning Commission  
National Park Service

**Figure 2:  
Membership of the  
National Capital Region  
Transportation Planning Board**



**Figure 3**

**TRANSPORTATION PLANNING AND PROGRAMMING RESPONSIBILITIES**

<b>RESPONSIBILITY</b>	<b>AGENCIES</b>
<b>UPWP Development</b>	TPB, DOTs, WMATA, Local Gov'ts
<b>Planning Certification</b>	TPB, DOTs
<b>Performance-based Planning</b>	TPB, DOTs, WMATA
Performance targets	TPB, DOTs, WMATA,
Performance monitoring	TPB, DOTs, WMATA,
<b>CLRP Development</b>	
Transportation/Land-Use Planning	TPB, MDPC, Local Gov'ts
Plan Inputs/Update	DOTs, WMATA, Local Gov'ts, NVTA, PRTC, FAMPO
Project Selection	TPB, DOTs, WMATA, and Local Gov'ts
Air Quality Conformity	TPB, FAMPO
Financial Plan	TPB, DOTs, WMATA
Congestion Management Process	TPB, DOTs, Local Gov'ts, FAMPO
Safety Element	TPB, DOTs, Local Gov'ts,
Participation Plan	TPB
Freight Plan	TPB, DOTs, Local Gov'ts.
<b>TIP Development</b>	
TIP Inputs	DOTs, WMATA, Local Gov'ts, NVTA, PRTC,
Project Selection	TPB, DOTs, WMATA
Air Quality Conformity	TPB, FAMPO
Financial Plan	TPB, DOTs, WMATA, Local Govt., NVTA, PRTC
Human Service Transportation	
Coordination Planning	TPB, WMATA, human services agencies
Private Enterprise Participation	TPB, WMATA, Local Gov'ts, NVTC/PRTC
Public Involvement Plan	TPB
Projects Fed Funding	TPB, DOTs, WMATA
<b>Air Quality 2010 Attainment Plan</b>	MWAQC, TPB, DOTs
CO <sub>2</sub> Mobile Emissions Reduction	WMATA, state AQ agencies
<b>Climate Change Adaptation</b>	TPB, DOTs, WMATA, Local Gov'ts
<b>Corridor Studies</b>	DOTs, WMATA, TPB
<b>Travel Demand Forecasting</b>	TPB
<b>Travel Monitoring</b>	TPB, DOTs, WMATA, Local Gov'ts



**Figure 4****TRANSPORTATION PLANNING STUDIES WITHIN THE WASHINGTON METROPOLITAN AREA 2014**

Name	Primary Agencies	Schedule	Products
<b>Regional</b>			
Update of Constrained Long-Range Plan	TPB, state DOTs, WMATA, local govts.	2014	CLRP
Station Area Plans (multiple stations)	WMATA	on-going	Plans
Station Access Studies (multiple stations)	WMATA	on-going	Plans
Priority Corridor Dev. Plans (multiple corridors)	WMATA	on-going	Plans
Bus Service Eval. Studies	WMATA	on-going	Studies
Bicycle and Pedestrian Phase III	WMATA	2014	Report
2040 Regional Transit System Plan	WMATA	2014	Report
2040 Regional Transit System Implementation Plan	WMATA	2014	Report
Policy Alternatives to the 2040 RTSP Build Network	WMATA	2014	Report
LRT/ Streetcar Interoperability	WMATA	on-going	Report
Metrobus Passenger Survey	WMATA/MWCOG	2014	Dataset, Report
Late-Night Bus Service	WMATA	2014	Report
Silver Spring Capacity Study	WMATA	2014	Report
Farragut West – Farragut North Passageway Study	WMATA	2014	Report
Metrobus Network Effectiveness Study	WMATA	2014	Report

<b>Figure 4 PLANNING STUDIES 2014 (Continued)</b>			
<b>Name</b>	<b>Primary Agencies</b>	<b>Schedule</b>	<b>Products</b>
Metrorail Line Load Application	WMATA	2014	Application
<b>Virginia</b>			
I 66 Tier 2 EIS (Outside the Beltway)	VDOT	2015	FEIS
Significant Projects Ratings Study (HB 599)	VDOT	2014	Ratings Report
Potomac River Crossings Planning Study	VDOT	2014	Demand Report
Buckland Area Study	VDOT	2015	Report
DACPMA Hwy. EA	VDOT	2014	EA Report
Bi County Parkway	VDOT	2014	FEIS
VA Rte. 28 Study	VDOT	2015	Improvement Options
Fairfax County Pkwy Study Phase 1	VDOT	2015	Near-term Operational Improvements
US 1 Multimodal Alternative Analysis Study	VDRPT	FY2015	Recommended NEPA Action Documentation 2014 and environmental work/project development
VRE Extension to Gainesville	VRE	2015	NEPA Document
Columbia Pike Streecar - NEPA	Arlington Co. Fairfax Co.	2015	NEPA
<b>Maryland</b>			
Capital Beltway Study	MDOT, VDOT, Montgomery & Prince George's Counties	On-hold	DEIS

<b>Figure 4 PLANNING STUDIES 2014 (Continued)</b>			
<b>Name</b>	<b>Primary Agencies</b>	<b>Schedule</b>	<b>Products</b>
I-270 Multi-Modal Corridor Study - Highway	MDOT/SHA, Montgomery & Frederick Counties	On-hold	FEIS
Corridor Cities Transitway Study	MDOT/MTA	2015	EA/FONSI
Purple Line (Bethesda to Silver Spring/ Silver Spring to New Carrollton)	MDOT/MTA	2014	FEIS
Southern Maryland Transit Study	MDOT/MTA	2015	Report
MD 5 Transportation Study( I-495 to US 301)	MDOT/SHA	2014	DEIS
US 301 Waldorf Study (US 301from T.B. to south of Waldorf)	MDOT/SHA	2014	Feasibility Study
MD 223 Corridor Study (Steed Road to MD 4)	MDOT/SHA	2014	Report
MD 97 Safety Accessibility Study (16th Street to Forest Glen Road)	MDOT/SHA/MTA	2015	Not Determined
MD 97 (BRT) (Glenmont Metro to Montgomery General Hospital – Olney)	MDOT/SHA/MTA	2014	Not Determined
MD 586 Viers Mill BRT	MDOT/SHA/MTA	2015	DEIS
US 301 Planning for Operations Study (US 50 to Potomac River)	MDOT/SHA	2015	Report
I-270 Planning for Operations Study (I-495 To MD 109)	MDOT/SHA	2015	Report
Region-wide Bus on Shoulder Feasibility	MDOT/MTA/SHA WMATA/VDOT/ Counties	2014	Report

<b>Figure 4 PLANNING STUDIES 2014 (Continued)</b>			
<b>Name</b>	<b>Primary Agencies</b>	<b>Schedule</b>	<b>Products</b>
MD 28 Corridor Study MD 97 to I-95	MDOT/SHA	2017	Not Determined
Montgomery County BRT Study	MDOT/MTA/SHA	tbd	Not Determined
<b>District of Columbia</b>	14th Street Bridge	FHWA, DDOT,	on-going EIS
Feasibility Study	VDOT		
South Capitol Street (EIS)/AWI	DDOT	on-going	EIS
First Place and Galloway NE Redesign (Fort Totten Metrorail Station)	DDOT/WMATA	on-going	Report/Design
Citywide Travel Demand	DDOT	on-going	Travel Model
Great Streets Program	DDOT	on-going	Design
Managed Lane Study	DDOT	2014	NEPA
DC Streetcar- Anacostia Ext EA and Section 106	DDOT/FTA/FHWA	2014	EA & Sec 106
DC Streetcar - Union Station to Georgetown	DDOT/FTA/FHWA	2014	NEPA
DC Streetcar- Benning Rd Ext Environmental	DDOT/FTA/FHWA	2014	EA
DC Streetcar – M Street Ext Environmental	DDOT/FTA /FHWA	2014	EA
Virginia Avenue Tunnel	CSX/FHWA/DDOT	2014	EIS
Long Bridge Study	DDOT/ FRA	2014	Study
Long Bridge Environmental	DDOT / FRA	2014	NEPA
C Street N.E. Implementation Study	DDOT	2014	Study

<b>Figure 4 PLANNING STUDIES 2014 (Continued)</b>			
<b>Name</b>	<b>Primary Agencies</b>	<b>Schedule</b>	<b>Products</b>
moveDC	DDOT	2014	Plan
DC Streetcar System Plan (2014 Update)	DDOT	2014	Plan
Metropolitan Branch Trail Fort Totten to Eastern Avenue Concept Study	DDOT	2014	Study
Southeast/Southwest Special Events Study	DDOT	2014	Study
State Freight Plan	DDOT	2014	Plan
North South Corridor Study	DDOT	2014	Study



## **Total Proposed Funding by Federal Source for FY 2015**

Proposed federal funding for the transportation planning activities in this UPWP relies upon five sources: FTA Section 5303, FHWA Section 112, FAA Continuous Airport System Planning (CASP), FHWA State Planning and Research (SPR) and special federal funding. The proposed funding amounts (including state and local matching funds) for the TPB work program are shown in Table 1 on page 17.

The new FY 2015 funding level in Table 1 under the "FTA Section 5303" column is assumed to be the same as the FY 2014 level, and new funding under the "FHWA Section 112" column is assumed to be the same as the FY 2014. The total FY 2015 budget for the Basic Program with unobligated funding from FY 2013 is assumed to be the same as the FY 2014 total. The FY 2015 funding levels and budget will be amended in the fall after the new federal funding amounts are determined.





**TABLE 1**  
**FY 2015 TPB PROPOSED FUNDING BY FEDERAL, STATE AND LOCAL SOURCES**  
**(July 1, 2014 to June 30, 2015)**

	FTA SECT 5303 80% FED & 20% STA/ LOC	FHWA SECT 112 80% FED & 20% STA/ LOC	FAA CASP 90% FED & 10% LOC	TOTALS
<b>ALLOTMENTS PROVIDED BY DDOT</b>				
<b>NEW FY 2015</b>	521,703	2,148,445		2,670,148
<b>UNOBLIGATED FY 2013</b>	28,123	116,540		144,663
<b>CARRYOVER FY 2014</b>				0
<b>SUBTOTAL</b>	549,826	2,264,985		2,814,811
<b>ALLOTMENTS PROVIDED BY MDOT</b>				
<b>NEW FY 2015</b>	1,253,735	3,531,767		4,785,502
<b>UNOBLIGATED FY 2013</b>	152,328	374,130		526,458
<b>CARRYOVER FY 2014</b>				0
<b>SUBTOTAL</b>	1,406,063	3,905,897		5,311,960
<b>ALLOTMENTS PROVIDED BY VDRPT &amp; VDOT</b>				
<b>NEW FY 2015</b>	1,010,540	3,168,679		4,179,219
<b>UNOBLIGATED FY 2013</b>	72,000	332,689		404,689
<b>CARRYOVER FY 2014</b>				0
<b>SUBTOTAL</b>	1,082,540	3,501,368		4,583,908
<b>TPB BASIC PROGRAM</b>				
<b>TOTAL NEW FY 2015</b>	2,785,978	8,848,891		11,634,869
<b>TOTAL UNOBLIGATED FY 2013</b>	252,451	823,359		1,075,810
<b>SUBTOTAL</b>	3,038,429	9,672,250		12,710,679
<b>TOTAL CARRYOVER FY 2014</b>	0	0		0
<b>TOTAL BASIC PROGRAM</b>	3,038,429	9,672,250		12,710,679
<b>GRAND TOTAL</b>	3,038,429	9,672,250	\$232,000	12,942,679

"New FY2015 funds" are newly authorized funds for the FY2015 UPWP

"Unobligated FY2013 funds" are unexpended funds from the completed FY2013 UPWP

"Carryover FY2014 funds" are programmed from the FY2014 UPWP to complete specific work tasks in the FY2014 UPWP



## II. PROPOSED FY 2015 TPB WORK PROGRAM AND BUDGET

### Program Structure

The TPB is responsible for the federally required planning process, serves as a forum for regional coordination, and provides technical resources for decision-making. This work program presents the work activities that support the TPB responsibilities. This work program comprises seven major activities and follows the structure in the FY 2014 program. These work activities include: (1) Plan Support; (2) Coordination and Programs; (3) Forecasting Applications; (4) Development of Networks/Models; (5) Travel Monitoring; (6) Technical Assistance; and (7) Continuous Airport System Planning. The tasks to be completed under each of the work activities are described in the following sections. The staff of the COG Department of Transportation Planning will carry out these activities, with the assistance of staff in other COG departments and supplementary consultant support.

The work program has been structured to clearly identify the specific work products to be developed, the linkages between them, and the TPB entity responsible for oversight of the products. Figures 5 and 6 on pages 21-22 illustrates the relationship between and among the TPB work activities.

The first major activity, **Plan Support** includes the preparation and coordination of the policy and planning products necessary for conducting an effective transportation planning process for the region. The UPWP, the transportation improvement program (TIP) and the financially-constrained long-range plan (CLRP) are required by federal law and regulations. The development of the CLRP and TIP will comply with the requirements in MAP-21.

The second major activity, **Coordination and Programs**, includes related activities such as the regional congestion management process (CMP), safety planning, management, operations and technology, emergency preparedness, freight planning, regional bus planning, and bicycle and pedestrian planning. These activities will address the development of new performance measures and targets required in MAP-21. Public participation applies to all of the policy products. Human services transportation coordination planning incorporates the MPO role in the new MAP-21 FTA Section 5310 Enhanced Mobility program for elderly persons and persons with disabilities. The Transportation /Land Use Connection (TLC) Program supports the improvement of coordination between land use and transportation planning and incorporates the MPO role in the new MAP-21 Transportation Alternatives Program.

The third major activity, **Forecasting Applications**, includes forecasting applications such as air quality conformity and regional studies to provide the substantive inputs for the policy products.

The fourth major activity, **Development of Networks and Models** interacts with **Travel Monitoring**, the fifth major activity. Together, these activities provide empirical travel information from congestion monitoring and survey and analysis activities. Both products and methods activities provide input for the technical products.

The sixth major activity, **Technical Assistance**, activity responds to requests from state and local governments and transit operating agencies for applying TPB methods and data

to support corridor, project, and sub-area transportation and land use studies related to regional transportation planning priorities.

Finally, the seventh major activity, **Continuous Airport System Planning (CASP)** utilizes the methods and data work activities for airport and airport-serving facilities in the region.

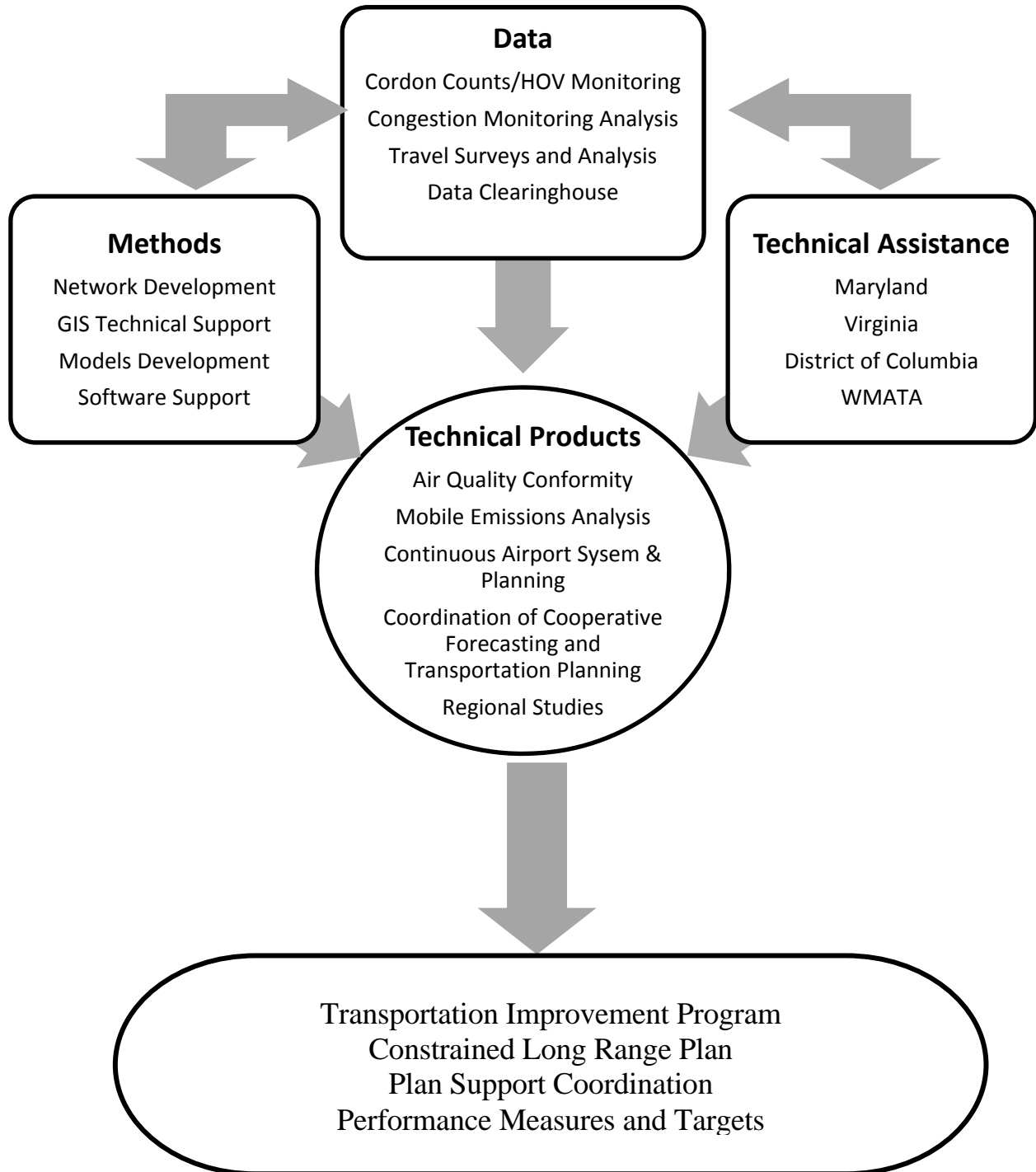
### **Work Activity Budgets**

The proposed budget levels by funding source, which include FTA and FHWA funds together with state and local match, are shown in Table 2 on page 23. The TPB committee structure is shown in Figure 6 on page 25. The TPB committee or sub-committee responsible for the specific work activities listed in Table 2 are shown under the descriptions for each task starting on page 27. A detailed breakdown of staffing, consultant costs and other budgetary requirements is provided in Table 3 on page 24.

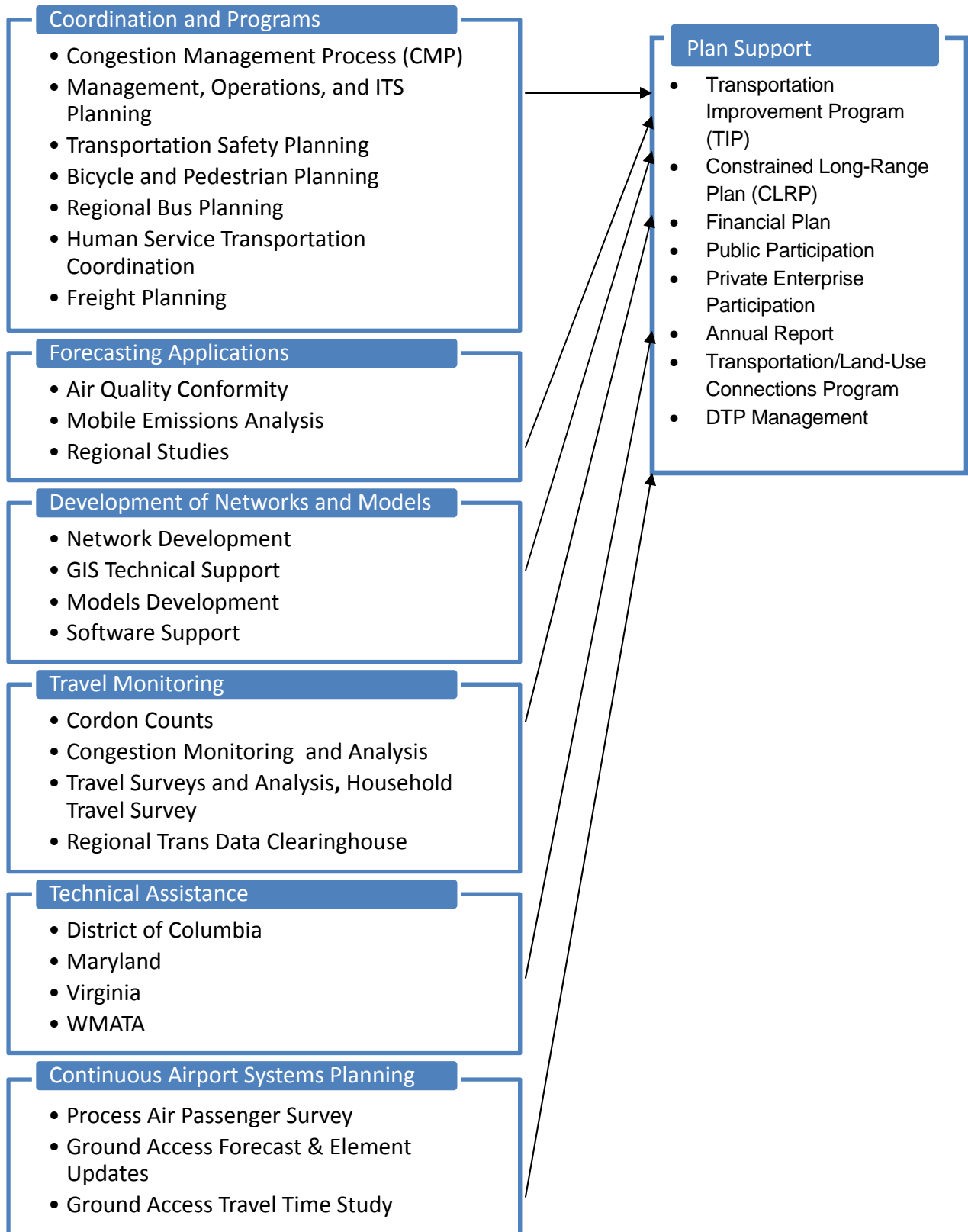
Funding for the TPB Basic Work Program is similar to the FY 2014 level. The FY 2015 UPWP continues and modifies several work activities in the FY 2014 UPWP to address MAP-21 requirements. The structure and content of this work program are summarized as follows:

- **Under Section 1 - Plan Support**, all of the activities have been conducted on an annual basis in previous years. The development of the CLRP and TIP will comply with the requirements in MAP-21.
- **Under Section 2 - Coordination Planning**, all of the activities have been conducted on an annual basis in previous years and will address the development of new performance measures and targets required in MAP-21.
- **Under Section 3 - Forecasting Applications**, the development of the Regional Transportation Priorities Plan began in FY 2012 and the other activities have been conducted on an annual basis in previous years.
- **Under Section 4 - Development of Networks/Models**, all of the activities have been conducted on an annual basis in previous years.
- **Under Section 5 - Travel Monitoring**, all of the activities have been conducted on an annual basis in previous years.
- **Section 6 - Technical Assistance and Section 7 - Continuous Airport System Planning (CASP)** are conducted each year.
- **Section 8 - Service/Special Projects**, service work or special technical studies as specified in contracts between the transportation agencies and COG may be included in the UPWP. Services or special projects are authorized and funded separately by the transportation agencies.

**Figure 5: Overview of Planning Products and Supporting Activities**



**Figure 6: Visual Representation of UPWP Work Activity Relationships**



**TABLE 2**  
**TPB FY 2015 WORK PROGRAM BY FUNDING SOURCES**

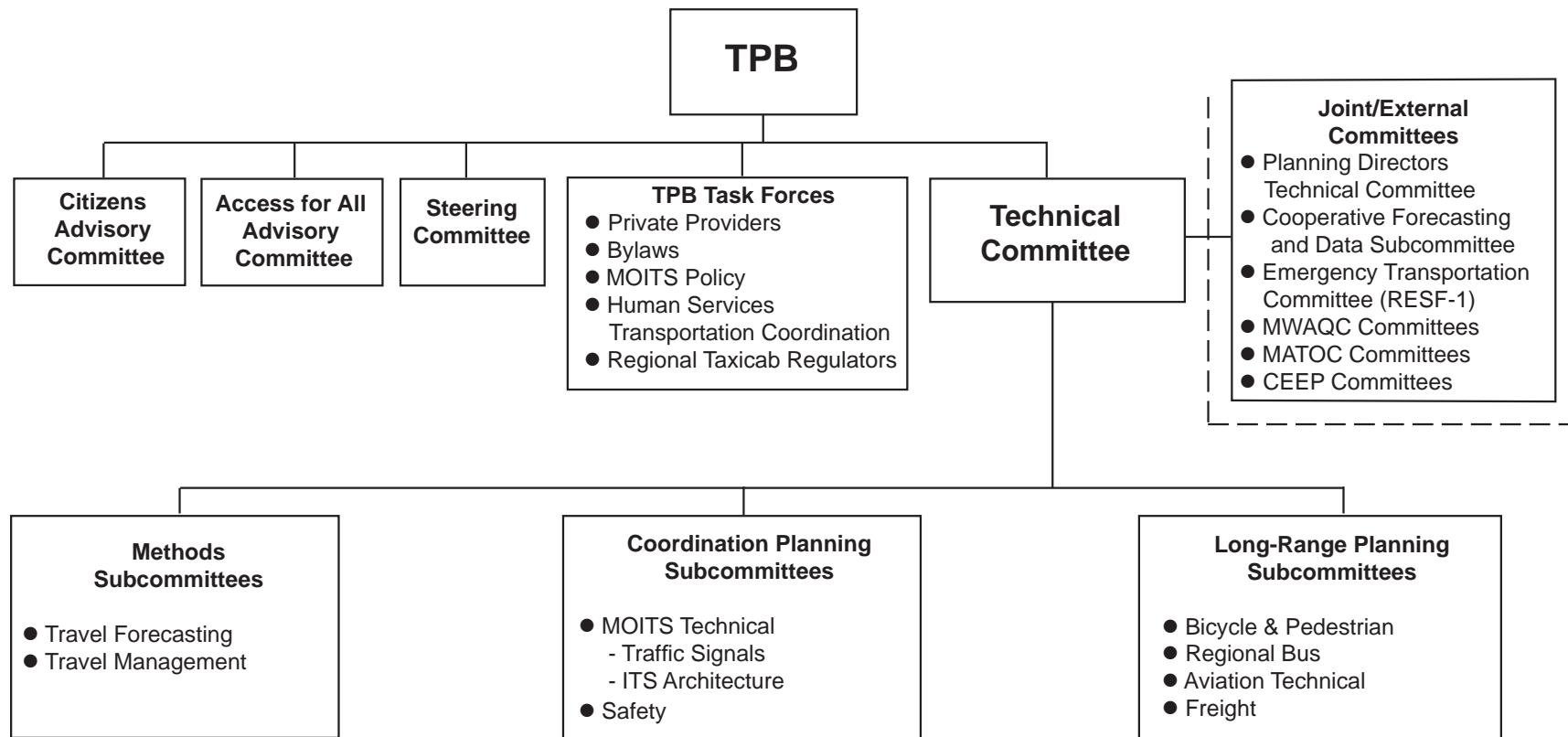
WORK ACTIVITY	TOTAL COST	FTA/STATE/ LOCAL	FHWA/STATE/ LOCAL	OTHER FUND
<b>1. PLAN SUPPORT</b>				
A. Unified Planning Work Program (UPWP)	72,800	17,403	55,397	
B. Transp Improvement Program (TIP)	247,800	59,235	188,565	
C. Constrained Long-Range Plan	606,100	144,885	461,215	
D. Financial Plan	94,900	22,685	72,215	
E. Public Participation	434,700	103,913	330,787	
F. Private Enterprise Participation	18,800	18,800		
G. Annual Report	82,500	19,721	62,779	
H. Transportation/Land Use Connection Progr	430,300	102,861	327,439	
I. DTP Management	482,800	115,411	367,389	
Subtotal	2,470,700	604,915	1,865,785	
<b>2. COORDINATION and PROGRAMS</b>				
A. Congestion Management Process (CMP)	211,000	50,439	160,561	
B. Management, Operations, and ITS Planning	350,500	83,785	266,715	
C. Emergency Preparedness Planning	77,600	18,550	59,050	
D. Transportation Safety Planning	128,800	30,789	98,011	
E. Bicycle and Pedestrian Planning	125,000	29,881	95,119	
F. Regional Bus Planning	160,000	38,247	121,753	
G. Human Service Transportation Coordination	141,200	33,753	107,447	
H. Freight Planning	154,500	36,933	117,567	
I. MATOC Program Planning Support	123,600	29,546	94,054	
Subtotal	1,472,200	351,923	1,120,277	
<b>3. FORECASTING APPLICATIONS</b>				
A. Air Quality Conformity	584,600	139,746	444,854	
B. Mobile Emissions Analysis	707,200	169,053	538,147	
C. Regional Studies	531,800	127,124	404,676	
D. Coord Coop Forecasting & Transp Planning	831,000	198,647	632,353	
Subtotal	2,654,600	634,570	2,020,030	
<b>4. DEVELOPMENT OF NETWORKS/MODELS</b>				
A. Network Development	792,800	189,515	603,285	
B. GIS Technical Support	565,300	135,132	430,168	
C. Models Development	1,103,400	263,763	839,637	
D. Software Support	184,300	44,056	140,244	
Subtotal	2,645,800	632,466	2,013,334	
<b>5. TRAVEL MONITORING</b>				
A. Cordon Counts	258,400	61,769	196,631	
B. Congestion Monitoring and Analysis	360,500	86,176	274,324	
C. Travel Surveys and Analysis				
Household Travel Survey	727,500	173,906	553,594	
D. Regional Trans Data Clearinghouse	327,400	78,263	249,137	
Subtotal	1,673,800	400,114	1,273,686	
<b>Core Program Total (I to V)</b>	<b>10,917,100</b>	<b>2,623,988</b>	<b>8,293,112</b>	
<b>6. TECHNICAL ASSISTANCE</b>				
A. District of Columbia	360,470	43,963	316,507	
B. Maryland	646,043	78,791	567,252	
C. Virginia	564,195	68,809	495,386	
D. WMATA	222,878	222,878		
Subtotal	1,793,586	414,441	1,379,145	
<b>Total, Basic Program</b>	<b>12,710,686</b>	<b>3,038,429</b>	<b>9,672,257</b>	
<b>7. CONTINUOUS AIRPORT SYSTEM PLANNING</b>				
A. Update Ground Access Forecasts - Phase 1	40,000			40,000
B. Ground Access Element Update - Phase 2	82,000			82,000
C. Process 2013 Air Passenger Survey - Phase 2	110,000			110,000
Subtotal	232,000			232,000
<b>GRAND TOTAL</b>	<b>12,942,686</b>	<b>3,038,429</b>	<b>9,672,257</b>	<b>232,000</b>

**TABLE 3**  
**TPB FY 2015 BUDGET AND WORK PROGRAM BY EXPENDITURE CATEGORY**

WORK ACTIVITY	DIRECT SALARIES DTP STAFF	DIRECT SALARIES OTHER COG STAFF	M & A 25%	LEAVE BENEFITS 19%	FRINGE BENEFITS 28%	INDIRECT COSTS 31%	DATA & PC COSTS	CONSULTANT	DIRECT COSTS	TOTAL
<b>1. PLANS SUPPORT</b>										
A. Unified Planning Work Program	29,067	0	7,267	6,903	12,106	17,156	100	0	200	72,800
B. Transportation Improvement Program	79,223	0	19,806	18,815	32,996	46,760	200	50,000	0	247,800
C. Constrained Long-Range Plan	227,018	15,000	60,504	57,479	100,800	142,848	1,250	25,000	6,200	636,100
D. Financial Plan	22,011	0	5,503	5,228	9,167	12,992	0	10,000	0	64,900
E. Public Participation	123,845	0	30,961	29,413	51,582	82,398	0	50,000	66,500	434,700
F. Private Enterprise Participation	7,337	0	1,834	1,743	3,056	4,331	0	0	500	18,800
G. Annual Report	18,222	0	4,555	4,328	7,589	12,305	0	12,000	23,500	82,500
H. Transportation/Landuse Connection Program	67,475	0	16,869	16,025	28,104	39,827	0	260,000	2,000	430,300
I. DTP Management	104,761	0	26,190	24,881	43,633	61,834	0	10,000	211,500	482,800
<b>Subtotal</b>	<b>678,959</b>	<b>15,000</b>	<b>173,490</b>	<b>164,815</b>	<b>289,034</b>	<b>420,451</b>	<b>1,550</b>	<b>417,000</b>	<b>310,400</b>	<b>2,470,699</b>
<b>2.COORDINATION and PROGRAMS</b>										
A. Congestion Management Process	83,392	0	20,848	19,806	34,733	49,221	0	0	3,000	211,000
B. Management, Operations, & ITS Planning	119,676	0	29,919	28,423	49,845	70,637	0	50,000	2,000	350,500
C. Emergency Preparedness Planning	6,899	4,517	2,854	2,711	4,755	18,363	0	0	37,500	77,600
D. Transportation Safety Planning	50,837	0	12,709	12,074	21,174	30,006	0	0	2,000	128,800
E. Bicycle and Pedestrian Planning	49,314	0	12,328	11,712	20,539	29,107	0	0	2,000	125,000
F. Regional Bus Planning	63,145	0	15,786	14,997	26,300	37,271	0	0	2,500	160,000
G. Human Service Transportation Coordination	55,809	0	13,952	13,255	23,244	32,940	0	0	2,000	141,200
H. Freight Planning	61,141	0	15,285	14,521	25,465	36,088	0	0	2,000	154,500
I. MATOC Program Planning & Support	49,153	0	12,288	11,674	20,472	29,012	0	0	1,000	123,600
<b>Subtotal</b>	<b>539,366</b>	<b>4,517</b>	<b>135,971</b>	<b>129,172</b>	<b>226,527</b>	<b>332,646</b>	<b>0</b>	<b>50,000</b>	<b>54,000</b>	<b>1,472,200</b>
<b>3. FORECASTING APPLICATIONS</b>										
A. Air Quality Conformity	211,753	19,620	57,843	54,951	96,367	136,566	0	0	7,500	584,600
B. Mobile Emissions Analysis	226,431	52,091	69,630	66,149	116,004	164,395	0	0	12,500	707,200
C. Regional Studies	136,334	51,900	47,058	44,706	78,399	111,103	0	60,000	2,300	531,800
D. Coordination Cooperative Forecasting and Transportation Planning	142,414	167,500	77,479	73,605	129,079	182,924	55,500	0	2,500	831,000
<b>Subtotal</b>	<b>716,931</b>	<b>291,111</b>	<b>252,011</b>	<b>239,410</b>	<b>419,850</b>	<b>594,987</b>	<b>55,500</b>	<b>60,000</b>	<b>24,800</b>	<b>2,654,600</b>
<b>4. DEVELOPMENT OF NETWORKS/MODELS</b>										
A. Network Development	306,426	0	76,607	72,776	127,626	180,865	0	25,000	3,500	792,800
B. GIS Technical Support	194,568	0	48,642	46,210	81,038	114,842	0	0	80,000	565,300
C. Models Development	356,301	0	89,075	84,621	148,399	210,303	0	200,000	14,700	1,103,400
D. Software Support	73,088	0	18,272	17,358	30,441	43,140	0	0	2,000	184,300
<b>Subtotal</b>	<b>930,384</b>	<b>0</b>	<b>232,596</b>	<b>220,966</b>	<b>387,505</b>	<b>549,150</b>	<b>0</b>	<b>225,000</b>	<b>100,200</b>	<b>2,645,800</b>
<b>5. TRAVEL MONITORING</b>										
A. Cordon Counts	65,792	0	16,448	15,626	27,402	38,833	0	0	94,300	258,400
B. Congestion Monitoring and Analysis	95,320	0	23,830	22,639	39,701	56,262	0	100,000	22,749	360,500
C. Travel Surveys and Analysis Household Travel Survey	119,235	0	29,809	28,318	49,661	70,377	16,500	400,000	13,600	727,500
D. Regional Transportation Data Clearinghouse	121,239	0	30,310	28,794	50,496	71,560	25,000	0	0	327,400
<b>Subtotal</b>	<b>401,586</b>	<b>0</b>	<b>100,396</b>	<b>95,377</b>	<b>167,260</b>	<b>237,032</b>	<b>41,500</b>	<b>500,000</b>	<b>130,649</b>	<b>1,673,800</b>
<b>Core Program Total (1 to 5)</b>	<b>3,267,225</b>	<b>310,628</b>	<b>894,463</b>	<b>849,740</b>	<b>1,490,176</b>	<b>2,134,266</b>	<b>98,550</b>	<b>1,252,000</b>	<b>620,049</b>	<b>10,917,099</b>
<b>6. TECHNICAL ASSISTANCE</b>										
A. District of Columbia	104,429	0	26,107	24,802	43,495	61,638	0	95,000	5,000	360,470
B. Maryland	173,016	0	43,254	41,091	72,061	102,121	0	190,000	24,500	646,043
C. Virginia	226,199	0	56,550	53,722	94,212	133,512	0	0	0	564,195
D. WMATA	53,274	0	13,318	12,653	22,189	31,444	0	90,000	0	222,878
<b>Subtotal</b>	<b>556,918</b>	<b>0</b>	<b>139,229</b>	<b>132,268</b>	<b>231,956</b>	<b>328,715</b>	<b>0</b>	<b>375,000</b>	<b>29,500</b>	<b>1,793,586</b>
<b>TOTAL BASIC PROGRAM</b>	<b>3,824,143</b>	<b>310,628</b>	<b>1,033,693</b>	<b>982,008</b>	<b>1,722,132</b>	<b>2,462,981</b>	<b>98,550</b>	<b>1,627,000</b>	<b>649,549</b>	<b>12,710,685</b>
<b>7. CONTINUOUS AIRPORT SYSTEM PLANNING CASP TOTAL</b>	<b>93,014</b>	<b>0</b>	<b>23,254</b>	<b>22,091</b>	<b>38,740</b>	<b>54,901</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>232,000</b>
<b>8. SERVICE/SPECIAL PROJECTS</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>GRAND TOTAL</b>	<b>3,917,157</b>	<b>310,628</b>	<b>1,056,946</b>	<b>1,004,099</b>	<b>1,760,873</b>	<b>2,517,882</b>	<b>98,550</b>	<b>1,627,000</b>	<b>649,549</b>	<b>12,942,685</b>



Figure 7  
**TPB Committee Structure**



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### **III. MAJOR WORK ACTIVITIES**

#### **1. PLAN SUPPORT**

##### **A. THE UNIFIED PLANNING WORK PROGRAM (UPWP)**

The Unified Planning Work Program (UPWP) for the Metropolitan Washington Region describes all transportation planning activities utilizing federal funding, including Title I Section 134 metropolitan planning funds, Title III Section 8 metropolitan planning funds, and Federal Aviation Administration Continuing Airport System Planning (CASP) funds. The UPWP identifies state and local matching dollars for these federal planning programs, as well as other closely related planning projects utilizing state and local funds.

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Clean Air Act Amendments of 1990 (CAAA) created a number of planning requirements. The Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU), which became law on August 11, 2005, reaffirmed the structure of the metropolitan planning process, and increased federal financial support for it. On February 14, 2007, FHWA and FTA issued the final regulations regarding metropolitan planning in response to SAFETEA-LU. The Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Act, which became law on July 6, 2012, made some important modifications to the metropolitan planning process, primarily requiring metropolitan planning organizations (MPOs) to establish and use a performance-based approach to transportation decision making and development of transportation plans. This work program has been developed to comply with the new MAP-21 requirements regarding metropolitan planning. After the FHWA and FTA proposed regulations on MPO planning are issued, the proposed activities will be reviewed to identify revisions that may be necessary to comply with the final regulations.

In 1994, the TPB developed and adopted the first financially-constrained Long Range Transportation Plan for the National Capital Region (CLRP). In July 1997, the first three-year update of the CLRP was approved by the TPB, the second update was approved in October 2000, and the third update was approved in December 2003. The fourth update was approved by the TPB in October 2006. On November 17, 2010, the TPB approved the fifth update. In fall 2014, the TPB will be asked to approve the sixth update

The Environmental Protection Agency (EPA) issued regulations on November 24, 1993, followed with a succession of guidance documents, and on July 1, 2004 published the 8-hour ozone standard conformity guidance, which taken together provide criteria and procedures for determining air quality conformity of transportation plans, programs and projects funded or approved by the FHWA and FTA. These conformity requirements are addressed in this document. Under these regulations, the State Implementation Plans (SIP) for improving air quality for the region must be adopted by the states and submitted to EPA by specified dates.

The FY 2015 UPWP defined by this document details the planning activities to be accomplished between July 2014 and June 2015 to address the annual planning requirements such as preparing the Transportation Improvement Program, addressing

federal environmental justice requirements, and assessing Air Quality Conformity. It describes the tasks required to meet approval dates for the region's SIPs, and outlines the activities for the subsequent years.

In addition, this document describes the integration of program activities and responsibilities of the TPB Technical Committee and its subcommittees for various aspects of the work program. It provides an overview of the regional planning priorities and describes the major transportation planning and air quality planning studies being conducted throughout the region over the next two years.

During FY 2015, certain amendments may be necessary to reflect changes in planning priorities and inclusion of new planning projects. Under this task, Department of Transportation Planning (DTP) staff will identify and detail such amendments for consideration by the TPB as appropriate during the year.

In the second half of FY 2015, staff will prepare the FY 2016 UPWP. The document will incorporate suggestions from the federal funding agencies, state transportation agencies, transit operating agencies, local governments participating in TPB, and the public through the TPB's public involvement process. The new UPWP will be presented in outline to the TPB Technical Committee and the TPB in January 2015, as a draft to the Technical Committee in February and as a final document for adoption by the Technical Committee and the TPB in March 2015. The approved UPWP will be distributed to the TPB and the Technical Committee, and made available to the public on the TPB web site.

This task will also include the preparation of monthly progress reports for each of the state agencies administering the planning funding, and the preparation of all necessary federal grant submission materials.

Oversight:	Technical Committee
Cost Estimate:	\$72,800
Products:	UPWP for FY 2016, amendments to FY 2015 UPWP, monthly progress reports and state invoice information, federal grant materials
Schedule:	Draft: February 2015    Final: March 2015

#### B. THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The Transportation Improvement Program (TIP) for the Metropolitan Washington Area is a six year program of highway, transit, bicycle and pedestrian, congestion mitigation/air quality, safety and transportation enhancement projects. The TIP will be updated every two years and amended as necessary between updates. Up-to-date information on project amendments and modifications in the TIP is available in the on-line TIP database. A printed TIP document will be produced every two years. The TIP must be approved by the TPB and the governors of Maryland and Virginia and the mayor of the District of Columbia, and is required as a condition for all federal funding

assistance for transportation improvements within the Washington Metropolitan Statistical Area.

TIP documentation describes major projects from the previous TIP that have been implemented and identifies significant delays in the implementation of major projects. The Program Development Process and Project Development Process sections of the TIP explain the TPB's actions during the project selection process, including:

- Reviewing project inputs for consistency with the Air Quality Conformity Analysis;
- Producing a financial summary of all funding sources proposed by an agency;
- Development of priority project lists by the Bicycle and Pedestrian, Freight, and Regional Bus Subcommittees, for inclusion on the TIP, and;
- TIGER and Section 5310 Enhanced Mobility project development.

Citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, freight shippers, users of public transit, and all other interested parties will be given an opportunity to review and comment on the FY 2015-2020 TIP and any subsequent amendments to the TIP as described under the TPB's public participation plan which was adopted in December 2007. To facilitate public review, project information from the TIP and CLRP will be made accessible through an online, searchable database. Visual representation of the projects will be enhanced with a GIS system for displaying projects. A summary guide that highlights the funding and projects in the TIP will be prepared and will guide users to the online database.

The database application for submitting TIP project data, CLRP projects, and air quality conformity data will continue to be improved to facilitate reviewing the TIP and CLRP information. Interactive means of sharing the information in the TIP and CLRP such as querying capabilities and specialized maps or graphs will be available.

#### The TIP Schedule and Project Selection

The 2014 CLRP and the FY 2015-2020 TIP are scheduled to be approved on October 15, 2014. The TIP will be prepared with the assistance of and in cooperation with the

transportation implementing agencies in the region, including the state departments of transportation, the District of Columbia Department of Transportation, the National Park Service, the Washington Metropolitan Area Transit Authority (WMATA) and other public transit operators, and local government agencies. Projects included in the TIP will be reviewed for consistency with the policies and facilities delineated in the adopted CLRP for the region. Only projects or phases of projects that have full funding anticipated to be available within the time period contemplated for completion are included in the TIP. A financial plan will be prepared to demonstrate how the TIP can be implemented, and indicate the sources of public, private and innovative funding. This financial plan will be expanded with additional analysis and visual aids such as graphs and charts, online documentation and an accompanying summary brochure for the CLRP and TIP.

During the year administrative modifications and amendments will likely need to be made to the FY 2015-2020 TIP to revise funding information or reflect changes in

priorities or the introduction of new project elements. Such modifications and amendments will follow the procedures adopted by the TPB on January 16, 2008.

In October 2014, the TPB will issue a call for projects document requesting project submissions for the 2015 CLRP. Amendments to the FY 2015-2020 TIP that accompany updates to the 2013 CLRP will be prepared for review by the TPB Technical Committee, the TPB, and the public between January and June 2015.

### Performance management and the TIP

MAP-21 calls for MPOs, states, and public transportation providers to establish and use a performance-based approach to transportation decision making to support seven national goals. The USDOT must establish performance measures related to nine areas by April 1, 2015. The states then have a year (April 1, 2016) to establish performance targets in support of those measures; and the MPO subsequently has 180 days (October 1, 2016) to establish performance targets coordinated with those of the states and public transportation providers. After these targets are set, the CLRP and TIP are required to include a description of the performance measures and targets used in assessing the performance of the transportation system. The CLRP will also have to include a system performance report evaluating the condition and performance of the transportation system with respect to the established targets. The TIP is also required to include a description of the anticipated effect of the TIP toward achieving the performance targets set in the CLRP.

Once the USDOT has established performance measures for the nine areas, TPB staff will coordinate with DDOT, MDOT and VDOT staff on their setting of the state performance targets in support of the measures. States may set different targets for urbanized and rural areas. TPB staff will coordinate with the DOT efforts to ensure consistent state measures that are relevant for the TPB planning area. TPB staff will also coordinate with the DOT staffs to develop the specific performance targets in relation to the applicable performance measures for the TPB planning area. Similarly, TPB staff will coordinate with WMATA and other public transportation providers on their setting of performance targets for USDOT established performance measures.

The 2015 CLRP and new TIP will include a description of the performance measures and targets under development or to be used in assessing the performance of the transportation system. Once the targets are developed in coordination with the State DOTs and public transportation providers, the CLRP will also include a system performance report evaluating the condition and performance of the transportation system with respect to the established targets. The TIP also will include a description of the anticipated effect of the TIP toward achieving the performance targets set in the CLRP.

### Annual Listing of TIP Projects that Have Federal Funding Obligated

TPB must publish or otherwise make available an annual listing of projects, consistent with the categories in the TIP, for which federal funds have been obligated in the preceding year. With the assistance of and in cooperation with the transportation implementing agencies in the region, TPB will prepare a listing of projects for which federal funds have been obligated in FY 2013.

Oversight:	Technical Committee
Cost Estimate:	\$247,800
Products:	FY 2015-2020 TIP Amendments and administrative modifications to the FY 2015-2020 TIP
Schedule:	October 2014 June 2015

### C. CONSTRAINED LONG-RANGE TRANSPORTATION PLAN (CLRP)

The financially Constrained Long-Range Plan (CLRP) includes all “regionally significant” highway, transit and High-Occupancy Vehicle (HOV), bicycle and pedestrian projects, and studies that the TPB realistically anticipates can be funded and implemented by 2040. Some of these projects are scheduled for completion in the next few years; others will be completed much later. Each year the plan is updated to include new projects and programs, and analyzed to ensure that it meets federal requirements relating to air quality and funding.

Under SAFETEA-LU, the last four-year update of the CLRP was approved by the TPB on November 17, 2010 and included an expanded financial analysis of transportation revenues expected to be available through 2040. As required by MAP-21, the next four year update of the CLRP will be in 2014. The 2014 CLRP will address the new MAP-21 long-range transportation plan requirement to incorporate a performance-based approach to transportation decision-making to support seven national goals. The CLRP is updated annually with amendments that include new projects or adjust the phasing or other aspects of some of the projects or actions in the plan, or change specific projects as new information on them becomes available.

#### New Performance-Based Approach

MAP-21 calls for MPOs and state DOTs to establish and use a performance-based approach to transportation decision making to support seven national goals. The USDOT must establish performance measures related to seven areas by April 1, 2014. The states then have a year (April 1, 2015) to establish performance targets in support of those measures; and the MPO subsequently has 180 days (October 1, 2015) to establish performance targets coordinated with those of the states and public transportation providers. After these targets are set, the CLRP and TIP are required to include a description of the performance measures and targets used in assessing the performance report evaluating the condition and performance of the transportation system with respect to the established targets. The TIP is also required to include a description of the anticipated effect of the TIP toward achieving the performance targets set in the CLRP.

Once the USDOT has established performance measures for the seven areas, TPB staff will coordinate with DDOT, MDOT and VDOT staff on their setting of the state performance targets in support of the measures. States may set different targets for urbanized and rural areas. TPB staff will coordinate with the DOT efforts to ensure

consistent state measures that are relevant for the TPB planning area. TPB staff will also coordinate with the DOT staffs to develop the specific performance targets in relation to the applicable performance measures for the TPB planning area. Similarly, TPB staff will coordinate with WMATA and other public transportation providers on their setting of performance targets for USDOT established performance measures.

The Transportation Vision, which was adopted by the TPB in October 1998, contains a vision statement, long-range goals, objectives, and strategies to guide transportation planning, decision-making and implementation in the region. It addresses the planning factors in MAP-21. The Vision is the TPB Policy Element of the CLRP. The CLRP website ([www.mwcog.org/clrp](http://www.mwcog.org/clrp)) describes how the plan performs related to MAP-21 planning factors as reflected by the goals of the TPB Vision. The goals from COG's Region Forward efforts are reflected in the TPB Vision, which includes a broader set of policy goals for transportation than Region Forward.

The TPB's Regional Transportation Priorities Plan (RTPP), adopted by the TPB in January 2014, identifies near-term, on-going and long term strategies that address the most pressing challenges that the region faces in meeting the TPB's regional Vision goals. The challenges and high-pay off strategies with wide regional support identified in RTPP can inform the identification of new projects and programs for inclusion in future updates to the CLRP.

The CLRP will be documented in several ways and public materials will be provided during plan development and after plan approval. The CLRP website will be utilized to document the plan update by describing the development process related planning activities, major projects, performance of the plan and how the public can get involved. The website also makes CLRP-related process and technical documentation readily accessible. The TPB will continue to make the plan information more accessible and visual. Projects in the plan will be accessible through an online database that the public can easily search. Projects will be mapped using GIS where possible and displayed along with project descriptions and in an interactive map. These maps will also be used in printed media, such as the CLRP and TIP summary brochure. The TPB will also continue to improve the quality of public materials about the plan during its development and after approval so that the materials are more useful to a wide variety of audiences, using less technical jargon and more "public friendly" language.

### The 2014 CLRP

In November 2013, the TPB issued a "Call for Projects" document requesting projects, programs or strategies for inclusion in the 2014 CLRP. Project updates were due in December 2013. Materials describing the draft 2014 CLRP were developed in the spring of 2014, including major project descriptions and maps.

In September 2014, the 2014 CLRP will be released for a final public comment period along with the accompanying air quality conformity analysis. The TPB is scheduled to adopt the 2014 CLRP in October 2014.

Subsequent documentation of the CLRP will include an analysis of how the plan performs in regard to transit and auto trips made, vehicle miles of travel, lane miles of congestion and accessibility to jobs. The performance analysis is done after every



CLRP update and is documented on the CLRP website. The analysis will be used to describe how the CLRP performs based on regional goals and MAP-21 planning factors and will also examine connectivity between the Regional Activity Centers. There will be two opportunities for public comment during the development of the 2014 CLRP.

### The 2015 CLRP

In October 2014, the TPB will issue its “Call for Projects” document for the 2015 CLRP. The “Call for Projects” document will request new projects programs and strategies, and updated information to be included in the 2015 CLRP. Materials describing the draft 2015 CLRP will be developed in the spring of 2015, including maps, major project descriptions, and analysis from the previous year’s CLRP. The development of the 2015 CLRP will include two opportunities for the public to comment on the Plan. The 2015 CLRP will be prepared and reviewed between January and June 2015 with approval scheduled for July 2015.

A description of the performance measures and targets under development or to be used in assessing the performance of the transportation system will be drafted. Once the targets are developed in coordination with the State DOT’s, the CLRP will include a system performance report evaluating the condition and performance of the transportation system with respect to the established targets. The TIP also will include a description of the anticipated effect of the TIP toward achieving the performance targets set in the CLRP. After the TPB approves the 2014 CLRP, anticipated for October 2014, a performance analysis of the CLRP to 2040 will be conducted utilizing the established performance measures. The 2014 CLRP will be also be evaluated for disproportionately high and adverse effects on low-income and minority population groups.

### Environmental Consultation

During the development of the CLRP the TPB will continue to consult with the federal, state and local agencies responsible for natural resources, wildlife, land management environmental protection, conservation and historic preservation as necessary in the District of Columbia, Maryland and Virginia on potential environmental mitigation activities. To aid in the integration of projects for the CLRP with natural and historic resources, maps of transportation and historic resources will be updated with the latest available GIS data from District of Columbia and the States and forwarded to federal, state and local agencies for comments.

### Climate Change Adaption

The environmental consultation activities described above also provide an opportunity to engage environmental and transportation agencies on the topic of climate change adaptation. Local, state and national practices will be monitored for potential applicability to the region.

Oversight:	Technical Committee
Cost Estimate:	\$636,100

Products: Documentation of the 2014 CLRP,  
Call for Projects for the 2015 CLRP,  
draft 2014 CLRP and documentation

Schedule: July 2015

#### D. FINANCIAL PLAN

##### The Financially Constrained Long-Range Transportation Plan (CLRP)

The CLRP must be updated every four years as required by MAP-21. The CLRP is updated annually with amendments that include new projects or adjust the phasing or other aspects of some of the projects or actions in the plan, or change specific projects as new information on them becomes available. The 2014 CLRP will be the four-year update of the plan.

As required under MAP-21 and federal planning regulations, both the TIP and the CLRP must have a financial plan that demonstrates how they can be implemented and show the sources of funding expected to be made available to carry them out. The financial analysis for the 2014 CLRP includes federal and state revenue projections, cost estimates for new system expansion projects, and cost estimates for system maintenance and rehabilitation. All revenue and cost estimates are in year of expenditure from 2015 through 2040.

In early 2014, in consultation with state and local DOTs and public transportation operators, an initial financial analysis was conducted to determine estimated revenues reasonably expected to be available for projected expenditures for use in preparing project submissions for the draft 2014 CLRP. By mid- 2014, the financial analysis for the 2014 CLRP which covers 2015 to 2040 will be finalized in consultation with the state and local DOTs and public transportation operators. In spring 2015, the financial analysis for the 2014 CLRP will be reviewed and updated for use in preparing submissions for the 2015 CLRP.

##### The Transportation Improvement Program

A financial plan for the FY 2015-2020 TIP as amended will be prepared. Since federal funding is apportioned to states, financial summaries for all TIP projects from agencies in the District of Columbia, Maryland and Virginia as well as WMATA and other transit agencies will be prepared. All projects submitted by these agencies will be grouped by the proposed federal funding categories under Surface Transportation (Title I) and Transit (Title III).

The funds programmed in the TIP for each state by federal program category will be compared with the information provided by the states and transit operators on the estimated available Federal and State funds for the program period. The funds programmed in the TIP for each state by federal program category in the first and second years will be compared with the trends of the annual funding programmed in previous TIPs and with the funding reported in the annual listings of TIP projects that have federal

funding obligated. Comparisons that indicate significant changes from past trends will be reviewed with the implementing agency to clarify the change. Implementing agencies will ensure that only projects for which construction and operating funds can reasonably be expected to be available will be included in the TIP. In the case of new funding sources, strategies for ensuring their availability will be identified by the implementing agency and included in the TIP. The product will be a financial summary that focuses on the first two years of the six-year period of the TIP, and it will be incorporated as a main section of the TIP for review by the public and approval by the Technical Committee and the TPB. The TIP will also summarize funding that the implementing agencies have programmed specifically for bicycle and pedestrian projects and identify projects that include bicycle and/or pedestrian accommodations.

Oversight:	Technical Committee
Cost Estimate:	\$64,900
Products:	Update of the financial analysis for 2015 CLRP and FY 2015-2020 TIP
Schedule:	June 2015

#### E. PUBLIC PARTICIPATION

The Participation Plan which was updated in the spring of 2014 will guide all public involvement activities to support the development of the TIP, the CLRP, the Regional Transportation Priorities Plan, and all other TPB planning activities.

Work activities include:

- Support implementation of the TPB Participation Plan.
- Provide public outreach support for the Regional Transportation Priorities Plan. Through a variety of public outreach activities, citizens will discuss the benefits, desirability and feasibility of potential projects and plan components.
- Develop and conduct workshops or events, as needed, to engage the public and community leaders on key regional transportation issues, including challenges reflected in the CLRP and TIP.
- Ensure that the TPB's website, publications and official documents are timely, thorough and user-friendly.
- Develop new written materials, tools and visualization techniques to better explain to the public how the planning process works at the local, regional and state levels.
- Conduct at least one session of the Community Leadership Institute, a two-day workshop designed to help community activists learn how to get more actively

involved in transportation decision making in the Washington region.

- Effectively use technology, including social media and other web-based tools, to spread information about regional transportation planning and engage the public in planning discussions and activities.
- Provide staff support for the TPB Citizens Advisory Committee (CAC), including organizing monthly meetings and outreach sessions, and drafting written materials for the committee.
- Provide staff support for the TPB Access for All Advisory (AFA) Committee that includes leaders of low-income, minority and disabled community groups.
- Prepare AFA Committee memo to the TPB with comments on the CLRP related to projects, programs, services and issues that are important to community groups, such as providing better transit information for limited English speaking populations, improved transit services for people with disabilities, pedestrian and bike access and safety, and potential impacts of transit-oriented development and gentrification.
- Conduct regular public involvement procedures, including public comment sessions at the beginning of each TPB meeting and official public comment periods prior to the adoption of key TPB documents.

Oversight:	Transportation Planning Board
Cost Estimate:	\$434,700
Products:	TPB Participation Plan with a proactive public involvement process; CAC and AFA Committee Reports
Schedule:	On-going, with forums and meetings linked to preparation of CLRP and TIP

#### F. PRIVATE ENTERPRISE PARTICIPATION

In June 1987, the TPB adopted its Private Enterprise Participation Policy and Procedures designed to afford maximum opportunity to private providers to participate in the development and provision of mass transportation services in the region. In April 1994, the Federal Transit Administration (FTA) rescinded its private participation guidance and changed the federal requirements regarding private enterprise participation. During FY 1995, the TPB reviewed its policy and revised it in light of the new requirements. Under this task, DTP staff will conduct the activities as specified in the policy adopted on July 19, 1995 by the TPB.

The following activities are anticipated:

- The procedures for involving private transportation providers in urban mass transportation and the activities accomplished will be documented as a section of the Transportation Improvement Program (TIP).
- To facilitate early consultation, TPB will conduct an annual forum for key transit staff from the local jurisdictions and WMATA to meet with interested private providers to discuss in general terms their plans for major bus service changes and expansions.
- Private transit providers will be afforded the opportunity to present their views on the CLRP, the TIP, and the Unified Planning Work Program while these documents are in a draft stage.
- Support will be provided to the Private Providers Task Force. This group will be the vehicle through which the above tasks are accomplished, and will advise the TPB of the private provider perspective on transit service through its chairman, who is a non-voting member of the TPB. Minutes will be prepared for Task Force meetings, as well as other documentation as required.
- Through their representation on the TPB, private transit and taxicab providers will be encouraged to contribute to the shaping of policies and strategies for the CLRP that promote effective, competitive provision of transit services, particularly in growing suburban areas and activity centers.
- In July 2007, the TPB established the Taxicab Regulators Task Force to: 1) encourage close cooperation and sharing of information between municipal and county taxicab regulators in the National Capital region and to work to resolve common problems and 2) explore the possibility of developing standards to improve the quality of service for taxicab customers in their respective jurisdictions. TPB staff will support the task force meetings which are scheduled every quarter.

Oversight:	Transportation Planning Board
Cost Estimate:	\$18,800
Product:	Documentation on Private Provider Involvement
Schedule:	Annual Transit Forum - May 2015 Draft in TIP – June 2014

#### G. TPB ANNUAL REPORT AND TPB NEWS

TPB staff annually produces The Region magazine, which provides a non-technical review and analysis of transportation issues in the Washington region. Elected officials and citizens are the primary target audience of this magazine, which has an annual circulation of approximately 1,100 and is distributed throughout the year as the TPB's flagship publication.

The TPB News is produced monthly to provide a timely update on the activities of the

TPB, including decisions made at the TPB's monthly meeting. The TPB News has a circulation of approximately 1,100 paper copies, and an electronic distribution of approximately 500.

In January 2012, the TPB launched the new TPB Weekly Report, which is a web-based newsletter featuring a short article every week on a single topic of interest in regional transportation. This publication is distributed electronically, including notifications through social media sites, such as Twitter and Facebook.

- The new issue of *The Region* will describe the main activities completed in 2014.
- Produce the monthly newsletter *TPB News*.
- Write and distribute the *TPB Weekly Report*,

Oversight: Transportation Planning Board

Cost Estimate: \$82,500

Products: *Region* magazine, *TPB News* and *TPB Weekly Report*

Schedule: June 2015

#### H. TRANSPORTATION/LAND USE CONNECTION (TLC) PROGRAM

The TLC Program provides support to local governments in the Metropolitan Washington region as they work to improve transportation/ land use coordination at the community level. Through the program, the TPB provides its jurisdictions with consultant-provided, short-term technical assistance to catalyze or enhance planning efforts. Begun as a pilot in November 2006, the program also provides a clearinghouse to document national best practices, as well as local and state experiences with land use and transportation coordination. By the end of FY2013, 62 TLC technical assistance projects will have been completed. These projects cover a range of subjects, including promoting "complete streets" improvements to ensure pedestrian and bicycle access to transit, identifying transportation and public realm improvements to facilitate transit-oriented development, and offering recommended changes in local government policies on issues such as urban road standards or parking policies.

The following activities are proposed for FY 2015:

- Fund at least six technical assistance planning projects at a level between \$20,000 and \$60,000 each. Fund at least one project for between \$80,000 and \$100,000 to perform project design to achieve 30% completion.

- Fund at least one technical assistance project at up to \$80,000 to complete preliminary engineering and conceptual design work, enabling one previous TLC technical assistance planning project or other member jurisdiction planning project to move towards construction-readiness.
- Conduct the selection process for small capital improvement projects using funding suballocated to the Washington metropolitan region through the state DOTs from the new MAP-21 Transportation Alternatives Program (TAP). Coordinate program implementation with the state DOTs.
- Maintain and update the TLC Regional Clearinghouse and website
- Develop tools and activities to facilitate regional learning about TLC issues among TPB member jurisdictions through the Regional Peer Exchange Network. Organize at least one regional meeting to facilitate an exchange of information about lessons learned from past TLC projects.
- Identify recommended implementation action steps in each planning project report, such as further study needs, more stakeholder collaboration, suggested land use or local policy changes, and transportation investment opportunities and priorities.
- Provide staff support for TLC Technical Assistance Projects to be conducted as part of the MDOT Technical Assistance Program and for other projects where additional funding is provided by state or local agencies.

Oversight: TPB Technical Committee

Cost Estimate: \$430,300

Products: Updated web-based clearinghouse, technical assistance provided by consultant teams to six localities, and implementation toolkit.

Schedule: Technical assistance: September 2014-June 2015

### I. DTP MANAGEMENT

This activity includes all department-wide management activities not attributable to specific project tasks in the DTP work program. Examples include the following:

- Supervision of the preparation, negotiation, and approval of the annual work program and budget, involving the State Transportation Agencies, the Technical Committee, the Steering Committee, and the TPB.
- Day-to-day monitoring of all work program activities and expenditures by task.

- Day-to-day management and allocation of all staff and financial resources to insure that tasks are completed on schedule and within budget.
- Preparation for and participation in regular meetings of the TPB, the Steering Committee, the Technical Committee, and the State Technical Working Group.
- Attendance at meetings of other agencies whose programs and activities relate to and impact the TPB work program, such as local government departments.
- Response to periodic requests from TPB members, federal agencies, Congressional offices, media, and others for information or data of a general transportation nature.
- Review of transportation proposals of regional importance submitted to TPB through the intergovernmental review process. Where significant regional impacts are likely, staff will obtain Technical Committee and Board review and approval of comments prepared.

In addition to salaries, nominal amounts are utilized for travel related to non-project specific meetings attended by the senior staff, data processing for financial monitoring and analysis, and conferences such as FTA and FHWA seminars on federal regulations and financial management. These activities represent three to four percent of the total amount allocated for DTP Management.

Oversight:	Transportation Planning Board
Cost Estimate:	\$482,800
Products:	Materials for the meetings of the TPB, the Steering Committee, the Technical Committee, and the State Technical Working Group; responses to information requests from elected officials, federal agencies and media; and participation in external meetings related to TPB work program.
Schedule:	Ongoing throughout the year



## 2. COORDINATION AND PROGRAMS

### A. CONGESTION MANAGEMENT PROCESS (CMP)

The regional Congestion Management Process (CMP) is a federally required component of the metropolitan transportation planning process. The CMP is to address the systematic management of traffic congestion and provision of information on transportation system performance. No single occupant vehicle (SOV) capacity expanding project can receive federal funds unless it is part of the regional CMP. The federal MAP-21 legislation continues the requirement for a CMP, with emphasis on congestion data as part of a performance measurement-based metropolitan planning process.

- Undertake activities to address the federal requirement for a regional Congestion Management Process component of the metropolitan transportation planning process. Include information from regional Travel Monitoring programs (see Section 5 of the UPWP) addressing congestion and reliability, as well as information on non-recurring congestion as examined in the Management, Operations, and Intelligent Transportation Systems (MOITS) program (see also Task 2.B.).
- Identify and assess strategies that address congestion, in coordination with MOITS, the Metropolitan Area Transportation Operations Coordination Program (see also Task 2.I), the Air Quality Conformity program (see also Task 3.A.), and the regional Commuter Connections Program (see [www.commuterconnections.org](http://www.commuterconnections.org)).
- Analyze transportation systems condition data archives from private sector sources, especially the speed data archive from the I-95 Corridor Coalition/INRIX, Inc. Vehicle Probe Project, and the FHWA's National Performance Management Research Data Set (NPMRDS), as compiled in the Congestion Monitoring and Analysis Task (see also Task 5.B.).
- Address MAP-21 requirements related to the CMP, including:
  - Analyze data from the above sources to support the “congestion reduction”, “System Reliability” and other relevant National Goals for Performance Management.
  - Report regional congestion performance measures based on the available data, especially for congestion reduction and system reliability.
  - Coordinate with member states on congestion reduction and system reliability targets.
- Compile information and undertake analysis for development on four major aspects of the regional CMP:
  - CMP Components of the Constrained Long-Range Plan (CLRP), portions of the CLRP that specifically address CMP and its subtopics, in the form of interlinked web pages of the on-line CLRP, to be updated in conjunction with major updates of the CLRP;
  - CMP Documentation Form Information addresses federally-required CMP considerations associated with individual major projects, to be included with

overall project information submitted by implementing agencies to the annual Call for Projects for the CLRP and Transportation Improvement Program (TIP) (see also Task 1.C), and incorporated into the regional CMP; and

- A CMP Technical Report, published on an as-needed basis, compiling and summarizing the results of monitoring and technical analysis undertaken in support of the regional CMP. Technical analysis will prepare for the next major update of the CMP Technical Report to be produced in FY2016 (last published in 2014).
- National Capital Region Congestion Report, released quarterly on the TPB website, reviewing recent information on congestion and reliability on the region's transportation system and featured CMP strategies, with a "dashboard" of key performance indicators.

Oversight: Management, Operations, and Intelligent Transportation Systems (MOITS) Technical Subcommittee

Cost Estimate: \$211,000

Products: Updated CMP portions of the CLRP; CMP Documentation Form; National Capital Region Congestion Report; Technical analysis for the future FY2016 CMP Technical Report; documentation as necessary supporting MAP-21 requirements of the CMP; summaries, outreach materials, and white paper(s) on technical issues as needed

Schedule: Monthly

**B. MANAGEMENT, OPERATIONS, AND INTELLIGENT TRANSPORTATION SYSTEMS (ITS) PLANNING**

Regional transportation systems management and operations are vital considerations for metropolitan transportation planning, and have been emphasized in MAP-21. Under this work task, TPB will address these as well as coordination and collaborative enhancement of transportation technology and operations in the region, with a key focus on non-recurring congestion due to incidents or other day-to-day factors. The MOITS program includes planning activities to support the following major topics:

- MAP-21: Address MAP-21 requirements related to MOITS, including:
  - Compile and analyze data to support the “system reliability” National Goal for Performance Management
  - Coordinate with member states on system reliability targets

- ITS Data: The collection/compilation, processing, warehousing, and sharing of transportation systems usage and condition data from Intelligent Transportation Systems (ITS) sources
- Regional Transportation Management: Particularly in conjunction with the Metropolitan Area Transportation Operations Coordination (MATOC) Program (see also Task 2.I.); support the MOITS Technical Subcommittee in its long-range planning advisory role for the MATOC Program
- Multi-modal Coordination: Examination of traffic and transit management interactions in daily operations
- Coordination of day-to-day transportation operations planning with emergency preparedness in conjunction with the COG Regional Emergency Support Function 1 – Emergency Transportation Committee (see also Task 2.C.)
- Traveler Information: Real-time traveler information made available to the public, including addressing federal Section 1201 requirements on making real-time incident data available
- Congestion Management Process: Technology and operations strategies to address non-recurring congestion aspects of the regional Congestion Management Process (see also Task 2.A.)
- Maintenance and Construction Coordination: Regional sharing of available maintenance and construction information for coordination purposes, in conjunction with MATOC's regional construction coordination system
- Intelligent Transportation Systems (ITS) Architecture: Maintain the regional ITS architecture in accordance with federal law and regulations
- Traffic Signals: Assist member agencies in the exchange and coordination of interjurisdictional traffic signal operations information and activities; examine traffic signal systems and operations from the regional perspective, including in conjunction with emergency planning needs
- Climate Change Adaptation: Monitor local and national practices regarding transportation operational procedures to adapt to climate change effects. Coordinate with COG Regional Climate Adaption Plan activities to identify transportation operations-related climate change adaptation activities for the region's transportation agencies to consider
- MOITS Strategies: Analysis of strategies designed to reduce congestion, reduce emissions, and/or better utilize the existing transportation system.
- Member Agency Activities: Work as needed with the MOITS activities of the state and D.C. departments of transportation, the Washington Metropolitan Area Transit Authority, and other member agencies
- Coordinate with supra-regional management and operations activities of the Federal Highway Administration, the I-95 Corridor Coalition, and other relevant stakeholders

- Provide staff support to the MOITS Policy Task Force, MOITS Technical Subcommittee, MOITS Regional ITS Architecture Subcommittee, and MOITS Traffic Signals Subcommittee.

Oversight:	Management, Operations, and Intelligent Transportation Systems (MOITS) Technical Subcommittee
Cost Estimate:	\$350,500
Products:	Agendas, minutes, summaries, outreach materials as needed; white paper(s) on technical issues as needed; revised regional ITS architecture; MOITS input to the CLRP as necessary; review and advice to MOITS planning activities around the region; documentation as necessary supporting MAP-21 requirements of MOITS planning
Schedule:	Monthly

### C. TRANSPORTATION EMERGENCY PREPAREDNESS PLANNING

Under this work task, TPB will provide support and coordination for the transportation sector's role in overall regional emergency preparedness planning, in conjunction with the Metropolitan Washington Council of Governments (COG) Board of Directors, the National Capital Region Emergency Preparedness Council, and other COG public safety committees and efforts. This task is the transportation planning component of a much larger regional emergency preparedness planning program primarily funded outside the UPWP by U.S. Department of Homeland Security and COG local funding. Here specialized needs for transportation sector involvement in Homeland Security-directed preparedness activities will be addressed. Efforts are advised by a Regional Emergency Support Function #1 - Transportation Committee in the COG public safety committee structure, with additional liaison and coordination with the TPB's Management, Operations, and Intelligent Transportation Systems (MOITS) Policy Task Force and MOITS Technical Subcommittee.

MAP-21 requires the metropolitan planning to address the security of the transportation system for motorized and nonmotorized users.

Major topics to be addressed under this task include the following:

- Liaison and coordination between emergency management and TPB, MOITS, and other transportation planning and operations activities.
- Planning for the role of transportation as a support agency to emergency management in catastrophic or declared emergencies, including:

- Emergency coordination and response planning through the emergency management and Homeland Security Urban Area Security Initiative (UASI) processes
- Emergency communications, technical interoperability, and capabilities
- Public outreach for emergency preparedness
- Coordination with regional critical infrastructure protection and related security planning
- Emergency preparedness training and exercises
- Conformance with U.S. Department of Homeland Security (DHS) directives and requirements
- Applications for and management of UASI and other federal Homeland Security funding.

Oversight: Management, Operations, and Intelligent Transportation Systems (MOITS) Technical Subcommittee

Cost Estimate: \$77,600

Products: Agendas, minutes, summaries, outreach materials as needed; white paper(s) on technical issues as needed; regular briefings and reports to TPB and MOITS as necessary; materials responding to DHS and UASI requirements; documentation as necessary supporting MAP-21 requirements of transportation emergency preparedness planning

Schedule: Monthly

#### D. TRANSPORTATION SAFETY PLANNING

The Washington metropolitan area is a diverse and rapidly growing region, a major tourist destination, and a gateway for immigrants from all over the world. Growth has meant more people driving more miles and more people walking, especially in inner suburban areas where pedestrians were not common in years past. MAP-21 requires metropolitan planning to increase the safety of the transportation system for motorized and non-motorized users. These and other factors, along with heightened awareness of the safety problem, have demonstrated the need for the regional transportation safety planning program.

Under this work task, TPB will provide opportunities for consideration, coordination, and collaboration planning for safety aspects of the region's transportation systems. Safety planning will be in coordination with the State Strategic Highway Safety Plan efforts of the District of Columbia, Maryland, and Virginia, as well as other state, regional, and local efforts. Coordination will be maintained with the regional Street Smart pedestrian

and bicycle safety outreach campaign. Major topics to be addressed in the Transportation Safety Planning task include the following:

- Support of the Transportation Safety Subcommittee
- Safety data compilation and analysis
- Address MAP-21 requirements related to the CMP, including:
  - Compile fatality and injury data to support the “safety” National Goal for Performance Management.
  - Provide information on performance measures for safety.
  - Coordinate with member states on addressing safety targets.
- Coordination on metropolitan transportation planning aspects of state, regional, and local safety efforts, and with transportation safety stakeholders
- Coordination with other TPB committees on the integration of safety considerations
- Maintenance of the safety element of region's long-range transportation plan.

Oversight: Transportation Safety Subcommittee

Cost Estimate: \$128,800

Products: Safety element of the CLRP; summaries, outreach materials, and white paper(s) on technical issues as needed; documentation as necessary supporting MAP-21 requirements of transportation safety planning

Schedule: Quarterly

#### E. BICYCLE AND PEDESTRIAN PLANNING

Under this work task, TPB will provide opportunities for consideration, coordination, and collaborative enhancement of planning for pedestrian and bicycle safety, facilities, and activities in the region, advised by its Bicycle and Pedestrian Subcommittee. An updated Regional Bicycle and Pedestrian Plan was completed in FY2014, and provides guidance for continued regional planning activities. Major topics to be addressed include the following:

- Advise the TPB, TPB Technical Committee, and other TPB committees on bicycle and pedestrian considerations in overall regional transportation planning.
- Maintain the Regional Bicycle and Pedestrian Plan and supporting Bicycle and Pedestrian Plan database on the TPB Web site for member agency and public access.
- Provide the TPB an annual report on progress on implementing projects from the Regional Bicycle and Pedestrian Plan. Provide the public with information on the status of bicycle and pedestrian facilities planning and construction in the Washington region.

- Monitor regional Complete Streets and Green Streets activities.
- Compile bicycle and pedestrian project recommendations for the Transportation Improvement Program (TIP).
- Coordinate with the annual "Street Smart" regional pedestrian and bicycle safety public outreach campaign (Street Smart is supported by funding outside the UPWP).
- Advise on the implementation and potential expansion of the regional bikesharing system and associated marketing materials.
- Examine regional bicycle and pedestrian safety issues, their relationship with overall transportation safety, and ensure their consideration in the overall metropolitan transportation planning process, in coordination with task 2.D above.
- Examine bicycle and pedestrian systems usage data needs for bicycle and pedestrian planning, and ensure their consideration in the overall metropolitan transportation planning process.
- Coordinate and host one or more regional bicycle and pedestrian planning or design training, outreach, or professional development opportunities for member agency staffs or other stakeholders.
- Provide staff support to the Bicycle and Pedestrian Subcommittee, supporting the regional forum for coordination and information exchange among member agency bicycle and pedestrian planning staffs and other stakeholders.

Oversight:	Regional Bicycle and Pedestrian Subcommittee
Cost Estimate:	\$125,000
Products:	Compilation of bicycle and pedestrian facilities for the TIP; maintenance of the regional bicycle and pedestrian plan on the TPB Web Site; one or more regional outreach workshops; Subcommittee minutes, agendas, and supporting materials; white papers or other research and advisory materials as necessary.
Schedule:	Bimonthly

#### F. REGIONAL BUS PLANNING

This work activity will provide support to the Regional Bus Subcommittee for the coordination of bus planning throughout the Washington region, and for incorporating regional bus plans into the CLRP and TIP. The Regional Bus Subcommittee is a forum for local and commuter bus, rail transit, and commuter rail operators and other agencies involved in bus operation and connecting transit services. The Subcommittee focuses on bus planning as well as regional transit issues, such as data sharing and technical projects.

The major topics to be addressed in FY 2015 include the following:

- Evaluate federal rulemaking for the performance provisions of MAP-21, specifically transit safety and transit state of good repair, including changes in the metropolitan planning process in regard to performance-based project programming and planning.
- Provide a forum for discussion of the development of the performance measures and selection of performance targets required under MAP-21, in order to coordinate with relevant providers of public transportation to ensure consistency to the maximum extent practicable.
- Development and publication of useful operations, customer, and financial data on regional bus services for TPB and public utilization, including a priority list of regional projects to improve bus transit services.
- Coordination and evaluation of CLRP and TIP proposals and amendments with regard to bus transit service plan implementation and capital projects for bus facilities and runningway improvements.
- Provide technical advice and input regarding regional transportation and land use coordination, including the development of transit assumptions for TPB planning studies.
- Facilitation of technology transfer and information sharing as it relates to regional, state and local bus transit services, including for Bus Rapid Transit (BRT) projects, customer information, and other common issues.
- Coordination with other regional committees regarding bus transit participation in planning and training activities, including but not limited to the Regional Emergency Support Function (RESF) #1 at COG, and the MATOC Transit Task Force.
- Coordination with the TPB Management, Operations, and Intelligent Transportation Systems (MOITS) Policy Task Force and MOITS Technical Subcommittee regarding integrated planning for bus services and street operations.
- Coordination with the TPB Access for All (AFA) Committee to enhance regional mobility for all populations.

Oversight: Regional Bus Subcommittee

Cost Estimate: \$160,000

Products: Data compilation, reports on technical issues, and outreach materials

Schedule: Monthly

#### G. HUMAN SERVICE TRANSPORTATION COORDINATION

Under the final USDOT planning requirements for SAFETEA-LU, a Coordinated Plan was required to guide funding decisions for three Federal Transit Administration (FTA) programs: 1) Formula Program for Elderly Persons and



Persons with Disabilities (Section 5310); 2) Job Access and Reverse Commute for Low Income Individuals (JARC, Section 5316); and 3) New Freedom Program for Persons with Disabilities (Section 5317). In 2009, the TPB adopted an Update to the Coordinated Human Service Transportation Plan for the National Capital Region ("Coordinated Plan"). The TPB became the designated recipient of the SAFETEA-LU's JARC and New Freedom programs in 2006 for the Washington DC-VA-MD Urbanized Area.

MAP-21 eliminated the JARC program and consolidated the New Freedom and the Section 5310 Elderly and Individuals with Disabilities Program into a new program "Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities". A Joint Designated Recipient arrangement between the TPB, the D.C. Department of Transportation (DDOT), the Maryland Transit Administration (MTA), and the Virginia Department of Rail and Public Transportation (DRPT) was finalized in FY2013. Under the Joint Designated Recipient arrangement, the TPB is responsible for the federally required Coordinated Plan, project solicitation and selection. DDOT, DRPT and MTA receive the funds directly from the FTA and administer the projects in their jurisdiction.

The TPB established the Human Service Transportation Coordination Task Force ("Task Force") to develop and help implement the Coordinated Plan which guided project selection for JARC and New Freedom, and under MAP-21, and will guide project selection for the new Section 5310 Enhanced Mobility program. The Task Force is comprised of human service and transportation agency representatives from each TPB jurisdiction as well as consumers and private providers. The Task Force establishes priorities for the annual solicitations and assists with outreach.

Proposed work activities include:

- Support the activities of the TPB Human Service Transportation Coordination Task Force which will oversee the following work activities:
  - Review and update the Coordinated Plan as needed based on FTA guidance on MAP-21 for human service transportation coordination and the new Section 5310 Enhanced Mobility Program;
- The TPB will carry out the following activities as defined under the joint designated recipient arrangement between the TPB, DDOT, DRPT and MTA:
  - Develop priority projects in preparation for the solicitation for the Enhanced Mobility Program in the Washington DC-VA-MD Urbanized Area;
  - Conduct a project solicitation for the Enhanced Mobility Program; and
  - Convene a selection committee that will make grant funding recommendations for the Enhanced Mobility funding to the TPB in

coordination with DDOT, DRTP and MTA.

- Coordinate the activities of the coordination task force with the TPB Access For All Advisory Committee and the Private Providers Task Force.

Oversight: Transportation Planning Board

Cost Estimate: \$141,200

Products: Updated Coordinated Plan, Project Priorities for 2014 Solicitation, and Project Recommendations for Enhanced Mobility Funding

Schedule: June 2015

#### H. FREIGHT PLANNING

Under this work task, TPB will provide opportunities for consideration, coordination, and collaborative enhancement of planning for freight movement, safety, facilities, and activities in the region. An updated Regional Freight Plan was completed in FY2010, and provides guidance for continued regional planning activities. Major topics to be addressed include the following:

- Support the Regional Freight Subcommittee.
- Complete a new Regional Freight Plan.
- Maintain the Regional Freight Plan and supporting information on the TPB Web site for member agency and public access.
- Ensure consideration of freight planning issues in overall metropolitan transportation planning, including:
  - Work proactively with the private sector for consideration of private sector freight issues. Identify topics of interest to private sector, often competing trucking and freight stakeholders.
  - Continue following up on recommendations from the Regional Freight Forum held in FY2011.
  - Advise the TPB and other committees in general on regional freight planning considerations for overall metropolitan transportation planning.
  - Coordinate with federal, state, and local freight planning activities.
- Address MAP-21 requirements related to freight planning, including:
  - Analyze available freight movement data for the region including FHWA Freight Analysis Framework total tonnage and total value data for truck, rail, air cargo, and maritime movements in our region; this data may inform freight performance measures.
  - Monitor federal rulemaking on freight performance measures.

- Coordinate with member states on the establishment of freight targets.
- Complete a set of "Freight Around the Region" outreach materials focusing on individual jurisdictions' freight activities and their links to regional activities.
- Coordinate with TPB travel monitoring and forecasting activities on freight considerations.
- Examine truck safety issues.
- Develop ongoing freight component input to the Constrained Long Range Plan (CLRP).
- Keep abreast of regional, state, and national freight planning issues.
- Undertake data compilation and analysis on freight movement and freight facilities in the region.
- Undertake freight stakeholder outreach with representatives of the freight community, including carriers, shippers, and other stakeholders, to gain their input on regional freight movement, safety and other issues and to gauge their interest in state and MPO planning and programming processes.

Oversight:	TPB Freight Subcommittee
Cost Estimate:	\$154,500
Products:	New Regional Freight Plan; data compilation and outreach materials as needed; white paper(s) on technical issues as needed; structured interviews and summarized results; documentation as necessary supporting MAP-21 requirements of freight planning
Schedule:	Bimonthly

#### I. METROPOLITAN AREA TRANSPORTATION OPERATIONS COORDINATION PROGRAM PLANNING

Under this work task, TPB will provide planning support for the Metropolitan Area Transportation Operations Coordination (MATOC) Program, in conjunction with the MATOC Steering Committee, subcommittees, and partner agencies. This task is the metropolitan transportation planning component of a larger set of MATOC Program activities, including operational and implementation activities, funded outside the UPWP. The Metropolitan Area Transportation Operations Coordination (MATOC) Program's mission is to provide situational awareness of transportation operations in the National Capital Region (NCR) through the communication of consistent and reliable information, especially during incidents. MATOC's information sharing is undertaken in large part through the Regional Integrated Transportation Information System (RITIS). RITIS is an automated system that compiles, formats, and shares real-time traffic and transit data among the region's transportation agencies. RITIS was developed on behalf of the region by the Center for Advanced Transportation Technology Laboratory at the

University of Maryland. Data provided through RITIS is in daily use by the region's major transportation operations centers.

As a complement to the externally-funded operations activities of MATOC, this UPWP task is to provide ongoing TPB staff planning assistance to the MATOC Program, as a part of the TPB's metropolitan transportation planning activities. Planning activities under this task include:

- Committee Support: Provide administrative support of MATOC Steering Committee and subcommittee meetings, including preparation of agendas and summaries and tracking of action items.
- TPB Reports: Provide regular briefings to the TPB on MATOC Program progress.
- TPB Staff Participation: Provide input and advice to the MATOC Information Systems Subcommittee and Operations Subcommittee.
- Coordinate as necessary with the Management, Operations, and Intelligent Transportation Systems (MOITS) Technical Subcommittee
- Outreach: Coordinate the work of MATOC with other organizations, for example, with public safety or emergency management groups and media representatives; prepare articles, presentations and brochures to convey MATOC concepts, plans, and accomplishments. Also coordinate with the COG Regional Emergency Support Function # 1 - Emergency Transportation Committee.
- Implementation Planning: Prepare implementation plans describing the work required to reach defined stages of MATOC operating capability, including expert input from MATOC subcommittees.
- Financial and Legal Analysis: Support discussion of the identification of funding sources, estimation of funding needs, as well as preparation of legal agreement materials that provide for the long term sustainability of MATOC.
- Performance Measurement: Support MATOC committee discussions of assessing progress against MATOC's defined goals and objectives.
- Risk Management: Identify and monitor major risks to progress and identify actions to be taken in order to avoid incurring risks or mitigating their consequences.
- Supporting Materials: Develop supporting or informational materials for the above activities as necessary.

Oversight: MATOC Steering Committee; MOITS Technical Subcommittee

Cost Estimate: \$123,600

Products: Agendas, minutes, summaries, and outreach materials as needed; white paper(s) on technical issues as needed; regular briefings and reports to the TPB, MATOC committees, and the MOITS Policy Task

Force and Technical Subcommittee

Schedule: Monthly

### 3. FORECASTING APPLICATIONS

#### A. AIR QUALITY CONFORMITY

The objective of this work activity is to ensure that TPB plans, programs and projects meet air quality requirements. The 1990 Clean Air Act Amendments require that detailed systems level detailed technical analyses are conducted to assess air quality conformity of transportation plans and programs. Procedures and definitions for the analyses were originally issued as EPA regulations in the November 24, 1993 *Federal Register*, and subsequently amended and issued, most recently in a March 2010 EPA publication. In addition, federal guidance has also been published at various times by the EPA, FHWA and FTA.

The 2014 Constrained Long Range Plan (CLRP) and FY2015-20 Transportation Improvement Program (TIP) will address ozone, wintertime carbon monoxide, and fine particles (particulate matter, PM<sub>2.5</sub>) requirements, including differing geographical boundaries, inventory time periods, and evaluation criteria by pollutant. The schedule for adoption of the updated plan and TIP calls for most of the work to be completed in FY2014. As the Public Comment Period extends beyond the end of FY2014 and into the start of FY2015, it is anticipated that the final stages of the plan development consisting of incorporation of the public comments, development of the final report, adoption by the TPB and subsequent transmittals will take place in September 2014. Upon adoption of the 2014 CLRP, a new Air Quality Conformity cycle will begin for the 2015 CLRP and FY2015-20 TIP, which will run throughout FY2015.

The interagency and public consultation procedures of TPB are based on the November 24, 1993 EPA regulations, which were adopted by TPB in September 1994 and subsequently amended to reflect additional requirements in August 15, 1997 regulations, which were adopted by TPB in May 1998. These procedures address the preparation of the annual UPWP and TIP and any updates to the regional plan or programs. The procedures involve timely announcement of upcoming TPB activities relating to air quality conformity and distribution of relevant material for consultation purposes.

The FY2015 work program will include the following tasks:

- Completion of conformity analysis of the 2014 CLRP by preparing the final report, which documents procedures, results, and comments and testimony received; in addition, all data files for use in subsequent regional and corridor/subarea planning studies are organized and documented.
- Preparation and execution of a work program for analysis of the 2015 CLRP & FY2015-20 TIP using the most up-to-date project inputs, planning assumptions, travel demand model, software and emissions factor model (MOVES); preparation of a draft report on the conformity assessment.
- TPB interagency and public consultation procedures; this includes

funding for review and coordination work on the part of COG/DEP staff to reflect involvement by the Metropolitan Washington Air Quality Committee (MWAQC) in the public and interagency consultation process.

- Coordination of project solicitation, documentation, and emissions reduction analysis associated with CMAQ projects. Perform incidental air quality conformity reviews (non-systems level), as required throughout the year.
- Keeping abreast of federal requirements – as they are updated throughout the year – on air quality conformity regulations and as guidance is issued; revision of work program elements as necessary.

Oversight:	Technical Committee in consultation with MWAQC committee
Cost Estimate:	\$584,600
Products:	Final report on 2014 CLRP & FY2015-20 TIP Air Quality Conformity Assessment; Work Program for 2015 CLRP & FY2015-20 TIP Conformity Assessment
Schedule:	June 2015

## B. MOBILE EMISSIONS ANALYSIS

The objective of this work activity is to conduct a broad range of analyses aiming to quantify emissions levels of various pollutants and ensure that TPB plans, programs and projects meet air quality requirements. A component of this work activity is the analysis, assessment and evaluation of the performance of Transportation Emissions Reduction Measures (TERMs) associated with PM2.5 and 8-hour ozone SIPs.

The FY2015 work program will include the following tasks:

- Development of input data for MOVES model runs for the 2015 CLRP & FY2015-20 TIP Air Quality Conformity Assessment, review and evaluation of MODEL outputs. Mobile emissions may also be developed for GHG pollutants using the MOVES model (as deemed necessary) in support of strategic planning scenarios as part of the TPB's Scenario Task Force activities and the COG Board's Climate, Energy, and Environment Policy Committee (CEEPC).
- Execution of sensitivity tests (as necessary) assessing the likely impacts of input data changes in MOVES model runs
- Measurement of the on road mobile emissions reductions attributable to current and future Transportation Emissions Reductions Measures (TERMs)

- Technical support to the Commuter Connections Program in support of developing implementation plans and evaluating current and future TERMS
- Funding for the COG Department of Environmental Programs (DEP) in support of its contributions towards provision of data from the state air agencies, and updates on federally-mandated issues related to mobile emissions as part of the annual air quality conformity determinations
- Response to requests for technical assistance by governmental entities and/or their consultants working on technical analyses or municipal transportation planning.
- Development of presentation material, rendering technical support and attendance of MWAQC and CEEPC meetings, policy discussions and public hearings.
- Monitoring of performance measures development associated with Air Quality as mandated by MAP-21
- Monitoring of the development of the newest version of MOVES (MOVES2914) by keeping up-to-date on technical issues, release date, grace period, and technical support activities provided by EPA; staff training on MOVES2 2014 may also be necessary

Oversight:	Technical Committee and Travel Management Subcommittee, in consultation with MWAQC committees
Cost Estimate:	\$707,200
Products:	Reports on TERM evaluation and on greenhouse gas emissions reduction strategies; Updated mobile source emissions inventories / reports as required addressing ozone and PM <sub>2.5</sub> standards and climate change requirements
Schedule:	June 2015



## C. REGIONAL STUDIES

### Regional Transportation Priorities Plan

Development of the Regional Transportation Priorities Plan (RTPP) began in July 2011. In January 2014, the TPB approved the RTPP.

In FY 2015, TPB staff will conduct outreach and analysis activities related to the RTPP. Tasks will include:

- *RTPP/CLRP Comparative Assessment* – COG/TPB staff will conduct a qualitative assessment of how well the three overarching priorities identified in the RTPP are being met by the transportation system laid out in the 2014 CLRP. This analysis will begin in the spring and end in the fall of 2014.
- *Outreach on the RTPP* – COG/TPB staff will engage policy officials and staff of the TPB's member jurisdictions to promote dialogue on the RTPP and to further the realization of its objectives. Outreach activities will promote discussion that connects the regional policy framework provided by the RTPP with the planning and decision-making activities conducted by the TPB's members. Staff will also conduct outreach with members of the general public that will seek input from a variety of constituencies, including representative citizens, historically disadvantaged communities, opinion leaders and community activists, as well as stakeholders who are already involved in the TPB process.
- *Enhanced Linkages to COG's Place + Opportunity Plan* – Many of the strategies and priorities laid out in the RTPP are closely connected to COG's Place + Opportunity Plan, which focuses on enhancing the region's 141 Activity Centers. In FY2015, COG/TPB staff will identify ways to further promote those linkages through analysis and outreach.
- *Conduct Other Planning Activities and Analysis Related to the RTPP* – In addition to the work identified above, staff will identify and conduct other analysis and planning activities related to key issues and themes identified in the RTPP. Activities may include developing new/revised transportation and land-use scenarios, conducting analysis of those scenarios, and other research and analysis efforts, such as benefit-cost analysis.

### Support for COG's Region Forward

Since FY 2011, TPB staff has provided support for the Metropolitan Washington Council of Government's (COG) Region Forward regional planning efforts involving transportation. Region Forward is supported by a voluntary compact signed by all of the

COG member jurisdictions, and outlines a series of targets and indicators that measure progress towards creating and attaining a more accessible, sustainable, prosperous, and livable future.



- Work with members of the Cooperative Forecasting Subcommittee to refine the national and regional economic growth assumptions by major industry groups that are inputs into the top-down Cooperative Forecasting regional econometric model. Obtain consensus on regional econometric benchmark projections for Round 8.4 and Round 9.0 Cooperative Forecasts.
- Work with the members of the Cooperative Forecasting Subcommittee, the region's Planning Directors, the Baltimore Metropolitan Council, the Tri-County Council for Southern Maryland, the George Washington Regional Planning Commission and the Planning Directors of Fauquier County- VA, Clarke County-VA and Jefferson County-WV to develop updates to the Round 8.3 Cooperative Forecasts by jurisdiction and reconcile these updated local jurisdiction forecasts with new regional econometric benchmark projections.
- Update the technical documentation of regional econometric benchmark projections and methodologies employed by local jurisdictions in preparing their jurisdictional and TAZ-level Cooperative Forecasts.
- Work with the Cooperative Forecasting Subcommittee and the region's Planning Directors to develop updated Round 8.4 Transportation Analysis Zone (TAZ)-level growth forecasts.
- Update and maintain Cooperative Forecasting land activity databases that are used as input into TPB travel demand-forecasting model. Prepare updated Round 8.4 TAZ-level population, household, and employment forecasts for both COG member and non-member jurisdictions in the TPB Modeled Area.
- Analyze and map Round 8.4 growth forecasts for identified COG Activity Centers.
- Work with the Cooperative Forecasting Subcommittee and the region's Planning Directors to assess the effects of significant transportation system changes on the Cooperative Forecasting land activity forecasts. Document key land use and transportation assumptions used in making updates to the Cooperative Forecasting land activity forecasts
- Respond to public comments on updated Round 8.4 forecasts and the Cooperative Forecasting process.
- Develop and publish useful economic, demographic and housing-related information products including the Regional Economic Monitoring Reports (REMS) reports, the annual "Commercial Development Indicators" and economic and demographic data tables to be included in the Region Forward work program.

Oversight: Technical Committee

Estimated Cost: \$\$831,000

Products: Coordination of Land Use and Transportation Planning in the Region, Review and Update of Regional Econometric Model, Update of Regional Planning Databases, Mapping of Updated Regional Activity Centers, Development and Distribution of technical reports and information products.

Schedule: June 2015

## 4. DEVELOPMENT OF NETWORKS AND MODELS

### A. NETWORK DEVELOPMENT

This activity will involve the development of transportation network files which are primary inputs to the regional travel demand model and are used to reflect system improvements as specified in the evolving TIP and CLRP. During FY 2015, TPB staff will continue to develop network files that are compliant with the adopted Version 2.3.52 travel demand model (or its successor) to support regional and project planning needs. Staff will continue to serve network-related needs associated with project planning and long-term models development activities.

The following work activities are proposed:

- Update the TPB's base-year (2014) transit network to reflect the most current operations of the local transit providers in the Metropolitan Washington Region. Staff will utilize digital (GTFS) data that is available on the web and published schedules for services that are not included in the digital files.
- Prepare base- and forecast-year highway and transit networks in accordance with the 2014 CLRP and FY2015-2020 TIP elements that are received from state and local agencies. The networks will be prepared in compliance with the Version 2.3.52 travel demand model requirements. Provide guidance in the development of network inputs to other technical staff members in the department.
- Support the development of networks for special regional planning studies and for developmental work in the Models Development program.
- Continue to support technical refinements in the models development, including a multi-year migration in the transit network building software, from TRNBUILD to Public Transport (PT).
- Support the ongoing analysis of newly collected INRIX speed data and traffic ground count data for the evaluation of the regional travel model performance.
- Respond to technical data requests associated with network-related information, including transit line files, station files, and shape files associated with features of the regional highway or transit network.
- Further refine or upgrade the TPB's existing ArcGIS-based system which is used to facilitate network coding and network file management.

Oversight:

Travel Forecasting Subcommittee

Cost Estimate: \$792,800

Products: A series of highway and transit networks reflecting the latest TIP and Plan, and compliant with the Version 2.3 travel model. Technical documentation will be furnished.

Schedule: June 2015

## B. GIS TECHNICAL SUPPORT

Under this work activity staff will provide Geographic Information System (GIS) data and technical support to users of the COG/TPB GIS for many important TPB planning activities, including Regional Studies, the CLRP, the TIP, Congestion Monitoring and Analysis, Cooperative Forecasting, Regional Transportation Data Clearinghouse, Network and Models Development, and Bicycle Planning.

The following work activities are proposed for FY 2015:

- Provide data and technical support to staff using the COG/TPB GIS for development and distribution of data and information developed by the TPB planning activities, including Regional Studies, the CLRP, the TIP, Congestion Monitoring and Analysis, Cooperative Forecasting, Regional Transportation Data Clearinghouse, Network and Models Development, and Bicycle Planning.
- Provide ongoing maintenance and support of GIS-based transportation network management and editing tools.
- Enhance the COG/TPB GIS Spatial Data Library with updated transportation and non-transportation features as these data become available.
- Add additional transportation attribute data, land use features and imagery data to the COG/TPB GIS Spatial Data Library.
- Update GIS Spatial Data Library documentation, GIS User Guides and technical documentation of various GIS software applications as required.
- Maintain and update an intranet-based GIS Project Information Center that lists and describes DTP GIS databases and applications currently being developed, as well as those that are currently available.
- Train staff on use of GIS databases for transportation planning.
- Continue to coordinate the regional GIS activities with state DOTs, WMATA, and the local governments through COG's GIS Committee and subcommittees.
- Maintain and update COG/TPB's GIS-related hardware and software.

- Respond to request for COG/TPB GIS metadata, databases, and applications.

Oversight: Technical Committee

Estimated Cost: \$565,300

Products: Updated GIS software, Databases, User Documentation and Training materials; Support of GIS transportation network management.

Schedule: June 2015

### C. MODELS DEVELOPMENT

The Models Development activity functions to maintain and advance the TPB's travel forecasting methods and practices, which are critical to ongoing transportation planning work. Models development activities are formulated around the areas of data collection, short- and long-term models development, research, and maintenance. During FY 2015, staff will continue to support the application and refinement of the currently adopted Version 2.3.52 travel model to serve regional and project planning needs. Staff will also maintain a consultant-assisted effort to evaluate existing forecasting practices and to provide advice on longer-term improvements. All staff-proposed improvements to the regional travel model will be implemented in consultation with the TPB Travel Forecasting Subcommittee (TFS).

The following work activities are proposed:

- Support the application of the Version 2.3.52 travel model for air quality planning work and other planning studies conducted by TPB staff. This will include the update of travel modeling inputs as necessary (external trips and other exogenous trip tables), investigating technical problems that might arise during the course of application, and documenting refinements to the model. Staff will also provide support for local project planning work on an "as needed" basis. Some of this support will be administered through the TPB's technical service accounts.
- Continue the consultant-assisted effort to improve the TPB travel model and to conduct focused research on selected technical aspects of travel modeling in order to keep abreast of best practices.
- Staff will work with local transportation agencies in formulating ways in which the regional travel model might be used to provide performance-based measures as per the new surface transportation authorization legislation (MAP-21).
- Continue the investigation of refinements to the Version 2.3.52 model, drawing from recommendations compiled from past consultant-generated reviews of the regional travel model. These refinements will focus most immediately on activities that were initiated during FY 2014, including an enhanced traffic

assignment process, an improved mode choice model application program, and the use of the Public Transport (PT) transit network program. Staff will also continue to leverage available technology to minimize model computation times as much as possible.

- Continue with sensitivity testing with the Version 2.3.52 travel model, in consultation with the TFS. The testing may point to a need to modify the adopted travel model.
- Continue the analysis of geographically focused household travel survey data that TPB staff has collected during FY 2012, FY 2013 and FY 2014. This will include a comparison of surveyed data against modeled data as a way of assessing model performance and reasonability.
- Keep abreast of new developments in travel demand forecasting, both short-term developments (such as for trip-based, four-step models) and long-term developments (such as ABMs and airport choice and ground access mode choice models). TPB staff will also continue involvement with the Transportation Research Board (TRB), the Travel Modeling Improvement Program (TMIP) and Institute of Transportation Engineers (ITE).
- Staff will keep abreast of hardware and software needs and opportunities, including the potential use of “cloud computing” and the use of versioning software as an efficient way of tracking model code as it evolves with model refinements over time.
- Provide staff support for the TPB Travel Forecasting Subcommittee which is the forum charged with overseeing technical practices and improvements to the TPB travel forecasting process. This will include organizing meetings, preparing regular presentations, and coordinating with internal and external meeting participants on presentation items.
- Respond to model-related data requests from local partner agencies and their consultants.

Oversight:	Travel Forecasting Subcommittee
Cost Estimate:	\$1,103,400
Products:	Updated travel models; documentation of models development activities; and recommendations for continued updating of the travel demand modeling process, where applicable.
Schedule:	June 2015

D. SOFTWARE SUPPORT



This work element supports the infrastructure needs of the TPB microcomputer-based travel demand forecasting model and the emissions models used in air quality applications. It consists of software, hardware and knowledge-based maintenance of all the systems needed for successful model runs. Activities performed under this work activity include: (1) development and testing of revisions and upgrades of the software currently in use (2) tests of new software needed for the successful execution of model runs, file management and upkeep, data storage, retrieval and transfer systems etc. (3) training of TPB staff in use of models and adopted systems. Throughout FY2013 staff will closely monitor the performance of all software and hardware systems and it will research and evaluate potential system upgrades through testing and demonstration.

The FY2015 work program will include the following tasks:

- Continued support on executing CUBE / TP+ runs and migration to CUBE / Voyager in running TPB travel demand forecasting applications.
- Continued support on MOVES emissions model runs and supporting software applications.
- Training of DTP staff in various applications of CUBE/ TP+, CUBE / Voyager, MOVES2014 and post-model applications such as integration with TRANSIM (as deemed necessary).
- Monitoring of the performance of DTP desktop and laptop microcomputer hardware and software and make upgrades as appropriate.
- Coordination with the COG Office of Technology Programs and Services (OTPS) staff in this task and in applications under the Microsoft Windows operating system.
- Maintenance of the data storage systems for the back-up, archiving and retrieval of primary regional and project planning data files.
- Support development and execution of applications of micro simulation software as appropriate.

Oversight: TPB Technical Committee

Cost Estimate: \$184,300

Products: Operational travel demand forecasting process plus operational MOVES2010 Models; File transfer, storage and retrieval processes; DTP staff training in CUBE/ TP+, CUBE / Voyager, and MOVES2010 systems; and Microcomputer hardware to support CUBE/ TP+, CUBE / Voyager, MOVES2010, and other operations.

Schedule: June 2015

## 5. TRAVEL MONITORING

### A. CORDON COUNTS

Volume, occupancy, and travel time monitoring of the regional HOV system is performed on a 3 to 4-year cycle. In FY 2015 staff will conduct the second phase of data collection on the regional HOV system during the fall and then process, tabulate and analyze the volume, occupancy, and travel time data and prepare a technical report summarizing the key findings and changes from previous HOV monitoring. Staff will also prepare a technical report appendix containing the detailed data for each regional HOV monitoring location.

Oversight:	Travel Forecasting Subcommittee
Estimated Cost:	\$258,400
Products:	2014 Regional HOV Monitoring Report and appendices
Schedule:	June 2015

### B. CONGESTION MONITORING AND ANALYSIS

Congestion Monitoring supplies data for the Congestion Management Process (CMP - Item 2.A.) and Models Development (Item 4.C.). The program monitors congestion on both the freeway and the arterial highway systems, to understand both recurring and non-recurring congestion. Data collection methods include a combination of aerial surveys, field data collection, and/or data procured from private sources. Examples of emerging technologies include probe-based data and Bluetooth-based data. Activities will include:

- Analyze and publish the results of the triennial aerial survey of congestion on the region's freeway system, based upon the data collection that took place in spring 2014; coordinate this information with other congestion data sources.
- Compile, review, and format transportation systems condition information from sources including:
  - The speed data archive from the I-95 Corridor Coalition/INRIX, Inc. Vehicle Probe Project (VPP) and associated VPP Suite developed by the University of Maryland Center for Advanced Transportation Technology;
  - The Regional Integrated Transportation Information System (RITIS) of the Metropolitan Area Transportation Operations Coordination (MATOC) Program;
  - The FHWA's National Performance Management Research Data Set (NPMRDS)
  - Private sector sources as available.

- Examine potential new sources of archived operations data.
- Provide data to the products of the Congestion Management Process (see also Task 2.A.)

Oversight:	MOITS Technical Subcommittee
Estimated Cost:	\$360,500
Product:	Final report of the spring 2014 aerial survey of congestion on the region's freeways; transportation systems monitoring data sets and analysis reports from archives, provided for the products of the Congestion Management Process (2.A.) and other regional transportation planning activities; documentation as necessary supporting MAP-21 requirements of congestion monitoring and analysis
Schedule:	June 2015

### C. TRAVEL SURVEYS AND ANALYSIS

In FY 2012-2014, the 2007/2008 Regional Household Travel Survey data was supplemented with collection of household travel survey data in 14 focused geographic subareas of the region. This additional household travel survey data collection was in response to the need expressed by local jurisdiction users of the household travel survey to have additional household samples in smaller geographic subareas to analyze specific aspects of daily travel behavior in these smaller geographic areas. In FY 2015, staff will continue to support users of TPB household travel survey data, update user documentation, provide technical assistance to the users of these survey data and begin planning for the next region-wide household travel survey.

The following work activities are proposed for FY 2015:

- Provide data, documentation, and technical support to users of 2007/2008 Regional Household Travel Survey and 2011-2014 Geographically-Focused Household Travel Surveys. Update user documentation as required.
- Complete the processing and analysis of data collected in the 2014 Geographically-Focused Household Travel Surveys to support analysis of regional growth and transportation issues of topical interest to the members of the TPB. Prepare information reports on various aspects of daily household and vehicle travel in the region.
- Update vehicle flows and commuter rail ridership across the external cordon for the TPB modeled area with data from third party vehicle trip data providers and commuter rail operators.

- Begin planning and seek funding for a large sample methodologically enhanced activity-based region-wide household travel survey to begin in FY 2016-FY2017. The pre-test and data collection for the methodologically enhanced activity-based region-wide household survey will not begin until funding for the full survey can be identified. It is currently estimated that between \$2.1 and \$2.6 million in funding will be needed to collect survey data from approximately 10,000 households in the TPB modeled area.

Oversight:	Travel Forecasting Subcommittee
Estimated Cost:	\$727,500
Product:	Household Travel Survey Data Collection and Processing, Household Travel Survey Analyses, Information Reports and Technical Memorandum, Maintenance of Travel Survey Data and Documentation, Planning for Region-Wide Household Survey
Schedule:	June 2015

#### D. REGIONAL TRANSPORTATION DATA CLEARINGHOUSE

Efficient access to a comprehensive data set containing current and historic data on the characteristics and performance of the region's transportation system is vitally important for transportation planning, air quality analysis, models development, congestion management and project evaluations. Under this work item state will continue to work with local, state, WMATA and other regional agencies to transfer data to and from the Regional Transportation Data Clearinghouse and to update the Data Clearinghouse with updated highway and transit performance data as these data become available.

The following work activities are proposed for FY 2015:

- Update Clearinghouse data files with FY13-14 highway and transit network data.
- Update Clearinghouse traffic volume data with AADT and AAWDT volume estimates, hourly directional traffic volume counts and vehicle classification counts received from state DOTs and participating local jurisdiction agencies.
- Update Clearinghouse transit ridership data with data received from WMATA, PRTC, VRE, MTA and local transit agencies including the Ride-On, The Bus, ART, DASH and the Fairfax Connector.
- Add newly collected and processed freeway and arterial road speed and level of service (LOS) data to the Regional Transportation Data Clearinghouse network.
- Add updated Cooperative Forecasting data to the Clearinghouse by TAZ.

- Update Regional Clearinghouse user manuals and documentation.
- Display Clearinghouse volume, speed and LOS data on a web-based application that utilizes satellite/aerial photography imagery with zooming user interface.
- Distribute Regional Transportation Clearinghouse Data to TPB participating agencies via a web-based ArcGIS application.

Oversight:	Technical Committee
Estimated Cost:	\$327,400
Product:	Updated Clearinghouse Database and Documentation; Web Interface to Access Clearinghouse Data
Schedule:	June 2015

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## 6. TECHNICAL ASSISTANCE

The TPB work program responds to requests for technical assistance from the state and local governments and transit operating agencies. This activity takes the form of individual technical projects in which the tools, techniques, and databases developed through the TPB program are utilized to support corridor, project, and sub-area transportation and land use studies related to regional transportation planning priorities. The funding level allocated to technical assistance is an agreed upon percentage of the total new FY 2015 funding in the basic work program. The funding level for each state is an agreed upon percentage of the total new FTA and FHWA planning funding passed through each state. The funding level for WMATA is an agreed upon percentage of the total new FTA funding. The specific activities and levels of effort are developed through consultation between the state and WMATA representatives and TPB staff.

Technical assistance projects anticipated in FY 2015 are described below. Total funds allocated to the District of Columbia, Maryland, Virginia, and WMATA for technical assistance are shown in Table 2. Work on each project is directed by staff from the respective state DOT or WMATA and is conducted by TPB staff or consultants as noted.

### A. DISTRICT OF COLUMBIA

#### 1. Program Development, Data Requests and Miscellaneous Services

This project accounts for staff time spent in developing scopes of work for requested projects and in administering the work program throughout the year. Work activities involve meeting with DDOT staff to discuss proposed projects, drafting and finalizing work statements and tasks, creating project accounts when authorized, and progress reporting throughout the projects.

Additionally, this project establishes an account to address requests which are too small or too short-lived to warrant separate scopes of work. Requests may include staff time to participate in technical review committees and task forces and execution of small technical studies.

Cost Estimate:	\$10,000
Product:	specific scopes of work
Schedule:	on-going activity

#### 2. Traffic Counts and Highway Performance Management System (HPMS) Support

This task will include procurement of a contractor to perform 7-day vehicle classification counts and 3-day traffic volume machine counts on roadway segments and grade-separated ramps that part of DDOT's traffic counting program. A total of approximately 200 traffic counts and 60 ramp counts will be performed city-wide at locations specified by DDOT's HPMS Coordinating Committee. DTP staff will also provide quality control checking of the traffic counts conducted by the contractor and provide technical support to

DDOT in preparation of its annual HPMS submittal. This technical support will include processing of the traffic counts into average annual daily traffic (AADT) volumes, growth factoring of AADT volumes, and preparation of vehicle classification summaries of daily travel activity and preparation of traffic volume metadata.

Cost Estimate: \$235,000  
Product: Machine traffic counts and HPMS submittal support  
Schedule: June 2015

### 3. Bicycle Counts

This task includes collection of bicycle counts at locations specified by DDOT staff.

Cost Estimate: TBD  
Product: Bicycle count files  
Schedule: June 2015

### 4. Other Tasks To Be Defined

Cost Estimate: \$115,470

**TOTAL DISTRICT OF COLUMBIA COST ESTIMATE: \$360,470**

## B. MARYLAND

### 1. Program Development Management

This work task will account for DTP staff time associated with the administration of this Technical Assistance work program throughout the year. Work activities would involve meetings with participating agencies to discuss proposed/new projects, development of monthly progress reports, budgetary reporting and technical quality control. This work task also includes staff time needed for the development of the annual planning work program.

Cost Estimate: \$15,000  
Schedule: On-going activity

### 2. Project Planning Studies

This work task will account for DTP staff time associated with the development of scopes of work, interagency coordination, and technical analyses associated with travel demand modeling, evaluation of alternatives and coordination with other governmental entities and consultants. It is anticipated that technical work will continue on the MD 586 and MD 97



BRT transit corridors and potentially start work on the I-495 multimodal corridor. This work element also anticipates technical work on new planning studies administered by MDOT, MD SHA and other agencies.

Cost Estimate: \$100,000

Schedule: On-going activity

### 3. Feasibility/Special Studies

This work task will provide funding to support technical support on feasibility/special studies as requested by MDOT, SHA and other agencies. Work may include but not limited to technical support in ongoing corridor/subarea studies, initiation of new studies ranging from major new corridor analyses to the development of travel demand forecasts for individual facilities and scenario analyses. Project authorizations may occur throughout the fiscal year as priorities dictate to address transportation planning initiatives and strategic goals of MDOT, SHA and other agencies.

Cost Estimate: \$200,000

Schedule: On-going activity

### 4. Transportation Performance Measures

This work task will provide funding to support technical support on assessing the performance of the transportation network by assessing the congestion levels of freeway and arterial segments in accordance with MAP-21 mandates. In addition, accessibility and connectivity issues at a subarea level of analysis may be assessed as well as network bottlenecks. Finally, operational assessments of the area network may be conducted in support of planning studies.

Cost Estimate: \$100,000

Schedule: On-going activity

### 5. Miscellaneous Technical Support:

This work task will support technical work associated with several pursuits of MDOT and MD SHA that cannot fit into the previous work tasks. It is envisioned that Transit Oriented Development (TOD) studies, statewide model support, GIS Applications, scenario studies, SHRP2 Capacity and Reliability Product Implementation assessments, and possibly freight/special generator studies may be conducted as part of this work task.

Cost Estimate: \$65,000

Schedule: On-going activity

## 6. Transportation / Land Use Connections Program

The Transportation / Land Use Connections (TLC) program is an effort to provide technical assistance to local governments in the Washington region in order to facilitate integrating land use and transportation planning at the community level. Begun as a 6 month regional pilot program in January 2007, the project was very well received. It was not only continued in subsequent years, but Maryland supplemented the regional effort with additional funds.

Cost Estimate:           \$160,000  
Product:                 Grant awards, technical reports from contractors  
Schedule:                June 2015

## 7. Other Tasks yet to be defined

Other tasks are anticipated but not yet defined. This project is established to account for TPB staff time spent in responding to requests for technical assistance by MDOT, SHA, other modal agencies and jurisdictions whose scope of work or characteristics do not conform to the other work tasks of the Maryland Technical Assistance Program. Work under this project will be performed upon authorization by MDOT, SHA and/or other modal agencies and jurisdictions.

Cost Estimate:           \$6,043

**TOTAL MARYLAND COST ESTIMATE:   \$ 646,043**

## C. VIRGINIA

### 1. Program Development And Data/Documentation Processing

This work element accounts for DTP staff time associated with the administration of this Technical Assistance work program throughout the year. Work activities would involve meetings with participating agencies to discuss proposed/new projects, development of monthly progress reports, budgetary reporting and technical quality control. This work task also includes staff time to process requests for data/documents from Northern Virginia as advised by VDOT throughout the year.

Cost Estimate:           \$15,000  
Product:                 Data, documentation, scopes of work, progress reports  
Schedule:                On-going activity

### 2. Travel Monitoring and Survey

This program will fund the ongoing continuous travel monitoring program for major

commuting routes in Northern Virginia, with a goal of sampling each route on a 2-3 year cycle. Collected data and analysis may include volume and occupancy data, travel time data, and other information. The program will also include collection of bicycle and pedestrian data at various locations throughout Northern Virginia, as identified by VDOT.

Cost Estimate: \$200,000

Products: Program management plan, data and analysis, technical memorandum

Schedule: On-going activity

### 3. Travel Demand Modeling

This project is designed to assist VDOT in the development of, and the evaluation of results from the regional transportation travel demand model, as adapted for its use by VDOT. Specific tasks undertaken will be identified throughout the year and are likely to include: developing forecasts and/or extracting specific information from the regional model forecasts for specific scenarios/options evolving out of ongoing studies and/or project planning efforts; and assistance with documentation, training and customization of the regional travel demand forecasting model for the Northern Virginia sub-area per VDOT's requirements.

Cost Estimate: \$109,195

Products: Model output, technical memoranda.

Schedule: On-going activity

### 4. Regional and Sub-regional Studies

This project provides support for technical analysis for planning studies throughout the year as identified and requested VDOT and/or VDRPT. Work may include but not be limited to technical support in ongoing corridor/subarea studies, and initiation of new studies ranging from major new corridor analyses to the development of travel demand forecasts for individual facilities. Tasks undertaken under this work element may involve staff assisting VDOT in the review and/or analysis of Section 527 reports. Staff may also assist VDOT in its work on a system-wide evaluation designed to provide information relating to the effectiveness of ongoing and planned projects and programs aimed at addressing the congestion and mobility challenges in Northern Virginia.

Cost Estimate: \$240,000

Products: Travel demand modeling and technical analysis in support of Northern Virginia regional and sub-regional planning studies

Schedule: On-going activity

5. Other Tasks to be Defined

Other tasks anticipated but not yet defined.

**TOTAL VIRGINIA COST ESTIMATE: \$564,195**

D. WMATA

1. Program Development

This project is established to account for DTP staff time spent in developing scopes of work for requested projects and for administering the resultant work program throughout the year. Work activities will involve meeting with WMATA staff to discuss projects, drafting and finalizing work statements and tasks, creating project accounts when authorized, and reporting progress on projects throughout the year. In addition, this project will provide staff with resources to attend required meetings at WMATA.

Cost Estimate: \$5,000

Schedule: on-going activity

2. Miscellaneous Services

This miscellaneous account is a mechanism established to address requests which are too small or too short-lived to warrant separate work scopes. Past work has included requests for hard copy, plots, tape, or diskettes of data from any of the planning work activities at COG.

Cost Estimate: \$5,000

Schedule: on-going activity

3. 2014 Metrobus Passenger On-Board Survey

*Background*

The 2014 Metrobus On-Board Passenger Survey will be conducted by WMATA and TPB, with TBP staff managing the survey implementation. The primary purpose of this survey is to update the information from the 2008 survey. Since the last survey occurred there have been regional changes as well as Federal reporting changes. The October 2012 FTA Title VI Circular requires that passenger origin-destination surveys be conducted no less than every five years. Other objectives of the survey include obtaining and updating origin and destination information for both planning studies as well as for regional subsidy allocation. Regional subsidy allocation requires that only regional routes are surveyed, however, to be compliant with Title VI, all routes will need to be surveyed. In order to catch up to and

maintain the standards of the federal requirements, a complete baseline survey is needed in calendar year 2014. Following that, 1/3 of the routes will be surveyed every year on a rolling basis, so that therein after, every route will have been surveyed every 3 years.

The 2014 survey will serve as the baseline survey to collect on-board passenger data for the entire Metrobus system, including regional and local routes, and cover both weekdays and weekends. The baseline survey will be split into two surveying periods, Spring 2014 and Fall 2014. Hence, the 2014 UPWP funds will support the first half of the survey and the 2015 UPWP funds will support the second half of the survey. TPB staff will manage the 2014 baseline survey for WMATA with the participation of WMATA staff .

#### *Scope of Work*

TPB staff will solicit proposals from qualified survey contractors to perform all data collection and processing activities associated with the conduct of a regional bus passenger survey. These duties include, but are not limited to the recruitment and training of surveyors to distribute and collect survey questionnaires, the scheduling and supervision of these surveyors, the distribution and collection of survey questionnaires to and from bus passengers, the development and implementation of survey quality control on board procedures, the entry and processing of the survey data into a electronic database, the performance of basic logic and consistency edit checks to ensure data quality and completeness and the documentation of survey results and procedures. TPB staff will also perform geocoding as part of the survey management.

Cost Estimate: FY 2015

Product: Final report summarizing the survey methodology, findings, geo-coded data, and documenting all elements of the data collection and survey processing activities as well as all data files associated with the survey.

Schedule: Complete by March 2015

#### Baseline Survey – Phase 1

Final Project implementation plan: January 2014

Phase 1 surveys: March - May 2014

Completion of Phase 1 follow-up surveys: June 2014

Final Phase 1 deliverables: August 2014

#### Year 1 Baseline Survey – Phase 2 (FY 2015 UPWP)

Phase 2 implementation plan: August 2014

Phase 2 surveys: September - November 2014

Completion of Phase 2 follow-up surveys: December 2014

All final deliverables: March 2015

**TOTAL WMATA COST ESTIMATE: \$222,878**



## **7. CONTINUOUS AIRPORT SYSTEM PLANNING PROGRAM**

The purpose of the CASP program is to provide a regional process that supports the planning, development and operation of airport and airport-serving facilities in a systematic framework for the Washington-Baltimore Region, which includes the region's three major commercial airports: Thurgood Marshall Baltimore Washington International Airport, Ronald Reagan Washington National Airport, and Washington Dulles International Airport. Oversight of the program is the responsibility of the TPB Aviation Technical Subcommittee. The elements of the multi-year CASP work program for FY 2015 are as follows:

### **Update Ground Access Forecasts – Phase 1**

The update of forecasts of ground access trips to the region's three commercial airports is an important step in the airport systems planning process. This project will use the results of the most recent (2013) regional air passenger survey together with the latest available airport terminal area forecasts and land activity forecasts of future growth in the Washington-Baltimore region to update forecasts of ground access trips from local area Aviation Analysis Zones (AAZ) to each of the region's three commercial airports. Phase 1 of this project will result in updated ground access trip generation rates by AAZ and will be completed during FY 2015. Phase 2 will result in updated forecasts of ground access trips by time of day and mode of arrival and will be completed during FY 2016.

Specific tasks to be completed in Phase 1 are: the update of annual local originating passenger forecasts, conversion of base year and forecast annual local originating air passenger trips to average weekday passenger trips, review and analysis of average weekday ground access trips by mode, trip origin and resident status for each AAZ and transportation analysis zone; the review and refinement of the AAZ area system, and calculation of weekday ground access trip generation rates by trip origin and resident/non-resident status for each AAZ. The product of Phase 1 will be a technical memorandum documenting the updated trip generation rates and the methodology used to produce them.

Cost Estimate:                      \$ 40,000

### **Ground Access / Air Cargo Element Update – Phase 2**

The purpose of this project is to update the Ground Access/Air Cargo Element of the Regional Airport System Plan to examine ground accessibility for both air passengers and cargo. Maintaining ground access to the region's airports by both passengers and cargo provides significant benefits to the region's economy. However, ground access and landside congestion problems are expected to increase in the future. These ground access problems could adversely impact airport use in the Washington-Baltimore region.

This update will provide an analysis of current and forecast ground access problems at DCA, IAD, and BWI. It will analyze how current and future traffic congestion affects access to the airports by passengers and cargo. It will also look at overall conditions and demand for air cargo facilities in the region. Further, this plan element will integrate airport system ground access and facility planning into the overall regional transportation planning process for the National Capital Region and include recommendations for improving ground access

to the region's airports. Phase 1 entailed preparation of the scope of work of the Ground Access/Air Cargo Element Update and completion of the supply analysis, which will entail identifying current and planned ground access facilities and services for passengers and cargo and identifying cargo facilities at these airports.

Phase 2 of this project will complete the update of the Ground Access/Air Cargo Element, the first phase of which resulted in the completion of a supply analysis. Phase 2 will continue the analysis of demand, needs analysis and identification of policy recommendations including the preparation of the final report.

Specific tasks to be completed in this phase include: undertaking a review of forecasted demand for airport ground access, identifying ground access needs of the region's air passengers and cargo, documenting issues and problems, highlighting key issues to be addressed in the CLRP, and coordination with relevant agencies to identify policy issues. In addition, for cargo, it will examine the estimated potential demand for air cargo facilities and compare this demand with current and planned facilities to determine air cargo facility needs in this region.

The products of Phase 2 will be a final report outlining key policy issues and recommendations pertaining to the ground access to the region's airports. This plan element will also integrate airport system ground access and facility planning into the overall regional transportation planning process for the National Capital Region and include recommendations for improving ground access and cargo for the region's airports.

Cost Estimate: \$ 82,000

### **Process 2013 Air Passenger Survey – Phase 2**

The purpose of the APS is to collect information about travel patterns and user characteristics of air passengers using the three major commercial airports and to help determine airport terminal and groundside needs. Data from the air passenger surveys will provide the basis for analysis of major changes in airport use in the region and planning for future airport improvements. Phase 1 of this project resulted in a final survey database for general analysis. Phase 2 will involve geocoding and further data analysis including preparation of summary findings and a full technical report. Continued processing and geocoding of the data collected in the 2013 APS will be carried out in this CASP project.

Phase 2 of this project provides for the continued processing of data collected in the 2013 Regional Air Passenger Survey. In Phase 1, data collected as part of the survey was corrected and the 2013 Air Passenger Survey database was finalized in preparation for data analysis. The General Findings Report was issued as part of Phase 1. Specific tasks to be completed in Phase 2 are: geocoding, data expansion, data tabulation, and data analysis. During this process detailed statistical analysis of the survey is conducted, which ultimately results in summarization of the survey findings. Findings are summarized by the various characteristics of the air passengers, characteristics of their ground access trips (work vs. non-work, resident vs. non-resident, mode of access, airport preference, etc.) as well as the geographic characteristics of ground access trips. Analysis concludes with the



production of summary tables and charts, and GIS-based maps that will be incorporated the final survey report. The products for this phase will be the preparation of the Geographic Findings Report and final geocoded survey file.

Cost Estimate: \$110,000

TOTAL CASP COST ESTIMATE: \$232,000

## **8. SERVICE/SPECIAL PROJECTS**

In addition to the TPB basic work program in the UPWP and the Continuous Airport System Planning (CASP) program, service work or special technical studies as specified in contracts between the transportation agencies and COG may be included in the UPWP. Services or special projects are authorized and funded separately by the transportation agencies.

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## **ITEM 9 - Action**

March 19, 2014

### Approval of FY 2015 Commuter Connections Work Program (CCWP)

#### **Staff**

**Recommendation:** Receive briefing on the final version of the CCWP for FY 2015 (July 1, 2014 through June 30, 2015) and adopt Resolution R14-2014 to approve it.

**Issues:** None

**Background:** The draft FY2015 CCWP was reviewed by the Commuter Connections Subcommittee on January 21 and the Technical Committee on February 7 and March 7. The draft FY 2015 CCWP was release for public comment on February 13.

TPB R14-2014  
March 19, 2014

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

**RESOLUTION APPROVING**  
**THE FY 2015 COMMUTER CONNECTIONS WORK PROGRAM**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB) has been designated by the Governors of Maryland and Virginia and the Mayor of the District of Columbia as the Metropolitan Planning Organization (MPO) for the Washington Metropolitan Area; and

**WHEREAS**, on March 20, 2013, the TPB approved the FY 2014 Commuter Connections Work Program (CCWP); and

**WHEREAS**, the draft FY 2015 CCWP was reviewed by the Commuter Connections Subcommittee of the TPB Technical Committee on January 21, 2014; and

**WHEREAS**, comments and suggestions on the work activities in the draft FY 2015 CCWP were reviewed by District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), and the Virginia Department of Transportation (VDOT) and incorporated into the final version; and

**WHEREAS**, the Draft FY 2015 CCWP was released for public comment on February 13; and

**WHEREAS**, the TPB Technical Committee reviewed the work program at its meetings on February 7 and March 7;

**NOW, THEREFORE, BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves the FY 2015 Commuter Connections Work Program for the Metropolitan Washington Region.**

**FY 2015 DRAFT WORK PROGRAM FOR THE  
COMMUTER CONNECTIONS PROGRAM  
FOR THE GREATER WASHINGTON  
METROPOLITAN REGION**

**March 19, 2014**

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD  
METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS**



The preparation of this program document was financially aided through grants from the District Department of Transportation; Maryland Department of Transportation; Virginia Department of Transportation; and the U.S. Department of Transportation.

## TABLE OF CONTENTS

Program Overview .....	Page 2
Funding .....	Page 2
Planning Process Requirements .....	Page 2
Description of Commuter Connections Committees .....	Page 3
Key Elements and Highlights.....	Page 4
Program Background.....	Page 5
Geographic Areas Served by Commuter Connections .....	Page 8
Commuter Connections Structure.....	Page 9
FY 2015 Commuter Connections Budget and Work Program Expenditures .....	Page 10
FY 2015 Commuter Connections Budget By Funding Agency .....	Page 11
<b>Commuter Operations Center</b>	
Ridematching Coordination & Technical Assistance .....	Page 12
Transportation Information Services .....	Page 16
Transportation Information Software, Hardware & Database Maintenance .....	Page 17
Commuter Information System .....	Page 18
<b>Regional Guaranteed Ride Home Program</b>	
General Operations and Maintenance .....	Page 19
Process Trip Requests and Provide Trips .....	Page 21
<b>Marketing</b>	
TDM Marketing & Advertising .....	Page 22
Bike To Work Day .....	Page 26
Employer Recognition Awards.....	Page 28
'Pool Rewards .....	Page 30
Car Free Day .....	Page 31
<b>Monitoring and Evaluation</b>	
TERM Data Collection and Analysis .....	Page 33
Program Monitoring and Tracking Activities .....	Page 35
<b>Employer Outreach</b>	
Regional Employer Database Management & Training.....	Page 40
Employer Outreach for Bicycling.....	Page 41
Maryland Local Agency Funding and Support.....	Page 42
DC, Maryland, and Virginia Program Administration .....	Page 42
<b>GRH Baltimore</b>	
General Operations and Maintenance .....	Page 44
Process Trip Requests and Provide Trips.....	Page 46

## SUMMARY

### Program Overview

The Fiscal Year 2015 Commuter Connections Work Program (CCWP) consists of a core program of regional transportation demand management operational activities funded jointly by state and local jurisdictions, plus jurisdictional programs that are conducted at the discretion of individual state funding agencies.

### Funding

The regional state funding shares for the program elements are defined using a formula agreed to by the state funding agencies. Funding agencies for the programs listed in this document include the District Department of Transportation, Maryland Department of Transportation, and the Virginia Department of Transportation. The Maryland Transit Administration and the Virginia Department of Rail and Public Transportation provide direct funding to their local jurisdictions for transportation demand management activities that support the regional Commuter Connections program. The costs of the jurisdictional activities are allocated directly to the jurisdiction or jurisdictions that choose to conduct them. This ensures that the regional activities upon which all other activities depend will be conducted regionally, and that the costs are allocated to the participating funding agencies according to the agreed upon funding formula. At the same time, considerable flexibility is available to the state funding agencies and other agencies to define and fund discretionary activities that respond to their individual policy and funding priorities.

The FY 2015 Commuter Connections program elements are classified as follows:

<b>REGIONAL PROGRAMS</b>	<b>JURISDICTIONAL PROGRAMS</b>
Commuter Operations Center	Employer Outreach*
Guaranteed Ride Home	GRH Baltimore
Marketing	
Monitoring and Evaluation	

*\*Includes both a Regional and Jurisdictional Component*

The CCWP was re-structured and streamlined in FY 2006 to clarify and simplify funding responsibilities. The FY 2015 CCWP continues this effort aimed at streamlining the administration and oversight processes for the program. Commuter Connections has expanded incrementally since its inception in 1974 as the Commuter Club, with different program elements having different jurisdictional participation and funding shares. As the program became more complex, it became increasingly difficult to track how much each state funding agency was participating in and paying for each program element. Therefore, a funding formula was devised.

### Planning Process Requirements

The TPB is required by federal regulations to approve a congestion management process which includes travel demand management as part of the metropolitan transportation plan. Commuter Connections constitutes the major demand management component of the congestion

management process to be approved by the TPB. Commuter Connections also provides transportation emission reduction measure benefits for inclusion in the air quality conformity determination, which must be approved by the TPB as part of the annual update of the Constrained Long Range Plan and Transportation Improvement Program. In addition, Commuter Connections programs may be needed to meet future Climate Change and Green House Gas emission targets that may be set for the transportation sector in the region.

### Description of Commuter Connections Committees

The increasing complexity of the program prompted the creation of a working group to provide administrative and programmatic oversight of the core program cost elements. An agreement was signed in FY 2011 between COG and the state funding agencies for the support of the Commuter Connections TDM program in the Washington metropolitan region. The agreement will be reviewed and updated as needed during FY 2015. COG and the state funding agencies have an established working group; the State TDM (STDM) Work Group, which meets monthly (except for the month of August) and consists of representatives of the state transportation funding agencies in the District of Columbia, Maryland and Virginia. The State TDM Work Group helps to define the program content and budget for each fiscal year and helps to develop a detailed annual Work Program in collaboration with COG/TPB staff and the Commuter Connections Subcommittee. The draft work program is reviewed by program stakeholders and the Commuter Connections Subcommittee. The final Work Program is reviewed by the TPB Technical Committee and approved by the TPB. Program developments and/or significant changes to the CCWP made by the State TDM Work Group will be reviewed with the TPB's Technical Committee and in some cases the TPB's Steering Committee in the event the items or information will be presented to the TPB.

The State TDM Work Group also review's all RFP's and RFQ's as part of the work program and will identify selection committee members for individual contract solicitations. The State TDM Work Group will review and approve all CCWP work products with input from the Commuter Connections Subcommittee. Upon request, COG/TPB staff can provide additional details for projects being implemented under each program area.

As shown in Figure 2 on Page 9, the Commuter Connections Subcommittee will continue to provide overall technical review of the regional program elements in this Work Program and meet every other month. The Subcommittee will also review, provide comments, and endorse reports and other products for release. The Bike To Work Day Steering Committee will meet every other month from September to May to organize the regional Bike To Work Day event. The Car Free Day Steering Committee will meet every other month from March until September to organize the regional Car Free Day event. The Commuter Connections Ridematching Committee will continue to meet quarterly on technical issues regarding the regional TDM software system. The TDM Evaluation Group will meet as needed to provide direction and review of the regional TDM evaluation project. The Employer Outreach Committee will meet quarterly to review and discuss Employer Outreach efforts. The Regional TDM Marketing Group will also meet quarterly to provide input and coordination of regional TDM advertising and marketing efforts. Oversight for jurisdictional program elements will be provided by the states and agencies that are funding them.



Specialized project work groups will continue to meet as needed to address particular implementation issues, such as the development of regional TDM marketing campaigns and the Employer Recognition Awards. A Strategic Plan was adopted in November 2007 and has been updated annually and most recently in January 2013 that serves as a framework regarding the roles and responsibilities of the Commuter Connections stakeholders. The Strategic Plan can be accessed at [www.commuterconnections.org](http://www.commuterconnections.org) under the 'About Us' Publications link and includes a mission statement, definition of Commuter Connections, overall program and operating objectives, network responsibilities for each program area that include objectives and acceptable performance levels, a committee structure, sample meeting calendar, and internal and external report deliverables.

### Key Elements and Highlights

The key elements and highlights of the FY 2015 Commuter Connections Work Program are summarized as follows:

- The Commuter Operations Center will provide ridematching services to commuters through a central toll free number "1-800-745-RIDE" and [www.commuterconnections.org](http://www.commuterconnections.org) web site, and support to commuter assistance programs operated by local jurisdiction, transportation management associations, and employer-based commuter assistance programs.
- Guaranteed Ride Home (GRH) will provide users of alternative commute modes up to four free rides home per year in a taxi or rental car in the event of an unexpected personal or family emergency or unscheduled overtime.
- Marketing will provide frequent regional promotion of alternative commute options, including; car/vanpooling, teleworking, mass transit, bicycling, walking; and support programs such as Guaranteed Ride Home, the Commuter Connections network ridematching services and Bike to Work Day. The Marketing program aims to raise awareness of alternative commute options, and support the Commuter Connections network in persuading commuters to switch to alternative commute modes from the use of single-occupant vehicles, and persuading commuters currently using alternative commute modes to continue to use those modes. The 'Pool Rewards will continue with the provision of a cash incentive to new carpoolers and vanpoolers. Commuter Connections will coordinate the region's Car-Free Day event as part of World Car Free Day. The Car-Free Day event will encourage commuters and the general population to leave their cars home or to use alternative forms of transportation such as carpools, vanpools, public transit, bicycles, or walking. Commuter Connections will also be celebrating its 40<sup>th</sup> year of operations during 2014.
- Monitoring and Evaluation provides data collection and analysis activities as well as program tracking and monitoring reports for each program area. The 2013 State of the Commute general public report will be printed and distributed, the FY2012 – 2014 TERM Analysis Report will be finalized and distributed, and the FY 2015 Placement Rate Survey will be conducted and a report will be issued. Monitoring and evaluation activities are used

extensively to determine the program's effectiveness. Evaluation results have been used in the past to make program adjustments; for example, the 'Pool Rewards program was expanded to include vanpools, the Telework program was streamlined due to increased participation by the private sector; changes have been made to the Guaranteed Ride Home program guidelines based on participant survey feedback; and target marketing for GRH was re-introduced in the region after it was found that there was a dramatic drop in registrations when the marketing for this measure was streamlined into the mass marketing program.

- Employer Outreach will support outreach and marketing to the region's employers to implement new or expanded employer-based alternative commute modes and incentives such as transit and vanpool benefits, telework, preferential parking for carpools and vanpools, carpool and vanpool formation and incentives, flexible work schedules, and bicycling amenities. The outreach program also encourages employees' use of alternative commute modes such as ridesharing, transit, telework, bicycling, and walking. The outreach program also provides assistance to employers to hold bicycling seminars for employees, maintaining an up-to-date regional Bicycling Guide, providing information on workforce housing programs to promote "Live Near Your Work," and offering car-sharing and bike-sharing information to lower employers' fleet management costs. Maryland jurisdictions will provide resources to employers on the benefits of teleworking and assist them in starting or expanding telework programs.
- GRH Baltimore will provide users of alternative commute modes in the Baltimore metropolitan region and St. Mary's county up to four free rides home per year in a taxi or rental car in the event of an unexpected personal or family emergency or unscheduled overtime.

Figure 1 on page 7 of this document illustrates that the Commuter Connections service area is much larger than the Washington 8-hour ozone nonattainment area for workers eligible for the GRH program and larger still for workers who can access the Commuter Connections ridesharing services. The total Commuter Connections service area has approximately 10 million residents.

### **Program Background**

Commuter Connections is a continuing commuter assistance program for the Washington region which encourages commuters to use alternatives to driving alone in a private automobile, including ridesharing, transit, telecommuting, bicycling, and walking. The program has evolved and expanded over the past three and a half decades following its inception in 1974 as the Commuter Club. In the mid-1980s, in an effort to better share regional ridesharing information the Commuter Club was expanded into the Ride Finders Network, which included Alexandria, Fairfax County, Montgomery County, Prince William County and the Northern Virginia Transportation Commission. By 1996, after steady growth in both size and strength, the Ride Finders Network became Commuter Connections, the commuter transportation network serving the Washington metropolitan region, encompassing twelve counties, four cities, and eight federal agencies. The Commuter Operations Center component of the current Commuter Connections Program

represents the evolution of the earlier Commuter Club and Ride Finders Network programs.

In the mid-1990s, several new elements were added to the Commuter Connections Program as Transportation Emissions Reduction Measures (TERMs) to help meet regional air quality conformity requirements. All of these measures were designed to produce specific reductions in Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NOx) by reducing vehicle trips and vehicle miles of travel associated with commuting. The measures were developed by the Travel Management Subcommittee of the TPB Technical Committee, and adopted into the regional Transportation Improvement Program (TIP) by the Transportation Planning Board (TPB). These measures were funded jointly by the District of Columbia, Maryland, and Virginia Departments of Transportation, with some variation in funding shares for the different measures.

<u>Measure</u>	<u>Date Implemented</u>
Commuter Operations Center	1974
Metropolitan Washington Telework Resource Center	1996
Integrated Ridesharing	1996
Employer Outreach	1997
Guaranteed Ride Home	1997
Employer Outreach for Bicycling	1998
Mass Marketing of Alternative Commute Options	2003
GRH Baltimore	2010

As the program elements shown above were implemented, their performance was evaluated over time. In FY 2006, the measures were revised to focus resources on the most effective program components. The total daily impacts of the Commuter Connections program were calculated in FY 2011 to be:

<u>Daily Impacts</u>	
VT Reductions:	126,000
VMT Reductions:	2,400,000
NOx Reductions (Tons):	0.9
VOC Reductions (Tons):	0.5
<u>Annual Impacts</u>	
PM 2.5 Reductions (Tons)	7
PM 2.5 Precursor NOx Reductions (Tons)	246
CO2 Reductions (Tons)	282,000

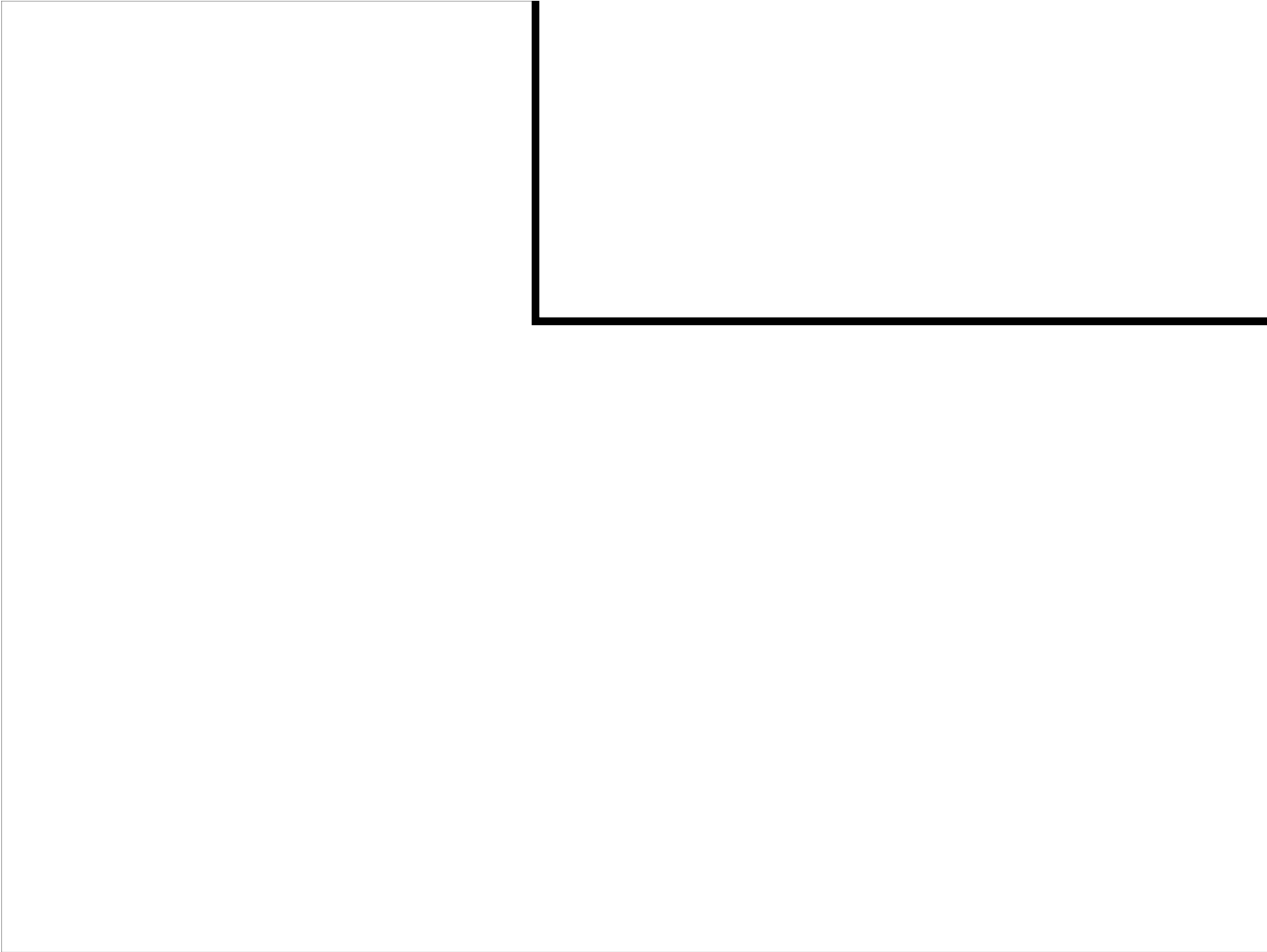
Extensive monitoring and evaluation have been carried out for the Commuter Connections Program over the past several years, and comprehensive data sets are available for reviewing the performance of individual program elements and identifying areas for both strengthening the performance of the program and streamlining the oversight and management procedures. The Program has been shown through the FY 2009 – 2011 TERM Analysis Report to be a highly cost-effective way to reduce vehicle trips (VT), vehicle miles of travel (VMT), and vehicle emissions associated with commuting. The following overall cost-effectiveness measures for the Commuter Connections Program are based on the results of the FY 2009 – 2011 TERM Analysis Report that

was released on January 17, 2011:

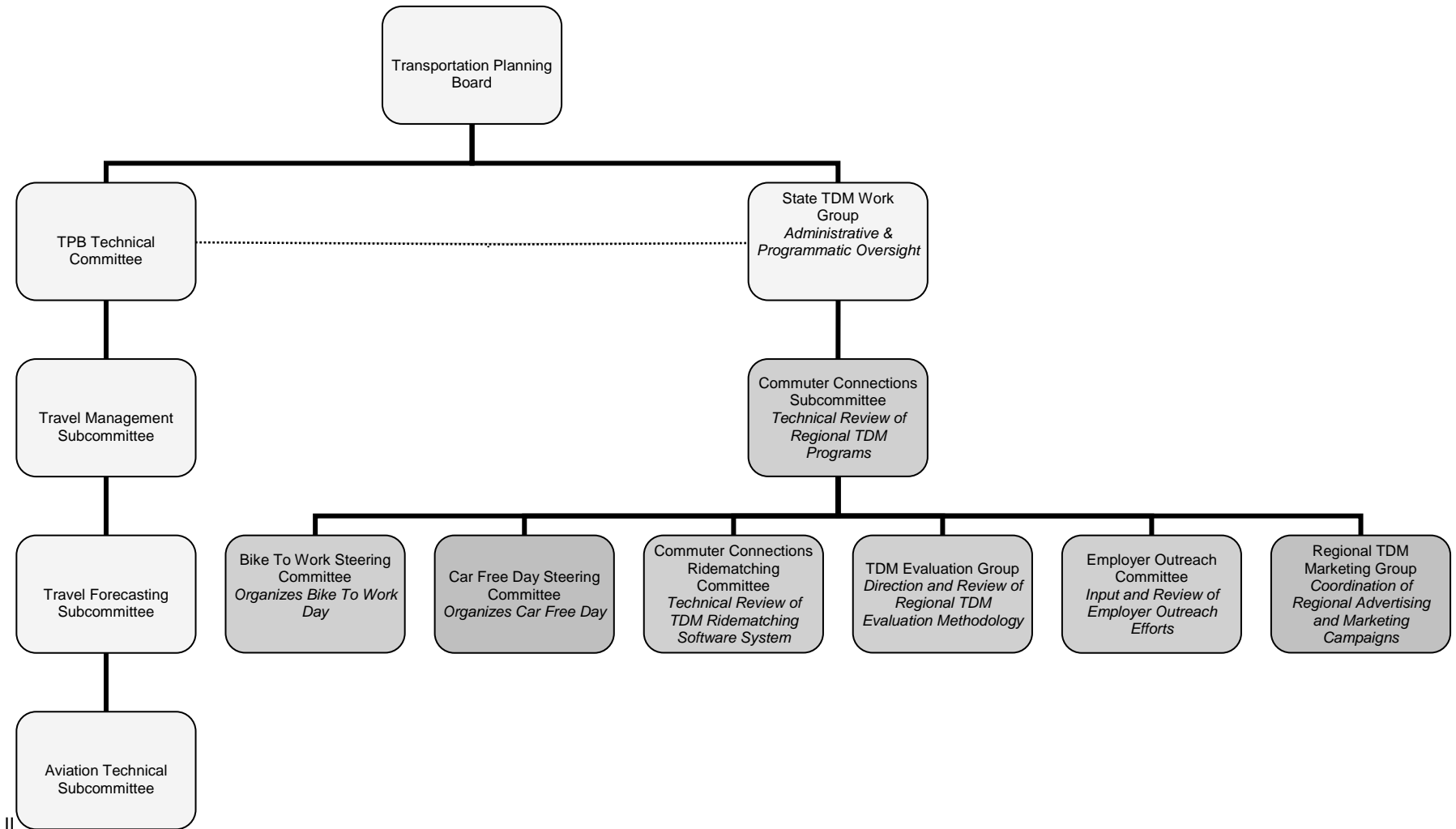
<b><u>Daily Impacts</u></b>	
Cost per VT reduced:	\$0.14
Cost per VMT reduced:	\$0.01
Cost per ton of NOx reduced:	\$20,000
Cost per ton of VOC reduced:	\$33,000

<b><u>Annual Impacts</u></b>	
Cost Per PM 2.5 Reduced	\$623,000
Cost per PM 2.5 Precursor	
NOx Reduced	\$ 18,000
Cost per CO2 Reduced	\$ 16

The Commuter Connections Program is generally regarded as among the most effective commuter assistance programs in the nation in terms of reductions effected in vehicle trips and vehicle miles of travel. Existing data collected on Commuter Connections program performance has been used to refine and enhance the program and to streamline procedures for program oversight and administration.



**FIGURE 2: COMMUTER CONNECTIONS STRUCTURE**



**Table 1  
FY 2015 COMMUTER CONNECTIONS BUDGET AND WORK PROGRAM EXPENDITURES**

<b>WORK ACTIVITY</b>	<b>DIRECT SALARIES STAFF</b>	<b>M&amp; A 25%</b>	<b>LEAVE BENEFITS 19%</b>	<b>FRINGE BENEFITS 28%</b>	<b>INDIRECT COSTS 31 %</b>	<b>DATA &amp; PC COSTS</b>	<b>CONTRACT SERVICES</b>	<b>DIRECT COSTS</b>	<b>TOTAL</b>
<b>Commuter Operations Center</b>	\$137,609	\$34,402	\$32,682	\$57,314	\$81,222	\$90,740	\$60,000	\$22,472	\$516,441
<b>Guaranteed Ride Home</b>	\$101,613	\$25,403	\$24,133	\$42,322	\$59,976	\$5,465	\$140,000	\$304,315	\$703,227
<b>Marketing</b>	\$186,603	\$46,651	\$43,463	\$76,221	\$109,411	\$4,000	\$650,000	\$1,647,095	\$2,763,444
<b>Monitoring and Evaluation</b>	\$138,830	\$34,708	\$32,972	\$57,823	\$81,943	\$0	\$85,000	\$28,724	\$460,000
<b>Employer Outreach</b>	\$43,429	\$10,857	\$10,314	\$18,088	\$25,633	\$15,000	\$0	\$508,907	\$632,228
<b>GRH Baltimore</b>	\$18,443	\$4,611	\$4,380	\$7,681	\$10,886	\$0	\$41,000	\$62,999	\$150,000
<b>TOTAL</b>	\$626,527	\$156,632	\$147,944	\$259,449	\$369,071	\$115,205	\$976,000	\$2,574,512	\$5,225,340

**Table 2  
 COMMUTER CONNECTIONS FISCAL YEAR 2015 BUDGET  
 BY STATE FUNDING AGENCY AND PROGRAM ELEMENT**

FUNDS SOURCE	Commuter Operations Center	Guaranteed Ride Home	Marketing	Monitoring & Evaluation	Employer Outreach*	GRH Baltimore	TOTALS
District of Columbia	\$52,877	\$82,278	\$323,323	\$53,820	\$16,584	\$0	\$528,882
State of Maryland	\$202,922	\$315,749	\$1,240,786	\$206,540	\$552,304	\$150,000	\$2,668,301
Commonwealth of Virginia	\$196,142	\$305,200	\$1,199,335	\$199,640	\$63,340	\$0	\$1,963,657
Other**	\$64,500						\$64,500
<b>TOTAL</b>	<b>\$516,441</b>	<b>\$703,227</b>	<b>\$2,763,444</b>	<b>\$460,000</b>	<b>\$632,228</b>	<b>\$150,000</b>	<b>\$5,225,340</b>

\* Virginia and the District of Columbia have allocated \$823,420 dollars to local jurisdictions and contractors to implement the TERM. DC has allocated \$255,627 and Virginia has allocated \$567,793.

\*\*Software User Fees



## Detailed Task Descriptions and Cost Estimates for the FY 2015 Commuter Connections Work Program

### I. COMMUTER OPERATIONS CENTER

The Commuter Operations Center has been in existence since 1974 and provides local jurisdictions, Transportation Management Associations (TMAs), and federal government agencies a centralized database for commuting information. As part of the overall program, COG/TPB staff provides the following services:

- Ridematching coordination, training and technical assistance to local agencies;
- transportation information services to the general public;
- maintenance of the regional commuter database system hardware and software programming code; and
- data updates to software system.

The program is comprised the four project areas listed below. The total annual budget for the Commuter Operations Center regional program is \$516,441.

#### A. RIDEMATCHING COORDINATION AND TECHNICAL ASSISTANCE

Each month, COG receives several hundred applications for ridematching and transit information. More than 90% of these applications are received through the Commuter Connections Web site. COG/TPB staff reviews and processes all applications received through the Web site. Matchlists for carpool and vanpool information are sent daily by mail or email (depending on the applicant's preference). Each local Commuter Connections network member has access to the regional TDM on-line system and is notified through a customized queue when a commuter application has been entered through the Commuter Connections Web site from a commuter living in that network member's jurisdiction or in some cases; depending on the network member, it may be a commuter working in their service area. The queue serves as notification that the network member staff should take ownership of the record and follow up with the commuter to provide additional assistance, as needed. Applications received at COG through the mail and fax are forwarded to the network member serving the applicant's home jurisdiction or work jurisdiction for entry into the rideshare database.

The following local jurisdictions, transportation agencies, transportation management associations, and federal government agencies deliver ridematching and commuter assistance services through the Commuter Connections network to their residents and/or workers:

District of Columbia	Maryland	Virginia
COG/TPB	ARTMA	City of Alexandria
	Baltimore City	Arlington County

<b>District of Columbia</b>	<b>Maryland</b>	<b>Virginia</b>
	The BWI Partnership	Army National Guard Readiness Center
	Baltimore Metropolitan Council	Dulles Area Transportation Association
	Bethesda Transportation Solutions	Fairfax County
	Food and Drug Administration	George Washington Regional Commission
	Frederick County	LINK – Reston Transportation Management Association
	Harford County	Loudoun County
	Howard County	Northern Neck Planning District Commission
	Maryland Transit Administration	Northern Shenandoah Regional Valley Commission
	Montgomery County	Potomac and Rappahannock Regional Commission
	National Institutes of Health	Rappahannock – Rapidan Regional Commission
	North Bethesda Transportation Center	
	Prince George's County	
	Tri-County Council for Southern Maryland	

COG/TPB staff administers ridematching services on behalf of the District of Columbia and Arlington County. The local jurisdiction commuter assistance programs listed in Maryland and Virginia receive separate grants from the Maryland Transit Administration and the Virginia Department of Rail and Public Transportation to provide local services and to help support regional TDM program activities.

The Commuter Connections web-based TDM system includes ridematching databases from one commuter assistance program in southern Virginia and the entire state of Delaware and were incorporated into the TDM system's database to provide improved commuter ridematching through a single database for Virginia, Maryland and the District. These programs are: RideShare (serving the Charlottesville region) and Rideshare Delaware (serving the state of Delaware). The staffs from these programs and the commuters they serve have access to the TDM system for matching in carpools and vanpools and have customized access to other modules in the system such as SchoolPool and Guaranteed Ride Home. COG/TPB staff provides technical assistance to these three programs.

During FY 2015, COG/TPB staff will continue to provide technical support and training to Commuter Connections network member agencies for the regional Commuter Connections TDM software system. Staff will continue to review and distribute ridematching applications received from employers and the general public. Matchlist and renewal notice generation and distribution services will also be provided through COG. COG/TPB staff will produce network member technical assistance reports from the Commuter Connections TDM system, and provide staff support and coordination to the Commuter Connections State TDM Work Group, the Commuter Connections Subcommittee, the Commuter Connections Ridematching Committee, and to the Federal ETC Advisory Group. COG/TPB staff will also fulfill daily network member data requests. Federal Agency Employee Transportation Coordinator training will be coordinated and in some instances given by COG/TPB staff. Staff will also produce an annual Commuter Connections Work Program for FY 2016. The funding agreement between COG and the state funding agencies will also be reviewed and updated as needed during FY 2015.

COG/TPB staff will also work to expand the regional SchoolPool program and maintain the special events ridematching software module and monitor the trip tracking software module.

**Cost Estimate:** \$118,431

**Products:**

- Database documentation of specific technical actions implemented. *(COG/TPB staff)*
- Documentation of Subcommittee and Ridematching Committee meetings. *(COG/TPB staff)*
- Documentation of daily technical client member support given through COG's Help Desk. *(COG/TPB staff)*
- Daily matchlist generation and distribution. *(COG/TPB staff)*
- TDM Web Based System Training Manual updates, as needed. *(COG/TPB staff)*
- Monthly commuter renewal notices as part of the purge process. *(COG/TPB staff)*
- Review and update existing Emergency Management Continuity of Operations Plan for Commuter Connections program services. *(COG/TPB staff)*

Transportation Demand Management Resources Directory update twice yearly. *(COG/TPB staff)*

Federal ETC Web site updates. *(COG/TPB staff)*

FY 2015 Commuter Connections Work Program. *(COG/TPB staff)*

**Services:**

Software client Member Help Desk technical support. *(COG/TPB staff)*

Software and customer service training, as needed. *(COG/TPB staff)*

Federal agency ETC training and support to the Federal ETC Advisory Group. *(COG/TPB staff)*

Staff the Commuter Connections Subcommittee, Ridematching Committee, and STDM Work Group *(COG/TPB Staff)*

Work with state funding agencies to review and update Funding Agreement *(COG/TPB staff in conjunction with State Funding Agencies)*

**Schedule:**

July 1, 2014 - June 30, 2015

**Oversight:**

Ridematching Committee

- Communicate Technical Support Issues
- Share knowledge and experience on “Hot Topic” Issues
- Provide input and feedback on Software Technical Policies (i.e. purge process, Help Desk)
- Provide requests for software training

Commuter Connections Subcommittee

- Provide input and comments to FY 2016 CCWP
- Provide input and feedback on all programs and projects in CCWP

STDM Work Group

- Provide input and comments to FY 2016 CCWP
- Provide input, feedback and approval on all programs and projects in CCWP
- Review and provides updates, if needed, to Funding Agreement

B. TRANSPORTATION INFORMATION SERVICES

COG has provided transportation information services for 40 years in the Washington Metropolitan region. The Commuter Operations Center provides basic carpool/vanpool, transit, telecommuting, bicycling, and walking information. Specialized transportation information is also provided in support of Air Quality Action Days, Job Access Reverse Commute, SchoolPool, Special Events, Bulletin Board and other regional commuter service programs.

COG staffs the regional commute information telephone number 1-800-745-RIDE. Calls received at COG are transferred to the local Commuter Connections network member site (based on jurisdiction of residence or in some cases work location of the caller) where applicable. COG/TPB staff provides transportation information services to those commuters who cannot be assigned to a client member site, including residents of the District of Columbia. COG receives several hundred calls per week through the 800 number. COG staff also responds to daily requests and questions received by email.

During FY 2015, COG/TPB staff will continue to provide traveler information on alternatives to driving alone to the general public by telephone, Web site, electronically, and through printed information. Staff will continue processing applications from the general public and/or from Commuter Connections network members who request the service on a permanent or temporary basis based on information requests received. COG/TPB staff will answer the regional "800" telephone line, TDD line, and respond to e-mails on information requests from the Commuter Connections TDM system Web service.

**Cost Estimate:** \$85,329

**Products:** Provide commuter traveler information on alternatives to driving alone to the general public through the Web site, electronically, or through printed information.  
(COG/TPB staff)

**Services:** Provide commuter traveler information on alternatives to driving alone to the general public by telephone.  
(COG/TPB staff)

Process applications from the general public.  
(COG/TPB staff)

Answer and respond to commuter calls from the regional "800" Commuter Connections line and COG TDD line . (COG/TPB staff)

Respond to commuter e-mails from the Commuter Connections TDM Web service. (COG/TPB staff)

Provide general public customer service. (COG/TPB staff)

**Schedule:** July 1, 2014 - June 30, 2015

**Oversight:** Ridematching Committee

- Provide input and feedback to information services policies and procedures.

C. TRANSPORTATION INFORMATION SOFTWARE, HARDWARE, AND DATABASE MAINTENANCE

The regional Transportation Demand Management (TDM) software system is provided as a regional database resource with secure online access to nearly 30 commuter assistance programs that include local rideshare agencies, Transportation Management Associations, and federal government agencies. The commuter assistance programs use the TDM software system to service their local commuters' transportation needs for alternative commuting information.

This project includes the daily routine monitoring and maintenance of the TDM software system as well as the hosting of the on-line system through COG's data center. Tasks include: daily backup of the TDM database, maintenance of the TDM Web system servers, off-site hosting for second site for contingency management, Windows support to TDM Oracle database and to virtual web server, oracle database administration and support, documentation of system and system changes, Storage Area Network (SAN) connectivity and maintenance, and the maintenance and replacement of hardware as needed.

This project will also include ongoing software code upgrades to the Web-based TDM system. Changes made to the software code will be reflected in a responsive web design format in order to be displayed on smart phone devices such as Android, Blackberry, and iPhone. Access to the system will also be provided through a mobile application.

**Cost Estimate:** \$259,584  
**Consultant Costs as Part of Estimate:** \$ 60,000  
*(Maintenance Contracts/Software)*

**Services:** Provide daily routine monitoring and maintenance of the TDM system and database for approximately 30 commuter assistance programs. *(COG/TPB staff)*

Maintain and update TDM system servers, software programming code, and web hosting. *(COG/TPB staff in consultation with contractor).*

**Schedule:** July 1, 2014- June 30, 2015

**Oversight:** Ridematching Committee

- Provide input and feedback to TDM system maintenance policies.
- Provide recommendations for TDM Web based system software code upgrades.

#### D. COMMUTER INFORMATION SYSTEM

The Commuter Information System project provides the TDM system with a GIS based information system that includes transit stop data, telework center locations, park and ride lot locations, and bicycling information as part of the ridematching functionality.

During FY 2015, COG/TPB staff will continue integration activities of new transit, telework center, park and ride lot, and bicycle route data into the TDM system server. Staff will also continue to obtain updated transit data, street centerline information and park-and-ride lot data from local jurisdictions and transit properties and reformat this data as necessary to the proper GIS format for use on the regional TDM system. Updates to the park-and-ride and telework center datasets for use on the TDM system will continue as will updates to the interactive GIS-based Web site application to include updated local and regional information for 11,000 plus transit, telework center, park-and-ride lots, and bicycle lanes/paths records. The bicycle routing module will also be updated to reflect any new and/or expanded bicycle paths and/or trails.

**Cost Estimate:** \$53,097

**Services:** Update local and regional information for transit, telework center locations, park and ride lots, and bicycle route information which will be used in the TDM Web system. *(COG/TPB staff)*

**Schedule:** July 1, 2014 - June 30, 2015

**Oversight:**

Ridematching Committee

- Provide input into data source updates for TDM web based system.

**II. REGIONAL GUARANTEED RIDE HOME PROGRAM**

The regional Guaranteed Ride Home (GRH) program eliminates a major barrier to using transit, carpooling, vanpooling, bicycling or walking to work. Studies have shown that a commuter's fear of being "stranded" at work if they or a family member become ill, or if they must work unexpected overtime, is one of the most compelling reasons commuters do not rideshare or use transit to travel to work. The regional GRH program eliminates this barrier by providing a free ride home in the event of an unexpected personal emergency or unscheduled overtime. The GRH program's free ride home is offered only to commuters that carpool, vanpool, use transit, bicycle, or walk to work at least two days per work week. As a result of the GRH program, some single occupant vehicle drivers will switch to a ridesharing or transit commuting alternative, and current ridesharing and transit users will increase the usage of these alternative commute modes. The GRH program is an insurance program for those commuters who do not drive alone to their worksite.

The Guaranteed Ride Home program is a regional program and consists of the project area previously outlined in Figure 1. The annual budget for the Guaranteed Ride Home program for the two project areas outlined below is \$703,227.

**A. GENERAL OPERATIONS AND MAINTENANCE**

COG/TPB staff processes all GRH applications received through the Commuter Connections web-based TDM software system, or by mail or fax. Using the web based TDM system, COG/TPB staff registers qualifying applicants, produces GRH registration ID cards, and sends ID card and participation guidelines to new registrants. Commuters can obtain information about the GRH program and complete an application on the Commuter Connections Web site, [www.commuterconnections.org](http://www.commuterconnections.org). Commuters may also call COG's Commuter Connections 800 telephone number, 1-800-745-RIDE, to ask questions about the GRH program and/or request information and an application. The 800 number is equipped with a menu so that callers can choose the menu item that best fits their needs. All GRH questions and requests for information and applications are taken by COG/TPB staff.

COG/TPB staff also mails GRH applications to GRH users who have used the GRH program without formally registering. GRH guidelines permit a commuter to use the GRH service one time as a "one-time exception" before they register. Also, COG/TPB staff mails transit vouchers to GRH users who used transit as part of their GRH trip. All vouchers and invoices from transportation service providers are processed by



COG/TPB staff.

In the event the commuter has not supplied an e-mail address, COG/TPB staff mails a re-registration notice to commuters who could not be contacted by telephone. The notice contains an application which the commuter can complete and send to COG to re-register. The commuter can also call Commuter Connections or visit the Commuter Connections Web site to re-register.

During FY 2015, staff will assist the Commuter Connections Subcommittee in reviewing the GRH participation guidelines for any recommended changes. These recommendations will be presented to the Commuter Connections Subcommittee for their final review and approval. In the past, recommendations have been made to modify and add participation guidelines to better convey the GRH trip authorization, GRH re-registration, and one-time exception rules and restrictions.

COG/TPB staff will continue to respond to the general public and to GRH applicants for registrations and re-registrations to the program. Registered commuters will be notified when their GRH registration is about to expire. Staff will continue to prepare and send new and re-registration GRH ID cards, registration letters, and participation guidelines on a weekly basis. Staff will also continue to monitor and maintain the GRH applicant database and server. COG/TPB staff will continue to update and maintain program participation guidelines, and provide annual customer service training to the daily operations contractor and COG/TPB staff assigned to the project.

**Cost Estimate:** \$210,098

**Direct Costs (Telephone, Copies, etc) as Part of Estimate: \$26,115**

**Products:** GRH new and re-registration ID cards and registration letters  
(COG/TPB staff)

GRH Program participation guidelines. (COG/TPB staff)

**Services:** Process application requests from the general public for registration and re-registration to the program. (COG/TPB staff)

Notify commuters when registration is about to expire.  
(COG/TPB staff)

Monitor and update GRH applicant database. (COG/TPB staff)

**Schedule:** July 1, 2014 - June 30, 2015

**Oversight:**

Commuter Connections Subcommittee

- Provide input and feedback on GRH program participation guidelines and policies.

**B. PROCESS TRIP REQUESTS AND PROVIDE TRIPS**

GRH transportation service is provided by several taxi companies, a rental car company, and a paratransit company, all under contract with COG. Commuters make their GRH trip request through a menu option provided on COG's Commuter Connections 800 telephone number. This menu option transfers calls for GRH trips directly to an operations contractor. This contractor reviews and assesses the trip request and approves or denies the request based on the GRH Participation Guidelines. The contractor then arranges the approved trips with the appropriate transportation providers. If a trip request is denied, the commuter is offered an arranged trip at their own expense.

During FY 2015, COG/TPB staff will continue management and monitoring of contract services for day-to-day operations services. Day to day operations include confirming ride request eligibility; dispatching rides through the ten ride service providers; tracking ride requests in the GRH database; and processing invoices for payment for ride service providers, the daily operations contractor and for the general public for transit vouchers.

Customer service training will be provided to all Guaranteed Ride Home call center agents.

**Cost Estimate:** \$493,129

***Consultant/Contractor Costs as Part of Estimate:***

<i>(Daily Operations)</i>	\$140,000
<i>(Cab and Car Rental Companies)</i>	\$275,000

**Services:**

Process GRH trip requests, approve/deny requests, and arrange rides. *(Daily Operations Contractor)*

Management and monitoring of contract services for day-to-day operations and ten cab and car rental ride service providers. This includes processing invoices for payment for contractors and for the general public for transit vouchers. *(COG/TPB staff)*

Customer service training for GRH call center agents. *(COG/TPB Staff)*

Provide GRH Rides (*Cab and Car Rental Companies*)

**Schedule:** July 1, 2014 - June 30, 2015

**Oversight:** Commuter Connections Subcommittee

- Provide input and feedback on GRH program operations.

### III. MARKETING

The Marketing program delivers a “brand promise” for Commuter Connections as an umbrella solution for commuters seeking alternative commuting options within the region through regional marketing campaigns and special events and initiatives. The use of media and other forms of communication at high reach and frequency levels are used to communicate the benefits of alternative commute methods to Single Occupant Vehicle (SOV) commuters most likely to shift to non-SOV travel.

Marketing is a regional program and consists of five project areas listed below. The total annual project cost for the program tasks is \$2,763,444.

#### A. TDM MARKETING AND ADVERTISING

Regional TDM marketing campaigns aim to encourage both current SOV and non-SOV populations to either start or to continue using alternative transportation modes for commuting. Regional TDM marketing campaigns complement other on-going Commuter Connections program services that have been implemented in the region by increasing their overall efficiency and effectiveness.

Commuter Connections regional marketing campaigns may include, but are not limited in the use of direct mail to households and employers, radio, television, Web site advertisements and banner ads, phone book advertising, keyword search engine sponsorships, bus and rail advertising, and special event advertising. COG/TPB staff and its network members may also participate in promotions at employment sites and special events.

The overall objective of the project will be to continue to brand Commuter Connections and to meet the Mass Marketing TERM impact goals. A marketing/advertising/public relations contractor will be used to produce and execute the creative, copywriting, and earned media (public relations) plan.

The marketing/advertising/public relations contractor provides expertise to develop the regional marketing campaign. The program builds upon current regional TDM marketing efforts by local, state, and regional agencies to establish a coordinated and continuous year round marketing effort for regional TDM programs. Partnerships between COG and area transit agencies have been established and are maintained to enable the promotion of incentives such as the GRH program to transit riders. COG has also

partnered with local jurisdictions to promote various program services through value added media opportunities.

A Marketing Communications Plan and Schedule is issued within the first quarter of the fiscal year that will outline the overall marketing strategy to be used for marketing campaign. Input on this plan will be provided by the state funding agencies and the Regional TDM Marketing Group members. A Marketing Planning Workgroup will then be formed provide input to the detailed creative development of the regional marketing campaigns. Campaign summary documents will be produced that will outline campaign specifics such as direct mail distribution points (i.e. zip codes), radio stations used, etc.

COG/TPB staff will update and implement a public relations plan and continuously update the SharePoint site for posting marketing and advertising materials for review by the regional Marketing Planning Workgroup members. An outbound email box has also been established at [docomments@mwkog.org](mailto:docomments@mwkog.org) for communications on reports and other work program products that require feedback by Commuter Connections committee groups.

A regional commute alternatives newsletter, *Commuter Connections*, will be published quarterly and distributed to several thousand employers. The focus of the newsletter is on federal, state, regional and local information and/or ideas employers can use to either start, expand or maintain employer-based commute benefit programs. In addition, COG/TPB staff works with the General Services Administration to produce a quarterly Employee Transportation Coordinator (ETC) newsletter insertion into the Commuter Connections newsletter, for distribution to more than 100 Federal ETC's.

COG/TPB staff will continue to maintain and update all Commuter Connections collateral materials and Web based information. The regional Resource Guide and Strategic Marketing Plan will also be updated with input from member agencies. Part of the marketing and advertising plan will include the 40 year commemoration of the start of Commuter Connections (originally founded as the Commuter Club).

**Cost Estimate:** \$2,108,090

***Consultant/Contractor Costs as Part of Estimate:***

<i>(Advertising and Marketing Contractor)</i>	\$480,000
<i>(Media Buy)</i>	\$982,521
<i>(Postage/Printing)</i>	\$235,000

**Products:**

SharePoint postings for marketing and advertising materials for review by workgroup members and all other Commuter Connections committees. *(COG/TPB staff)*

Earned media plan. *(COG/TPB staff in conjunction with consultant)*

Quarterly employer newsletter and Federal agency Employee Transportation Coordinator newsletter. *(COG/TPB staff in conjunction with consultant)*

Mass Marketing material updates and re-prints. *(COG/TPB staff in conjunction with consultant)*

Commuter Connections Web Site updates. *(COG/TPB staff in consultation with consultant as needed)*

Creative materials for regional TDM marketing campaigns. *(COG/TPB staff in conjunction with consultant)*

Bus and rail advertising development and placement. *(COG/TPB staff in conjunction with consultant)*

Special event advertising development and placement. *(COG/TPB staff in conjunction with consultant)*

Marketing Communications Plan and schedule. *(COG/TPB staff in conjunction with consultant)*

2014 Strategic Marketing Plan and Resource Guide. *(COG/TPB staff in conjunction with consultant)*

1<sup>st</sup> Half of the Fiscal Year Regional TDM Marketing Campaign Summary Document. *(COG/TPB staff in conjunction with consultant)*

2<sup>nd</sup> Half of the Fiscal Year Regional TDM Marketing Campaign Summary Document. *(COG/TPB staff in conjunction with consultant)*

**Services:**

Placement of advertisements including, but not limited to: Web site advertisement through banner ads, placement of keyword search engine sponsorships, radio, print, and television, as needed. *(Consultant)*

Placement of advertisements in printed and electronic telephone directories. *(COG/TPB staff)*

Staff the Regional TDM Marketing Group. *(COG/TPB staff)*

Track the effectiveness of advertising campaigns through call volumes and internet hits. *(COG/TPB staff)*

Process media placement invoices. *(COG/TPB staff)*

Monitor and adjust the implementation of regional marketing campaigns. *(COG/TPB staff)*

Attend and participate in commuter promotional events and special events, as needed. *(COG/TPB staff)*

Management and oversight of marketing contract. *(COG/TPB staff)*

Commemorate Commuter Connections 40<sup>th</sup> year anniversary *(COG/TPB Staff in conjunction with, marketing contractor and Network Members)*

**Schedule:**

July 1, 2014 - June 30, 2015

Marketing Communications Plan and Schedule: September 2014

2014 Strategic Marketing Plan and Resource Guide: December 2014

1<sup>st</sup> Half of the Fiscal Year Regional TDM Marketing Campaign Summary Document: December 2014

2<sup>nd</sup> Half of the Fiscal Year Regional TDM Marketing Campaign Summary Document: June 2015

40<sup>th</sup> year Commuter Connections Anniversary: July – December 2014

**Oversight:**

Regional TDM Marketing Group

- Provide input and feedback on marketing plan, collateral materials, and recommendations made by the Marketing Planning Work Group.

- Provide information on current regional TDM marketing efforts by local, state, and regional agencies to establish and coordinate continuous year round marketing for regional TDM.

**B. BIKE TO WORK DAY**

A major marketing activity is the annual Bike to Work day event. Participation in this event has grown steadily each year and includes bicyclists from all jurisdictions in the region. This event is co-sponsored by the Washington Area Bicyclists Association (WABA) and is supported by COG/TPB staff, the state funding agencies and local jurisdictions, and individual sponsoring companies and organizations. Some of the costs of the event are off-set by business and interest-group sponsors who receive publicity for their financial support.

Commuter Connections participation in Bike to Work day includes support for the planning and promotion of the event, the maintenance and management of the event web sites, and assistance at the various “pit stops” on the day of the event, development of promotional materials and advertising, and earned media. An “Employer Challenge” is also held which identifies the top five employers with the most registered participants in the event. A drawing is then held with the five employers to select a winner. The winning employers’ registered participants receive a free lunch event sponsored by Commuter Connections.

COG/TPB staff will continue to support and implement a regional Bike To Work Day event and promote the event to employers. This will be accomplished through management and oversight of the event web site, media placements and marketing coordination activities with the marketing/advertising/public relations contractor.

**Cost Estimate:** \$146,421

***Consultant/Contractor Costs as Part of Estimate:***

<i>(Advertising and Marketing Contractor)</i>	\$ 70,000
<i>(Media Buy)</i>	\$ 40,000
<i>(Postage/Printing)</i>	\$ 8,523

**Products:** Earned media plan. *(COG/TPB staff in conjunction with consultant)*

Creative materials for Bike To Work Day Event which may include, but is not limited to logo update, poster, take-away brochure, transit signage, t-shirts, custom banners for each pit stop, radio ad, writing copy for live radio reads, print ad, internet ads, HTML e-mail

blasts, and public service announcements. *(COG/TPB staff in conjunction with consultant)*

Regional Proclamation. *(COG/TPB staff)*

**Services:**

Coordinate regional pit stops for Bike To Work Day event in May 2015. *(COG/TPB staff)*

Coordination and management of event web site *(COG/TPB staff in conjunction with WABA staff and consultant)*

Design and distribute event collateral materials to employers and the general public. *(COG/TPB staff in conjunction with consultant).*

Placement of advertisements; including, but not limited to: Web site advertisement through banner ads, placement of keyword search engine sponsorships, radio, and print, as needed. Activities include negotiation of value-added media. *(Consultant)*

Solicitation of corporate sponsors. *(COG/TPB staff in conjunction with consultant).*

Media outreach and coordination of interviews. *(COG/TPB staff in conjunction with consultant)*

Coordination of Employer Challenge. *(COG/TPB staff)*

Process media placement invoices. *(COG/TPB staff)*

Management and oversight of marketing contract. *(COG/TPB staff)*

Staff regional Bike To Work Day Steering Committee. *(COG/TPB staff)*

**Schedule:**

July 1, 2014 - June 30, 2015

**Oversight:**

Bike To Work Day

- Provide input and feedback on marketing collateral materials, radio advertisements and event logistics.



C. EMPLOYER RECOGNITION AWARDS

COG/TPB staff will coordinate the annual Commuter Connections Employer Recognition Awards for employers showing commitment towards voluntarily implementing commute alternative programs and telecommuting at their respective worksite(s). COG/TPB staff will also explore additional public relations opportunities for the award winning agencies to be profiled or highlighted. During FY 2009, a review of the program occurred and recommended changes that were adopted were implemented during FY 2010. An Employer Recognition Awards work group will continue to provide input to the collateral material developed for the award.

Coordination activities will include developing and distributing an awards nomination packet and soliciting nominations from employers through local jurisdictions, Chambers of Commerce and from the employers themselves. Staff will also work with the marketing contractor to review and classify the award submissions. A selection committee of objective transportation industry professionals will be recruited for the awards selection committee. The selection committee will be chaired by a member of the TPB.

The marketing contractor will work with COG/TPB staff to validate nomination entries and obtain and clarification needed from nominees. The marketing contractor will facilitate the selection committee process. Once the selection committee makes its recommendations, the award winners will be notified and a short video will be produced on each winning category. An awards booklet, giveaway, and short video briefs of each of the award winners will be produced for the awards ceremony. The awards ceremony will be held towards the end of the fiscal year. Staff will coordinate all logistics for the event including, but not limited to: securing speakers, writing remarks, securing event venue, and staffing the event. Additionally, COG's Office of Public Affairs along with the marketing contractor will identify media opportunities to highlight the winners.

**Cost Estimate:** \$99,256

***Consultant/Contractor Costs as Part of Estimate:***

<i>(Advertising and Marketing Contractor)</i>	\$60,000
<i>(Media Buy)</i>	\$ 5,500
<i>(Postage/Printing/Video)</i>	\$19,500

**Products:** Awards nomination packet. *(COG/TPB staff in conjunction with consultant).*

Awards invitations *(COG/TPB staff in conjunction with consultant).*

Awards Booklet. *(COG/TPB staff in conjunction with*

*consultant).*

Award Trophies. *(COG/TPB staff)*

Giveaway Item. *(COG/TPB staff in conjunction with consultant).*

Video Briefs. *(COG/TPB staff in conjunction with consultant).*

Event Photos. *(Consultant)*

Print Ad. *(Consultant in conjunction with COG/TPB staff)*

**Services:**

Coordinate award submissions with local jurisdictions. *(COG/TPB staff)*

Coordinate logistics for awards selection committee. *(COG/TPB staff in conjunction with consultant)*

Facilitate selection committee meeting *(Consultant)*

Identify and coordinate earned media opportunities. *(COG/TPB staff in conjunction with consultant)*

Placement of print ad. *(Consultant)*

Process media placement invoices. *(COG/TPB staff)*

Coordinate event logistics including recruitment of speakers, writing speaker remarks, securing event venue, and staffing the event. *(COG/TPB staff)*

Management and oversight of marketing contract. *(COG/TPB staff)*

**Schedule:**

July 1, 2014 - June 30, 2015

**Oversight:**

Commuter Connections Subcommittee

- Provide input and feedback on project and recommendations made by Employer Recognition Awards work group.

#### D. 'POOL REWARDS

During FY 2009 COG/TPB staff issued a report on the feasibility of conducting a carpool incentive demonstration project called 'Pool Rewards. The carpool incentive demonstration project was launched in FY 2010 and was evaluated. The purpose of the carpool incentive demonstration project was to recruit and retain commuters in a carpool through cash or other incentives. Similar programs are in operation in major metropolitan areas such as Los Angeles and Atlanta. Research has shown that commuters who are paid to carpool tend to stay in a carpooling arrangement longer than those carpoolers who are not paid. Commuters who currently take transit or a vanpool to work are eligible to receive \$245 per month under the IRS Qualified Transportation Fringe benefit provisions. Carpoolers are not eligible to participate. This type of a program has been used in a limited fashion in the Washington metropolitan region during large-scale construction projects such as the Wilson Bridge where the program was named "Bridge Bucks." The program proved to be extremely successful in convincing commuters to use an alternative form of transportation other than driving alone during the construction period.

During FY 2009, a demonstration program began operations in the following corridors: 1) I-495 from Bethesda to Tyson's Corner, 2) I-495 from MD-295 (BW Parkway) to I-270; and 3) I-395 from Washington DC into Northern Virginia. The program guidelines and implementation plans for each of these corridors were developed by a work group in FY 2009 and were deployed as part of the pilot project. The duration of the financial incentive for the three recommended corridors was for three months for participating commuters. During the course of the demonstration project in FY 2010, the corridor restrictions were lifted in March 2010 due to low participation rates.

An evaluation report was developed under the guidance of the State TDM Work Group and the TDM Evaluation Group. Based on the demonstration project results, the STDM Work Group determined the program's continuation beginning in FY 2011 along with changes to program guidelines and the 'Pool Rewards software module. After measuring the benefits produced from the carpool financial incentive program, comparisons were made from the expected outcomes to the actual outcomes in terms of auto occupancy and vehicle miles of travel, vehicle trips reduced and emission impacts. A follow-up survey conducted in FY 2011 of the original demonstration project participants showed a 93% carpool retention rate of all participants. A survey of new participants was conducted in FY 2011 and showed that 98% of the program participants planned to carpool after the incentive had ended. Continued evaluation will be conducted in order to adjust program guidelines and documentation of program participation from the user's end. Results from an additional survey of all past participants during FY 2014 will be used to make any necessary program adjustments in FY 2015.

The current carpool incentive allows each participating carpooler to earn up to \$130 over a 90 day time frame through a trip-tracking process. In FY 2012 the 'Pool Rewards program was expanded to include vanpools. Newly formed vanpools that originate in either the District of Columbia or in Maryland whose destination is in the Washington DC non-attainment region will be eligible to participate. Third-party vanpool providers on contract with COG/TPB provide the vanpool service and each of the 'Pool Rewards eligible

vanpools receive an on-going \$200 per month incentive. COG/TPB staff worked with WMATA to develop a monthly mileage reporting system for the Federal Transit Administration's (FTA's) National Transit Database. There will also be continued coordination with Virginia's new incentive vanpool program.

In FY 2015, advertising materials will be updated along with on-line advertising as a way to entice additional project participants.

**Cost Estimate:** \$328,307

***Consultant/Incentive Costs as Part of Estimate:***

<i>(Advertising and Marketing Contractor)</i>	\$ 15,000
<i>(Media Buy)</i>	\$ 45,000
<i>(Pool Rewards Incentive Payments)</i>	\$110,000 (carpools)
	\$120,000 (vanpools)

**Products:** Marketing materials. *(COG/TPB staff in conjunction with consultant)*

**Services:** Operation of 'Pool Rewards program which includes registering and verifying participants, monitoring trip logs, supervisor verification, and payments to program participants. *(COG/TPB staff)*

Media Placements. *(Consultant)*

Process media placement invoices. *(COG/TPB staff)*

Management and oversight of marketing contract. *(COG/TPB staff)*

**Schedule:** July 1, 2014 - June 30, 2015

**Oversight:** Commuter Connections Subcommittee

- Provide input and feedback on project recommendations for program continuation and/or expansion.

**E. CAR-FREE DAY**

During FY 2015, COG/TPB staff will coordinate with local jurisdictions to implement the regional Car Free Day campaign that will encourage residents to leave their cars behind or to take alternative forms of transportation such as public transit, carpools, vanpools, telework, bicycling or walking.

Car Free Day was first held in FY 2009. In FY 2012, evaluation results showed that there were over 11,700 individuals that pledged to go “car-free” for this event, a 70% increase over the previous year. In addition, there were approximately 5,500 vehicle trips reduced and 272,000 vehicle miles of travel reduced as a result of participation in this event. During FY 2013, the event was held on a Saturday and the participation rate was about half of that in FY 2012 (6,572 pledges). In FY 2014, the event date fell on a Sunday; however the region expanded the event to Car Free Days to include Friday and Saturday; however the participation rate fell sharply to 4,168.

This event will be held on September 22<sup>nd</sup> and is in tandem with the World Car Free Day event. In FY 2015, the event will fall on a weekday which will hopefully attract additional participation. A marketing campaign along with public outreach efforts will be developed to coincide with this worldwide celebrated event.

<b>Cost Estimate:</b>	\$81,370
<b><i>Consultant/Contractor Costs as Part of Estimate:</i></b>	
<i>(Advertising and Marketing Contractor)</i>	\$ 25,000
<i>(Media Buy)</i>	\$ 40,000
<i>(Postage/Printing)</i>	\$ 8,150

**Products:** Marketing collateral which can include, but is not limited to development and printing of posters, transit signage, bus shelter signage and other related advertising collateral that will need to be printed. *(COG/TPB staff in conjunction with consultant)*

Development and production of radio ad, internet ads, and text messages, and HTML e-mail blasts. *(COG/TPB staff in conjunction with consultant)*

Earned media plan development and implementation. *(COG/TPB staff in conjunction with consultant)*

Update of Web site and social media. *(COG/TPB staff in conjunction with consultant)*

**Services:** Implement regional Car Free Day event prior to and after Monday, September 22, 2014 and promote event to the general public, employers and to the media. *(COG/TPB staff in conjunction with consultant )*.

Media Placements, including the negotiation of value-added placements. *(Consultant)*

Process media placement invoices. *(COG/TPB staff)*

Staff regional Car Free Day Steering Committee.  
(COG/TPB staff)

Management and oversight of marketing contract.  
(COG/TPB staff)

**Schedule:** July 1, 2014 - June 30, 2015

**Oversight:** Car Free Day Steering Committee

- Provide input and feedback on marketing collateral materials, radio advertisements and event logistics.

#### **IV. MONITORING AND EVALUATION**

The Monitoring and Evaluation program will provide overall program and individual project results when appropriate for the various projects in the CCWP that will be used to track progress for the regionally adopted Transportation Emission Reduction Measures (TERMS). One project will solely focus on those activities directly related to data collection and analysis for the TERMS. Data collection and analysis for the TERMS occurs over a three year period. Results from this project will directly impact the FY 2012 – FY 2014 TERM Analysis report for Commuter Connections and the final results will be used to update the regional TERM Tracking Sheet. Cost effectiveness results are also calculated every three years. Impact and cost effectiveness results will also be used by the State TDM Work Group to make any necessary recommendations for changes to the TERMS being operated through Commuter Connections.

The second project area will include the ongoing tracking and monitoring activities for each of the CCWP program areas, including the Commuter Operations Center, Guaranteed Ride Home, Employer Outreach, Marketing, and GRH Baltimore. A direct customer satisfaction survey will be performed to gauge the level of satisfaction for Guaranteed Ride Home. Monthly data collection and quarterly progress reports and an annual progress report will also be produced by COG/TPB staff.

The Monitoring and Evaluation program is a regional program and consists of the two project areas outlined below. The total annual project cost for the program tasks is \$460,000.

##### **A. TERM DATA COLLECTION AND ANALYSIS**

Data collection analysis for the Commuter Connections TERMS occurs over a three year period. The current cycle began in FY 2012 (July 1, 2012) and will conclude in FY 2014 (June 30, 2014). During FY 2012, the previous data collection cycle's TERM Analysis Report was finalized and published and the Placement Rate Study for the new data collection period was completed. In FY 2013, the Framework Methodology Document was updated and published, and data collection activities occurred for the

2013 State of the Commute Report and 2013 GRH Applicant Survey. Draft Technical reports were produced for both data collection activities.

During FY 2014, the final year in the data collection cycle, COG/TPB staff conducted an evaluation of the regional Employer Outreach database as specified in the FY 2012 – 2014 TDM Evaluation Framework Methodology Document. An employer telework survey was also conducted with Maryland employers to gauge the effectiveness of assistance provided to employers to start and expand a telework program. A Bike To Work Day survey of the FY 2013 program participants was conducted and the 2013 State of the Commute Survey Technical Report was finalized and a general public report was prepared for printing. The 2013 Guaranteed Ride Home Applicant Survey Report was finalized and the draft FY 2014 TERM Analysis report was prepared.

During FY 2015, the 2013 State of the Commute general public report will be printed and distributed, the FY 2012 – 2014 TERM Analysis report will be finalized and results will be incorporated into the TPB's regional TERM tracking sheet, and the FY 2015 Placement Rate Study will be completed for the new data collection period.

Various presentations on the data collection instruments and reports will be prepared and given to the Commuter Connections TDM Evaluation Group, the Commuter Connections Subcommittee, the TPB Technical Committee, and the TPB, if warranted. The evaluation contractor will also be fulfilling data requests that are received or needed by COG/TPB staff during the course of the fiscal year.

COG/TPB staff will also provide day to day management and monitoring of evaluation contract services and will report results through monthly data collection activities and quarterly progress reports and an annual progress report.

During FY 2015, data collection activities from local sales territories will continue as will the review of employer database records and the classification of employer records into levels of participation. Quarterly level of effort verification statements will be produced by COG/TPB staff.

**Cost Estimate:** **\$221,875**

**Consultant Costs as Part of Estimate:**  
*(TDM Evaluation Project Consultant)* \$55,000

**Products:** 2013 State of the Commute printing and distribution of general public report. *(COG/TPB staff in conjunction with consultant )*.

Completion of FY 2012 – FY 2014 TERM Analysis Report *(COG/TPB staff in conjunction with consultant)*.

FY 2015 Placement Rate Study data collection activities and report. *(COG/TPB staff in conjunction with consultant)*.

Quarterly level of effort Employer Outreach TERM verification statements. *(COG/TPB Staff)*

**Services:** Fulfillment of data requests. *(COG TPB Staff)*

Data documentation from monthly activity reports from ten local sales territories. *(COG TPB Staff)*

Management and oversight of TDM Evaluation contract. *(COG/TPB staff)*

**Schedule:** July 1, 2014 - June 30, 2015

2013 State of the Commute Survey General Public Report: August 2014

2012 - 2014 TERM Analysis Report: January 2015

FY 2015 Placement Rate Study Report: May 2015

**Oversight:** TDM Evaluation Group

- Provide input and feedback on data collection activities, survey methodology, and draft reports.

## B. PROGRAM MONITORING AND TRACKING ACTIVITIES

COG/TPB staff will collect monthly program statistics, produce quarterly progress reports, monthly Executive Summary reports, and produce a FY 2014 annual summary of program statistics of the number and type of commuter traveler requests filled by COG and other client member program sites. Staff will collect and analyze data from the monthly customer satisfaction survey for all GRH program users, and produce a customer satisfaction survey report based on the findings. Survey results will be used to change program guidelines and/or policies as needed.

COG/TPB staff will assist local Employer Outreach sales representatives to conduct employer site surveys. A contractor will be used to provide technical assistance for the electronic surveying process and analysis of results, and data entry assistance for those employers using a paper copy of the survey. Survey tabulation and reporting will be provided by COG/TPB staff. Results from the employer database tabulated surveys are used to estimate the participation rates and impacts for employer-based TDM programs reported from the local sales jurisdictions. COG/TPB staff will also maintain and update the archived Employer Commute Survey database.



COG/TPB staff will also monitor monthly progress for local Employer Outreach sales jurisdictions based on their approved Scopes of Work and contract project goals. Quarterly progress reports and level of effort tracking sheets listing results of each local sales jurisdiction will be prepared. An annual detailed snapshot of overall progress will be provided to appropriate state funding agencies for their respective jurisdictions.

COG/TPB staff will conduct the annual Employer Customer Satisfaction Survey and report.

COG/TPB staff will oversee a regional monitoring and evaluation program for Employer Outreach which includes data collection activities from local employer outreach sales territories. Local jurisdiction contract performance monitoring for Employer Outreach goals will also be a part of this activity.

Results from local employer telework sales calls and outreach services will be documented in terms of level of effort and progress and shown in quarterly progress reports. Quarterly documentation will also be provided on level of participation and effectiveness and results from sales and outreach activities for employer-based telework programs. Overall monitoring and evaluating employer-based telework programs throughout the region will continue.

Staff will also evaluate effectiveness of advertising campaigns through call volumes, internet hits, and the annual placement rate study. Marketing campaigns will be monitored through lead analysis and detailed campaign summary results. An event summary report will also be produced for the FY 2014 regional Bike To Work Day event.

Monthly program statistics will be collected and quarterly progress reports will be provided for all program areas in the FY 2015 CCWP and an annual progress report for FY 2014 will be produced.

<b>Cost Estimate:</b>	<b>\$238,125</b>
<b>Consultant Costs as Part of Estimate:</b>	
<i>(Employer Survey Project Consultant)</i>	<b>\$ 30,000</b>

<b>Products:</b>	Collect monthly program data and produce quarterly progress reports and monthly Executive Summary reports for the Commuter Operations Center, Guaranteed Ride Home, Employer Outreach, Marketing, Evaluation, and GRH Baltimore programs. <i>(COG/TPB staff)</i>
	Produce FY 2014 annual progress report. <i>(COG/TPB staff)</i>
	Collect and analyze data from monthly GRH customer satisfaction survey for FY 2014 program users, and

produce a report showing results. *(COG/TPB staff)*

Quarterly Employer Outreach verification report.  
*(COG/TPB staff)*

Marketing lead analysis and campaign summary  
report. *(COG/TPB staff)*

FY 2014 Bike to Work Day Event Report *(COG/TPB  
staff)*

Employer Outreach Customer Satisfaction Survey  
*(COG/TPB staff and Contractor)*

Survey reports to Employer Outreach representatives  
from Employer Commute Survey results. *(COG/TPB  
staff)*

**Services:**

Updating and Maintaining Employer Commute Survey  
archived database. *(COG/TPB staff)*

Management and oversight of Employer Survey  
contract. *(COG/TPB staff)*

Staff the TDM Evaluation Group *(COG/TPB staff)*

**Schedule:**

July 1, 2014 - June 30, 2015

FY 2013 4<sup>th</sup> Quarterly Progress Report: July 2014

FY 2014 Marketing Campaign Lead Analysis and  
Results: September 2014

FY 2014 Annual Progress Report: September 2014

FY 2015 1st Quarter Progress Report: October 2014

FY 2015 2<sup>nd</sup> Quarter Progress Report: January 2015

FY 2015 3<sup>rd</sup> Quarter Progress Report: April 2015

FY 2015 Marketing Campaign Lead Analysis and  
Results: March 2015

**Oversight:**

Commuter Connections Subcommittee

- Provide input and feedback on data  
collection activities for GRH customer

satisfaction survey, monthly, quarterly, and annual progress reports.

Regional TDM Marketing Group

- Provide input and feedback on campaign lead analysis reports.

Employer Outreach Committee

- Provide input and feedback on quarterly employer outreach verification reports and Employer commute survey process, reports and survey result archives.

## V. EMPLOYER OUTREACH

The Employer Outreach program provides and supports outreach efforts in ten jurisdictions located in the region’s MSA. This program contains regional and jurisdictional components. COG/TPB’s Commuter Connections staff provides overall administration and arranges for sales training and support for the jurisdictional components of the program and technical training on the regional sales contact management database. The local jurisdictions provide outreach to employers and work with employers to develop and implement new, or expand existing employer-based alternative commute programs.

The following local jurisdictions provide employer outreach services:

District of Columbia
Frederick County
Montgomery County
Tri-County Council for Southern Maryland
Prince George’s County
City of Alexandria
Arlington County
Fairfax County
Loudoun County
Prince William County

Most employers who promote commute alternatives do so for practical reasons associated with the operation of their businesses. But the community as a whole benefits from commute alternatives programs, which improve air quality, reduce traffic congestion, and support economic development. For this reason, many local governments in the region continue to offer programs that encourage commute options at the employment site. These programs range from marketing efforts and incentive programs conducted through ridesharing programs to “adequate public facilities ordinances” that have trip reduction requirements for affected employers. Additionally, the Virginia Department of Transportation administers funds directly

to the local jurisdictions in Northern Virginia to implement the Employer Outreach TERM and has also allocated funding to the Telework!VA program for employers to either start or expand a telework program. The District Department of Transportation is using the pass-thru dollars for the TERM to hire a contractor directly. Results from these activities are reported and analyzed under the regional Monitoring and Evaluation program.

The Commuter Connections program's ongoing goal has been to weave existing local employer and government programs into a coherent, voluntary regional network, and to promote ways in which worksite commute alternatives programs may grow, without imposing burdensome mandates upon employers.

Regional Components of the Employer Outreach Program include:

- 1) Maintaining and updating a web-based regional employer/employee sales contact database to facilitate local efforts and avoid duplication.
- 2) Coordination with WMATA's SmartBenefits program sales staff, and/or their assigned consultant(s).
- 3) Review of individual local sales contact databases on a continuing basis to ensure quality control.
- 4) Providing bicycling information to area employers to help and support bicycling to work by their employees.
- 5) Coordinating technical training for the regional sales database on an as needed basis.
- 6) Supporting the Employer Outreach Committee of the Commuter Connections Subcommittee which provides guidance to the program.
- 7) COG/TPB staff support for updating and printing customized sales materials and employer case studies both in hard copy and for inclusion on the Commuter Connections Web site.
- 8) Providing coordinated marketing materials for the program including; but not limited to, customized sales portfolio's, employer case studies, Live Near Your Work, Alternative Work Schedule, Climate Change Carbon Footprint, LEED, and Emergency Commute Preparedness information.
- 9) Providing customized information on voluntary commuting actions that can be taken by employers and the general public to reduce mobile source emissions, particularly on Air Quality Action days, through the Clean Air Partners program.
- 10) Offering sales training for the sales and service representatives in each of the participating jurisdictions.

The regional components of the program are listed in the two project tasks below. The total

annual cost for the regional components of the Employer Outreach program is \$82,679.

Jurisdictional Components of the Employer Outreach Program include:

- 1) Contacting individual employers in each locality, (carried out by the local sales and service representatives) through the regional contact sales database which Commuter Connections maintains and updates.
- 2) Accomplishing local program goals in Maryland jurisdictions via staff, contractors, TMA's, or other entities. A scope of work is submitted to COG to expedite an annual program contract for each locality, and funding is allocated to localities based upon guidance to COG from the state funding agencies.
- 3) COG/TPB support for overseeing pass-thru funding to local sales jurisdictions for the implementation of voluntary transportation demand management strategies at private sector employment sites.
- 4) Providing sales support for the sales and service representatives in DC and Maryland.

The jurisdictional components of the program are outlined in the two project tasks below. The total annual costs for the jurisdictional components of the Employer Outreach program are \$549,549.

**Regional Component Project Tasks**

A. **REGIONAL EMPLOYER DATABASE MANAGEMENT AND TRAINING**

During FY 2014, COG/TPB staff will continue to maintain and update the hardware and software for the computerized regional employer outreach database and monitor the regional web-based database upgrade installed during FY 2013. In addition, COG/TPB staff will coordinate training and provide technical assistance to local sales jurisdictions upon request.

**Cost Estimate:** \$67,679

**Services:** Management and monitoring of Employer Outreach regional database and provision of sales representative database training as needed. *(COG/TPB staff)*

Maintenance and update of regional contact management database. *(COG/TPB staff)*

**Schedule:** July 1, 2014 - June 30, 2015

**Oversight:** Employer Outreach Committee

- Provide input and feedback on technical issues regarding the regional Employer Outreach database.

**B. EMPLOYER OUTREACH FOR BICYCLING**

The Employer Outreach for Bicycling program provides information to area employers to help support and encourage bicycling to work by their employees. This information is included in the Employer Outreach materials provided to employers under the Employer Outreach Program.

Specific activities under the Employer Outreach for Bicycling Program include the update of a guide on biking to work (“Biking to Work in the Washington Area: A Guide for Employers and Employees), and incorporation of WABA bike mentors into the ridematching database. (WABA’s Web site now provides users with 24-hour matching to WABA bike mentors, automating a service that previously consumed considerable staff time, and which was available only during office hours).

COG/TPB staff also provides support and facilitation for other bike-to-work outreach activities including lunch time seminars, association meetings and strategic mailings.

**Cost Estimate:** \$15,000

**Printing as Part of Estimate \$7,355**

**Products:** Regional Bicycling to Work Guide updates.  
(COG/TPB staff)

**Services:** Employer assistance and seminars. (COG/TPB staff)

**Schedule:** July 1, 2014 - June 30, 2015

**Oversight:** Employer Outreach Committee

- Provide input and feedback on bicycling issues or outreach activities at employment sites.

**Jurisdictional Component Project Tasks**

**A. MARYLAND LOCAL AGENCY FUNDING AND SUPPORT**

Local jurisdictions work with employers to develop and implement new, or expand existing employer-based commuter benefit programs such as transit and vanpool benefits, preferential parking for carpools and vanpools, carpool and vanpool formation, and telework and flexible work schedules. Results from these efforts are recorded in the regional employer database.

Maryland jurisdictions will also provide general telework information to the general public, local agencies, and employers. Employer Outreach representatives will also work with employers in Maryland to establish new or expand existing telework programs.

**Cost Estimate:** Pass-thru to Local Jurisdictions: \$446,898  
**Telework component of pass-thru:** \$81,063

**Total Project Budget: \$446,898**

**Services:** New or expanded employer-based TDM programs in Maryland. (*local jurisdictions*).

New or expanded employer telework programs in Maryland. (*local jurisdictions*).

**Schedule:** July 1, 2014 - June 30, 2015

**B. DC, MARYLAND, AND VIRGINIA PROGRAM ADMINISTRATION**

This project task includes the management and monitoring of pass-thru funding by COG/TPB staff to local sales jurisdictions in DC and Maryland for contract compliance. It also includes support to DC and Maryland jurisdictions, consultants, or TMA staff in implementing voluntary transportation demand management strategies at private and/or non-profit sector employment sites. This task involves the review and approval of an annual Scope of Work by COG/TPB staff for each of the Maryland sales jurisdictions and day to day contract management. This task also includes COG/TPB staff support for updating and printing employer specific regional employer-based marketing materials as well as providing training opportunities.

**Cost Estimate:** \$102,651

**Products:**

Electronic and printed updates of customized sales portfolio materials, employer specific regional marketing materials (General Commuter Connections brochure, Alternative Work Schedules brochure, Emergency Commute Preparedness brochure, Live Near Your Work brochure, LEED brochure, Climate Change brochure), and case studies. (COG/TPB staff)

**Services:**

Sales training offered for sales and service representatives in the region. (COG/TPB staff/sales training professionals).

Oversight to local sales jurisdictions in DC and Maryland to implement voluntary transportation demand management strategies at private sector employment sites. (COG/TPB staff)

Bi-annual sales support conference calls to DC and Maryland jurisdictions. Employer site visits by COG/TPB staff as requested or needed by DC and Maryland jurisdictions. (COG/TPB staff)

Staff the regional Employer Outreach Committee. (COG/TPB staff)

**Schedule:**

July 1, 2014 - June 30, 2015

**Oversight:**

Employer Outreach Committee

- Provide input and feedback on administrative items such as training, employer-based collateral materials, and case studies.

## **VI. GUARANTEED RIDE HOME BALTIMORE**

A regional Guaranteed Ride Home (GRH) program was implemented in the Baltimore metropolitan region and in St. Mary's County beginning in FY 2011. The GRH Baltimore program will help to eliminate a major barrier to using transit, carpooling, vanpooling, bicycling or walking to work. Studies have shown that a commuter's fear of being "stranded" at work if they or a family member become ill, or if they must work unexpected overtime, is one of the most compelling reasons commuters do not rideshare or use transit to travel to work. The GRH Baltimore program eliminates this barrier by providing a free ride home in the event of an unexpected personal emergency or unscheduled overtime.



The GRH Baltimore is similar to the Washington metropolitan region's GRH program in offering a free ride home to commuters that carpool, vanpool, use transit, bicycle, or walk to work at least two days per work week. As a result of the GRH program, some single occupant vehicle drivers will switch to a ridesharing or transit commuting alternatives, and current ridesharing and transit users will increase the usage of these alternative commute modes. The program will be able to demonstrate both transportation and emission impacts that could be used as part of the Baltimore region's air quality conformity process. The GRH program is an insurance program for those commuters who do not drive alone to their worksite.

The budget for the Guaranteed Ride Home program includes two project areas outlined below, and with a budget of \$150,000.

A. GENERAL OPERATIONS AND MAINTENANCE

Commuter Connections staff at the Metropolitan Washington Council of Governments (COG) will process all GRH applications received by mail, fax, and the Commuter Connections Web site. Using the GRH software system, COG registers qualifying applicants, produces GRH registration ID cards, and sends ID card and participation guidelines to new registrants. Commuters can obtain information about the GRH program and complete an application on the Commuter Connections Web site, [www.commuterconnections.org](http://www.commuterconnections.org). Commuters may also call COG's Commuter Connections 800 telephone number, 1-800-745-RIDE, to ask questions about the GRH program and/or request information and an application. The 800 number is equipped with a menu so that callers can choose the menu item that best fits their needs. All GRH questions and requests for information and applications are taken by COG/TPB staff.

COG staff also mails GRH applications to GRH users who have used the GRH program without formally registering. GRH guidelines permit a commuter to use the GRH service one time as a "one-time exception" before they register. Also, COG staff mails transit vouchers to GRH users who used transit as part of their GRH trip. All vouchers and invoices from transportation service providers are processed by COG staff.

In the event the commuter has not supplied their e-mail address, COG/TPB staff mails a re-registration notice to commuters who could not be contacted by telephone. The notice contains an application which the commuter can complete and send to COG to re-register. The commuter can also call Commuter Connections or visit the Commuter Connections Web site to re-register.

COG/TPB staff will assist the Commuter Connections Subcommittee in reviewing the GRH participation guidelines for any recommended changes. These recommendations will be presented to the Commuter Connections Subcommittee for their final review and approval. In the past, recommendations have been made to modify and add participation guidelines to better convey the GRH trip authorization, GRH re-registration, and one-time exception rules and restrictions.

COG/TPB staff will respond to the general public and to GRH applicants for registrations and re-registrations to the program. Registered commuters will be notified when their GRH registration is about to expire. Staff will continue to prepare and send new and re-registration GRH ID cards, registration letters, and participation guidelines on a weekly basis. Staff will also continue to monitor and maintain the GRH applicant database and server. COG/TPB staff will continue to update and maintain program participation guidelines, and provide annual customer service training to the daily operations contractor and COG/TPB staff assigned to the project.

During FY 2015, data collection activities will continue for a GRH Baltimore Customer satisfaction survey. The purpose of the survey will be to gauge the level of satisfaction from those who have used the program. A report will be developed and finalized from the FY 2014 data collected.

**Cost Estimate:** **\$37,496**

**Direct Costs (Telephone, Copies, etc) as part  
Of Estimate:** \$ 3,732

**Products:** GRH new and re-registration ID cards and registration letters  
(COG/TPB staff)

GRH Participation Guidelines (COG/TPB Staff)

Final 2014 GRH Customer Satisfaction Survey Report. (COG/TPB staff).

**Services:** Process application requests from the general public for registration and re-registration to the program. (COG/TPB Staff)

Notify commuters when registration is about to expire. (COG/TPB staff)

Monitor and update GRH applicant database. (COG/TPB staff)

**Schedule:** July 1, 2014 – June 30, 2015

2014 GRH Customer Satisfaction Survey Report: November 2014

**Oversight:** Commuter Connections Subcommittee

- Provide input and feedback on GRH program participation guidelines and policies.

B. PROCESS TRIP REQUESTS AND PROVIDE TRIPS

GRH transportation service will be provided by several taxi companies, a rental car company, and a paratransit company, all under contract with COG. Commuters make their GRH trip request through a menu option provided on COG's Commuter Connections 800 telephone number. This menu option transfers calls for GRH trips directly to an operations contractor. This contractor reviews and assesses the trip request and approves or denies the request based on the GRH Participation Guidelines. The contractor then arranges the approved trips with the appropriate transportation contractor.

The operations contractor contacts, by telephone, GRH registrants without e-mail addresses whose registration is near expiration and re-registers the qualifying commuters. While the system of calling commuters has been successful, many messages left on commuters' voice mail are not returned. In such cases, re-registration is facilitated by COG staff as described in the previous section.

COG/TPB staff will continue management and monitoring of contract services for day-to-day operations services. Day to day operations include confirming ride request eligibility, dispatching rides through the ride service providers, tracking ride requests in the GRH database, processing invoices for payment for ride service providers, the daily operations contractor and for the general public for transit vouchers.

Customer service training will be provided to all Guaranteed Ride Home call center agents.

**Cost Estimate:** **\$112,504**

***Consultant/ Contractor Costs as Part of Estimate:***

(Daily Operations): \$41,000  
(Cab and Car Rental Companies) \$59,267

**Services:** Process GRH trip requests, approve/deny requests, and arrange rides. *(Daily Operations Contractor)*

Management and monitoring of contract services for day-to-day operations, and ride service providers. This includes processing invoices for payment for contractors and for the general public for transit vouchers. *(COG/TPB staff)*

Provide GRH Rides *(Cab and Car rental Companies)*

**Schedule:** July 1, 2014 – June 30, 2015

**Oversight:** Commuter Connections Subcommittee

- Provide input and feedback on GRH program participation guidelines and policies.

## **ITEM 10 - Information**

March 19, 2014

### Briefing on Project Submissions for Air Quality Conformity Assessment of the 2014 CLRP

**Staff**

**Recommendation:** The Board will be briefed on the major transportation projects submitted by the implementing agencies.

**Issues:** None

**Background:** At the February meeting, the Board was updated on the project submissions to date and on-going activities to develop the financial plan for the 2014 CLRP. On March 13, the project submissions were released for a 30-day public comment period that will end April 15. At the April 16 meeting, the Board is scheduled to approve the project submissions for the air quality conformity analysis of the 2014 CLRP.





# NATIONAL CAPITAL REGION

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## TRANSPORTATION PLANNING BOARD

### MEMORANDUM

March 13, 2014

To: Transportation Planning Board

From: Gerald Miller and Robert Griffiths  
Acting Co-Directors,  
Department of Transportation Planning

Re: Major Project Submissions for the 2014 Update to the Financially  
Constrained Long-Range Transportation Plan (CLRP) and the  
FY 2015-2020 Transportation Improvement Program (TIP)

The project submissions for inclusion in the Air Quality Conformity Analysis of the 2014 Update to the CLRP were released for public comment on March 13. The project submissions were reviewed and approved for public release by the TPB Steering Committee on March 7<sup>th</sup>. The attached materials present a summary of the major new projects or changes to existing major projects included in the project submissions. Comments may be submitted:

- online at [mwcog.org/TPBPublicComment](http://mwcog.org/TPBPublicComment),
- via email at [tpbpubliccomment@mwcog.org](mailto:tpbpubliccomment@mwcog.org),
- by calling (202) 962-3262, TDD: (202) 962-3213
- or in writing to The Transportation Planning Board  
777 North Capitol Street, NE, Suite 300  
Washington, DC 20002-4239

The public comment period ends on April 12 and the TPB is scheduled to approve the project submissions on April 16.

### Summary of Major Additions and Changes to Projects

In the **District of Columbia**, DDOT is proposing three new transit projects; the Union Station to Georgetown Streetcar Line, the M Street SE/SW Streetcar Line, and the Benning Road Streetcar Spur. DDOT is proposing to remove the planned implementation of Peak Period Bus-Only Lanes on H Street NW and I Street NW from the CLRP, pending further study. DDOT is also proposing three studies to examine managed lanes on the 14<sup>th</sup> Street/Rochambeau Bridge, I-395/I-695 (SE/SW Freeway), and I-295.

In **Maryland**, the Maryland Transit Administration is updating the MARC Growth and Investment Plan. The State Highway administration is resubmitting the construction of an interchange on I-95/I-495, the Capital Beltway at the Greenbelt Metro Station in Prince George's County. This project had previously been included in the CLRP, but was removed in 2010 to meet financial constraint requirements.

In **Virginia**, VDOT is proposing to widen a segment of US 1 in Prince William County and to widen a portion of VA 123, Chain bridge Road in Fairfax County. VDOT is also proposing three alternatives for the Dulles Air Cargo, Passenger, Metro Access Highway project. The TPB released the three alternatives for public comment, but expects that VDOT will select a preferred alternative prior to the approval of project inputs on April 16 so only one of the alternatives will be carried forward into the Air Quality Conformity Analysis. Virginia Railway Express is updating its System Plan.

A complete technical listing of all project submissions can be found in the [Air Quality Conformity Inputs for the 2014 CLRP and the FY 2015-2020 TIP](#), which was released for public comment on March 13.



# Major Additions and Changes to the 2014 Update to the Financially Constrained Long-Range Transportation Plan



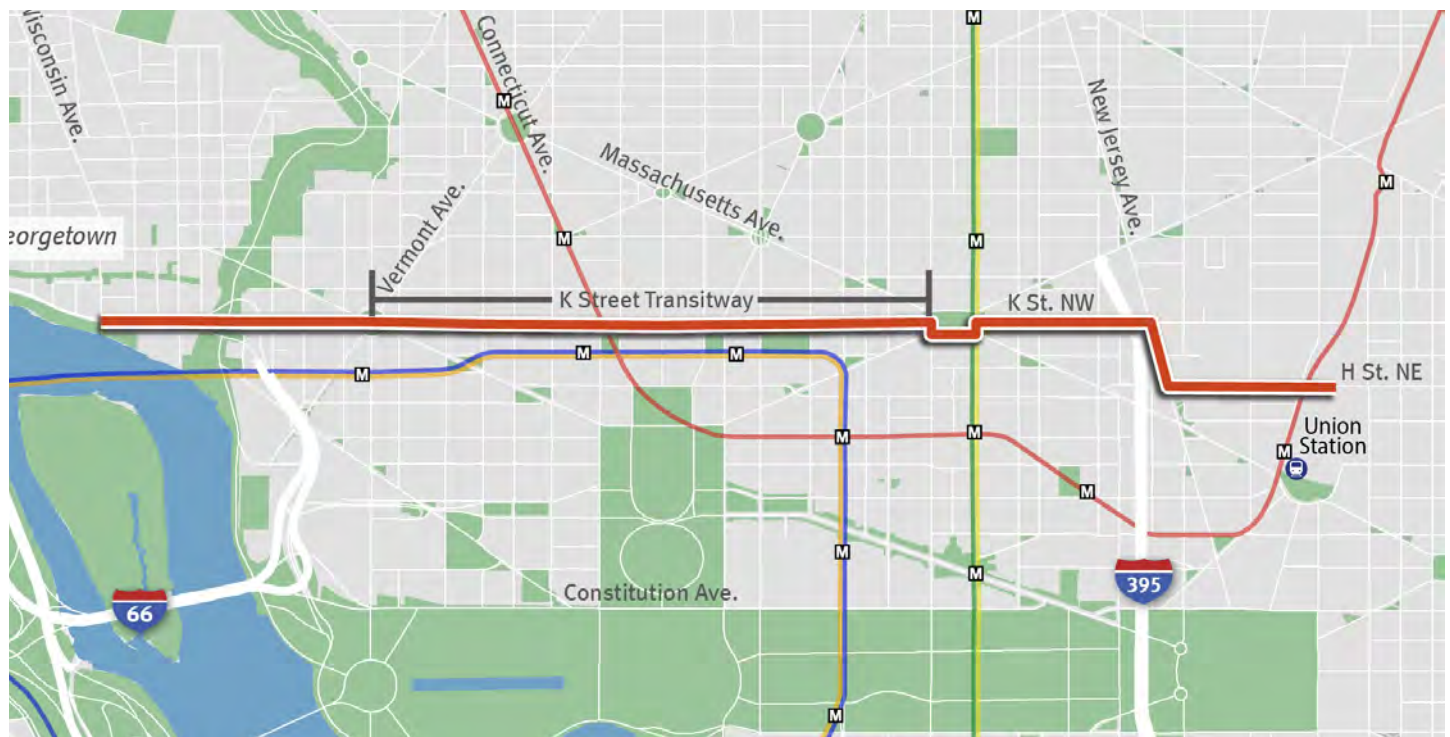
## District of Columbia

### 1. Union Station to Georgetown Streetcar Line from H Street NE to Wisconsin Avenue NW

Length: 3.4 miles

Complete: 2020

Cost: \$348 million



Construct a streetcar line from H Street NE near Union Station, running along H Street NW to New Jersey Avenue NW, and continuing on K Street NW into Georgetown, ending at Wisconsin Avenue NW. This line will connect to the H Street NE - Benning Road line, already under construction. The streetcars will travel in mixed traffic lanes through the eastern portion of the route, but will travel in dedicated transit lanes on K Street between Mount Vernon Square/9<sup>th</sup> Street NW and Washington Circle/23<sup>rd</sup> Street NW (a project previously approved in the CLRP called the "K Street Transitway").

See CLRP Project Description Form in Attachment A for more information.



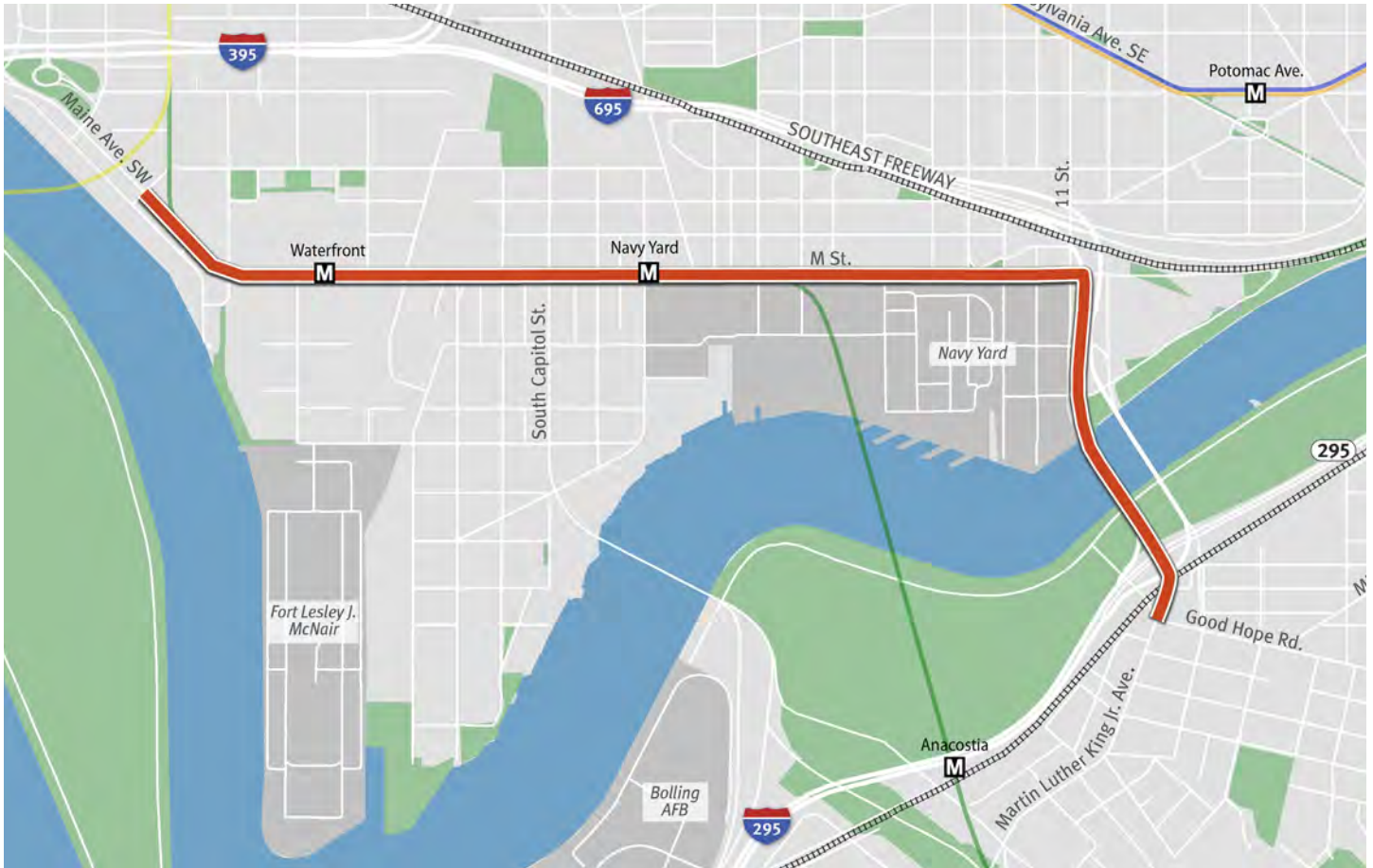
# Major Additions and Changes to the 2014 CLRP Update

## 2. M Street Southeast/Southwest Streetcar Line from Good Hope Road SE to Maine Avenue SW

Length: 3 miles

Complete: 2020

Cost: \$250 million



Construct a streetcar line running from Good Hope Road SE, across the 11<sup>th</sup> Street Bridge, to M Street SE/SW, ending at Maine Avenue SW. This line will connect to the planned Anacostia Initial Streetcar Line at Good Hope Road SE.

See CLRP Project Description Form in Attachment A for more information.



# Major Additions and Changes to the 2014 CLRP Update

### 3. Benning Road Streetcar Spur from Benning Road to Minnesota Avenue Metro Station

Length: < 1 mile

Complete: 2018

Cost: \$40 million



Construct a spur from the Benning Road Streetcar Line heading north along Minnesota Ave to the Minnesota Avenue Metro Station.

### 4. Removal of Proposed H and I Streets NW Peak Period Bus-Only Lanes

The approved CLRP contains two projects which proposed to implement bus-only lanes during peak periods. The H Street NW lane was planned between 17th Street NW and New York Avenue NW and the I Street NW lane was planned between 13th Street NW and Pennsylvania Avenue NW. These projects will be removed from the CLRP, pending further study.



# Major Additions and Changes to the 2014 CLRP Update

## 5. Studies: Managed Lanes on 14<sup>th</sup> Street/Rochambeau Bridge, I-395/I-695, and I-295

Length: ≈9 miles

Complete: 2015

Cost: \$5.9 million

### A. 14th Street/Rochambeau Bridge

The first study will look at converting the two northbound lanes on the 14th Street/ Rochambeau Bridge to High Occupancy Vehicle (HOV 3+) during the morning peak period on weekdays and the two southbound lanes on the same facility to HOV 3+ during the evening peak period on weekdays, to mirror existing HOV operations in Virginia. The existing four northbound lanes on the Arland Williams, Jr. Bridge and four southbound lanes on the George Mason Memorial Bridge would remain as general purpose lanes. The study will also consider a subsequent conversion of the HOV lanes into High Occupancy/Toll (HOT) lanes.

### B. I-395/I-695, Southeast-Southwest Freeway

The second study will look at implementing HOV lanes on the Southeast/Southwest Freeway (I-395/I-695) from the Case Bridge to the 11th Street Bridge, and subsequently converting those to HOT.

### C. I-295

The third study will consider implementing HOV and then HOT lanes on I-295 from the 11th Street Bridge to the DC/Maryland Line.

See CLRP Project Description Forms in Attachment A for more information.





# Major Additions and Changes to the 2014 CLRP Update

## Maryland

### 6. MARC Growth and Investment Plan

Complete: 2040

Cost: \$1.06 billion (Washington region)



MDOT is including \$1.06 billion of project improvements for MARC as identified in the MARC Growth and Investment Plan. The MARC Growth and Investment Plan is a multi-phased, multi-year plan to increase the capacity of MARC,

Maryland's commuter rail system. MARC is a key component of Maryland's commuter network providing rail service for more than 30,000 commuters a day traveling between Washington's Union Station and northern, central and western Maryland.

Primary objectives of the plan include providing better service for current riders and addressing existing problems with capacity, frequency and reliability. This package of projects will increase passenger-carrying capacity and increase share of trips by MARC during peak travel periods, among other benefits. The \$1.06 billion shown reflects the Washington region's proposed contribution towards projects in the larger \$2.3 billion Growth and Investment Plan, which also includes the Baltimore area.

### 7. I-95/495 Interchange at Greenbelt Metro Station

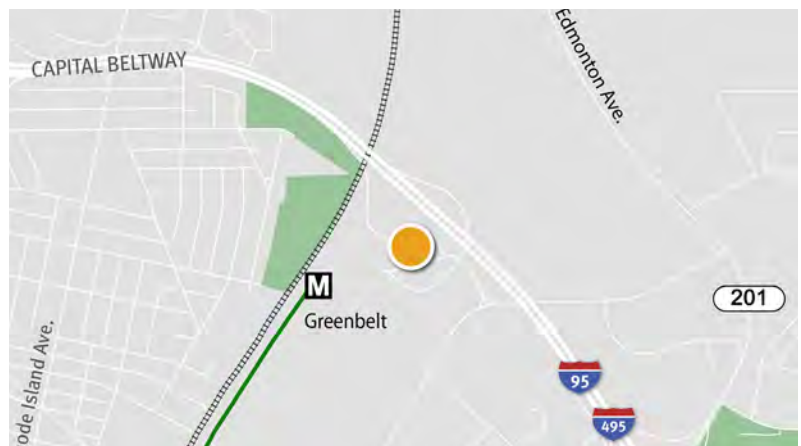
Length: <1 mile

Complete: 2020

Cost: \$78.21 million

Construct a full interchange along I-95/I-495 at the Greenbelt Metro Station. The existing partial interchange provides access from the inner loop of the Capital Beltway to the Greenbelt Metro Station. The project includes the addition of auxiliary lanes on I-95/I-495 between the Greenbelt metro and MD 201 interchanges.

See CLRP Project Description Form in Attachment A for more information.





# Major Additions and Changes to the 2014 CLRP Update

## Virginia

### 8. Virginia Railway Express System Plan

Cost: 2040

Cost: \$977.4 million

The VRE System Plan provides a framework for VRE service expansion through 2040. The Plan includes system investments and expansion of peak service on the Fredericksburg and Manassas Lines, introduction of reverse-peak service, additional mid-day service, and service extension to the Gainesville-Haymarket area of Prince William County. Major railroad capacity projects focus on the relief of key capacity bottlenecks on the VRE system, including additional track capacity in the Long Bridge corridor and completion of a third main track on the Fredericksburg Line from Alexandria to Spotsylvania County.

The VRE System Plan outlines capital investments totaling \$3.2 billion to implement plan recommendations. It builds upon prior VRE growth plans included in the CLRP financial analysis and transit-modeling assumptions proposed for implementation by 2020, for which funding has been identified. Funding for projected VRE station, yards and equipment needs through 2040 has also been identified and is reflected in the \$977 million CLRP project cost. Full funding for long-term system investments in railroad capacity, including the expansion of the Long Bridge and Fredericksburg Line third main track, and service enhancements such as reverse-peak service, additional mid-day trains or the future run-through of VRE and MARC trains has not been identified. Those recommendations are included for information purposes. As funding is identified for those initiatives they will be added to the CLRP and air quality conformity analysis.





# Major Additions and Changes to the 2014 CLRP Update

## 9. Widen US 1 from Fuller Road to Russell Road Interchange

Length: 2.38 miles

Complete: 2025

Cost: \$76 million



Widen US 1 from Fuller Road to Russell Road from 4 to 6 lanes.

See CLRP Project Description Form in Attachment A for more information.



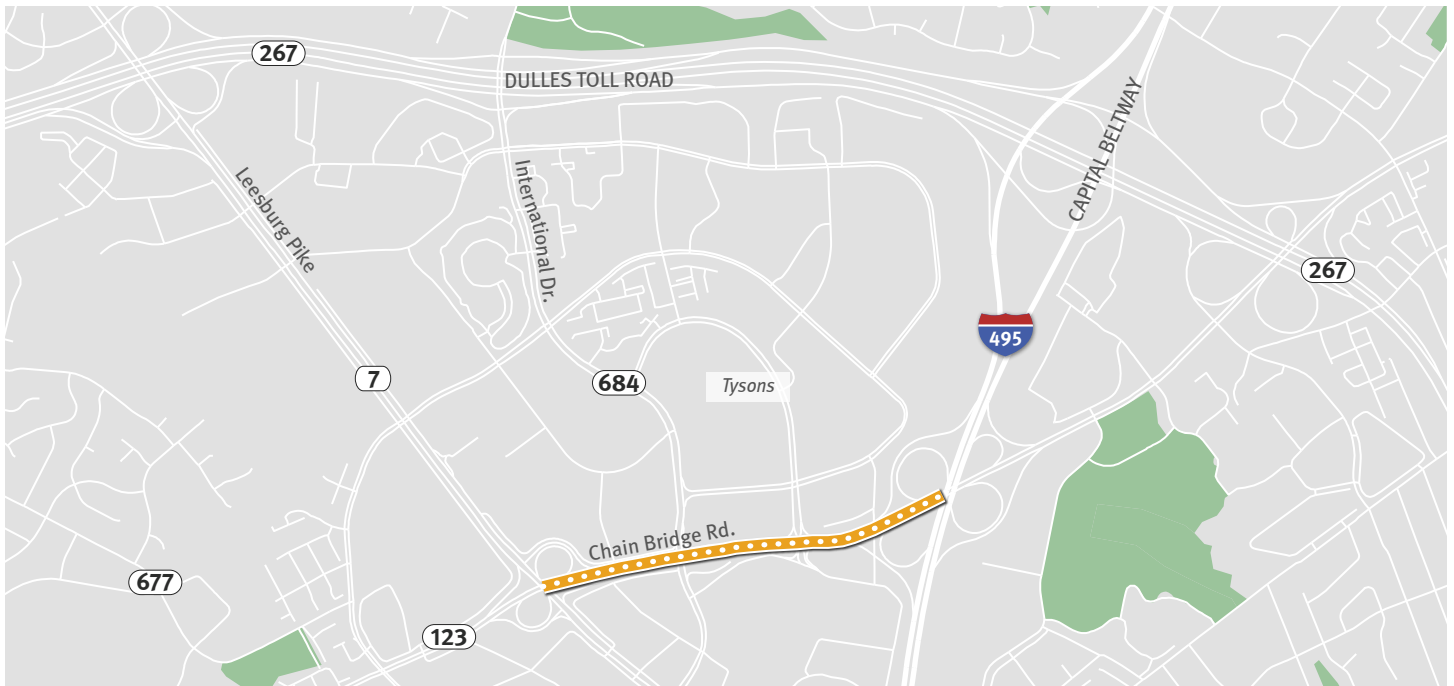
# Major Additions and Changes to the 2014 CLRP Update

## 10. Widen VA 123 from VA 7, Leesburg Pike to I-495, Capital Beltway

Length: <1 mile

Complete: 2021

Cost: \$22 million



Widen VA Route 123 from Leesburg Pike to the Capital Beltway from 6 to 8 lanes.

See CLRP Project Description Form in Attachment A for more information.





# Major Additions and Changes to the 2014 CLRP Update

## 11. Dulles Air Cargo, Passenger, Metro Access Highway Alternatives

VDOT is proposing three alternatives to improve access to the western side of Dulles Airport, particularly for cargo. VDOT will select one preferred alternative by April 16, when the TPB is scheduled to approve the inputs to the Air Quality Conformity Analysis. These alternatives are labeled 2, 3B and 3C to remain consistent with their nomenclature in the Draft Environmental Assessment.

### Alt. 2: New Dulles Air Cargo, Passenger, Metro Access Highway (North Star alignment)

Length: 2.5 miles  
Complete: 2025  
Cost: \$240 million

Construct a new four-lane facility from US 50 at Northstar Boulevard/Bi-County Parkway to VA 606, Loudoun County Parkway at New Dulles Airport Access

### Alt. 3B: Convert US 50 and VA 606 to Limited Access

Length: 3.75 miles  
Complete: 2025  
Cost: \$330 million

Convert US 50 to limited access and widen from 4 to 6 lanes from Bi-County Parkway/ Northstar Boulevard to VA 606, Loudoun County Parkway, and Convert VA 606, Loudoun County Parkway, to limited access and widen from 4 to 8 lanes from US 50 to 1.5 miles north of US 50/new access to Dulles Airport.



### Alt. 3C: Airport Express Lanes on US 50 and New Limited Access VA 606, Loudoun County Parkway

Length: 2.34 miles  
Complete: 2025  
Cost: \$250 million

Construct two Airport Express Lanes in the median of US 50 between Northstar Boulevard/Bi-County Parkway and VA 606, Loudoun County Parkway, at New Dulles Airport Access. Upgrade and widen from 4 to 8 lanes a new limited access VA 606, Loudoun County Parkway, from US 50 to VA 606 at New Dulles Airport Access.

See CLRP Project Description Form in Attachment A for more information.





# **Attachment A**

## **Project Description Forms**



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



## 1. Union Station to Georgetown Streetcar Line

1. Submitting Agency: DDOT
2. Secondary Agency:
3. Agency Project ID: STC12A, SA306C
4. Project Type:  Interstate  Primary  Secondary  Urban  Bridge  Bike/Ped  X Transit  CMAQ  
 ITS  Enhancement  Other  Federal Lands Highways Program  
 Human Service Transportation Coordination  TERMS
5. Category:  System Expansion;  System Maintenance;  Operational Program;  Study;  Other (Intermodal Improvement)
6. Project Name: Union Station to Georgetown Streetcar Line

	Prefix	Route	Name	Modifier
7. Facility:				
8. From ( _ at):			3 <sup>rd</sup> / H Street NE	
9. To:			Wisconsin Avenue under Whitehurst Freeway NW	

10. Description: DDOT is proposing a transportation improvement and the introduction of streetcar along the K Street NW corridor from Union Station to Georgetown. This project will provide an efficient east-west connection for transit and improve transportation mobility, and improve transit reliability. The streetcar alignment is primarily located along K Street, NW, New Jersey Avenue NW, and H Street, NE. Below are the proposed station locations and corridor links (to be finalized in the NEPA process):

### Station locations:

Location	Platform	Serves
H Street @ Hopscotch Bridge	side platform	Union Station
K Street between 3rd and 4th Streets	side platform	NoMa
Mount Vernon Square	side platform	Mount Vernon 14th and 15th Streets
K Street @ McPherson Square	side platform	17th and 18th Streets
K Street @ Farragut Square	side platform	19th and 20th Streets
K Street @ 19th and 20th Streets	side platform	Foggy Bottom / GU
K Street @ 25th and 26th Streets	split center	Georgetown
K Street @ Wisconsin Avenue	center	

# CLRP PROJECT DESCRIPTION FORM

## Link-by-link connection:

Link	Roadway	shared/exclusive	streetcar
Georgetown to Washington Circle	Along K Street NW	shared lanes	center
At Washington Circle	Under circle	shared lanes	center
Washington Circle to Mount Vernon Square	Along K Street NW	exclusive	center
At Mount Vernon Square	WB: north side	shared lanes	curb
	EB: south side		curb
Mount Vernon Square to Union Station	K Street	shared lanes	curb
	New Jersey	shared lanes	center
	H Street	shared lanes	curb
At Union Station	Hopscotch Bridge	shared lanes	curb
Connection to existing tracks	at 3rd Street NE	shared lanes	curb

The streetcar program will operate with a 10 minute headway.

NEPA Status: DDOT will begin NEPA in the first quarter of CY 2014; it will be 12 – 18 months.

Map of preferred alternative from Alternatives Analysis. The NEPA process will build from this alternative and information gathered in the AA.



11. Projected Completion Year: 2020
12. Project Manager: Lezlie Rupert
13. Project Manager E-Mail: [lezlie.rupert@dc.gov](mailto:lezlie.rupert@dc.gov)
14. Project Information URL: [www.unionstationtogeorgetown.com](http://www.unionstationtogeorgetown.com)
15. Total Miles: 3.41 miles
16. Schematic:
17. Documentation: Union Station to Georgetown Alternatives Analysis (September 2013)
18. Jurisdictions: DDOT
19. Baseline Cost: \$348 million cost estimate as of 09/30/2013
20. Amended Cost: cost estimate as of MM/DD/YYYY
21. Funding Sources: X\_ Federal; \_X State; \_X Local; \_X Private; \_ Bonds; \_ Other

# CLRP PROJECT DESCRIPTION FORM

## MAP-21 PLANNING FACTORS

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

## ENVIRONMENTAL MITIGATION

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

## CONGESTION MANAGEMENT INFORMATION

24. Congested Conditions
- a. Do traffic congestion conditions necessitate the proposed project or program?  Yes;  No
  - b. If so, is the congestion recurring or non-recurring?  Recurring;  Non-recurring
  - c. If the congestion is on another facility, please identify it:
25. Capacity
- a. Is this a capacity-increasing project on a limited access highway or other principal arterial?  Yes;  No
  - b. If the answer to Question 26.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):
    - None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required
    - The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)
    - The number of lane-miles added to the highway system by the project totals less than one lane-mile
    - The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
    - The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles
    - The project consists of preliminary studies or engineering only, and is not funded for construction
    - The construction costs for the project are less than \$10 million.
  - c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.





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



## 2. M Street Southeast/Southwest Streetcar Line

1. Submitting Agency:DDOT
2. Secondary Agency:
3. Agency Project ID:
4. Project Type:  Interstate  Primary  Secondary  Urban  Bridge  Bike/Ped  Transit  CMAQ  
 ITS  Enhancement  Other  Federal Lands Highways Program  
 Human Service Transportation Coordination  TERMS
5. Category:  System Expansion;  System Maintenance;  Operational Program;  Study;  Other
6. Project Name: Streetcar - M Street Southeast/Southwest Streetcar Line

	Prefix	Route	Name	Modifier
7. Facility:		M	DC streetcar – M Street SE/SW	
8. From ( _ at):			11 <sup>th</sup> Street Bridge	
9. To:			Maine Avenue SW	

10. Description: Construct a streetcar line running from Good Hope Road SE, across the 11th Street Bridge, to M Street SE/SW, ending at Maine Avenue SW. This line will connect to the planned Anacostia Initial Streetcar Line at Good Hope Road SE.
11. Projected Completion Year: 2020
12. Project Manager: Thomas Perry
13. Project Manager E-Mail:Thomas.Perry@dc.gov
14. Project Information URL:www.dcstreetcar.com
15. Total Miles:3
16. Schematic:
17. Documentation:NEPA Phase
18. Jurisdictions: Washington, DC
19. Baseline Cost (in Thousands): \$250 million cost estimate as of 1/23/2014
20. Amended Cost (in Thousands):TBD cost estimate as of MM/DD/YYYY
21. Funding Sources:  Federal;  State;  Local;  Private;  Bonds;  Other

### **MAP-21 PLANNING FACTORS**

22. Please identify any and all planning factors that are addressed by this project:
  - a.  Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
  - b.  Increase the **safety** of the transportation system for all motorized and non-motorized users.
    - i. Is this project being proposed specifically to address a safety issue?  Yes;  No
    - ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
  - c.  Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.
  - d.  Increase **accessibility and mobility** of people.

# CLRP PROJECT DESCRIPTION FORM

- e.  Increase accessibility and mobility of **freight**.
- f.  Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- g.  Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
- h.  Promote efficient system **management and operation**.
- i.  Emphasize the **preservation** of the existing transportation system.

## ENVIRONMENTAL MITIGATION

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

## CONGESTION MANAGEMENT INFORMATION

24. Congested Conditions
- a. Do traffic congestion conditions necessitate the proposed project or program?  Yes;  No
  - b. If so, is the congestion recurring or non-recurring?  Recurring;  Non-recurring
  - c. If the congestion is on another facility, please identify it:
25. Capacity
- a. Is this a capacity-increasing project on a limited access highway or other principal arterial?  Yes;  No
  - b. If the answer to Question 26.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):
    - None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required
    - The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)
    - The number of lane-miles added to the highway system by the project totals less than one lane-mile
    - The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
    - The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles
    - The project consists of preliminary studies or engineering only, and is not funded for construction
    - The construction costs for the project are less than \$10 million.
  - c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.

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



## 3. Benning Road Streetcar Spur – Minnesota Avenue Metro Station

1. Submitting Agency: DDOT
2. Secondary Agency:
3. Agency Project ID: CD052A
4. Project Type:  Interstate  Primary  Secondary  Urban  Bridge  Bike/Ped  Transit  CMAQ  
 ITS  Enhancement  Other  Federal Lands Highways Program  
 Human Service Transportation Coordination  TERMS
5. Category:  System Expansion;  System Maintenance;  Operational Program;  Study;  Other
6. Project Name: Streetcar – Benning Road/Minnesota Avenue Spur

	Prefix	Route	Name	Modifier
7. Facility:			Minnesota Avenue	
8. From ( _ at):			Benning Road	
9. To:			Minnesota Avenue Metro Station	

10. Description:

This will be an addition to the DC Streetcar Project which was part of the 2010 CLRP. This addition will have a spur at the Benning/Minnesota Ave intersection and proceed along Minnesota Ave to the Minnesota Ave Metro Station.

11. Projected Completion Year: 2018
12. Project Manager: Clarence Dickerson
13. Project Manager E-Mail: Clarence.dickerson@dc.gov
14. Project Information URL:
15. Total Miles: 2/10 of a mile
16. Schematic:
17. Documentation: DC Streetcar Project (2010 CLRP)
18. Jurisdictions: District of Columbia
19. Baseline Cost: \$40 million cost estimate as of MM/DD/YYYY
20. Amended Cost: cost estimate as of MM/DD/YYYY
21. Funding Sources:  Federal;  State;  Local;  Private;  Bonds;  Other

### MAP-21 PLANNING FACTORS

22. Please identify any and all planning factors that are addressed by this project:
  - a.  Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
  - b.  Increase the **safety** of the transportation system for all motorized and non-motorized users.
    - i. Is this project being proposed specifically to address a safety issue?  Yes;  No
    - ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
  - c.  Increase the ability of the transportation system to support **homeland security** and to

## CLRP PROJECT DESCRIPTION FORM

safeguard the personal security of all motorized and non-motorized users.

- d.  Increase **accessibility and mobility** of people.
- e.  Increase accessibility and mobility of **freight**.
- f.  Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- g.  Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
- h.  Promote efficient system **management and operation**.
- i.  Emphasize the **preservation** of the existing transportation system.

### ENVIRONMENTAL MITIGATION

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

### CONGESTION MANAGEMENT INFORMATION

24. Congested Conditions
- a. Do traffic congestion conditions necessitate the proposed project or program?  Yes;  No
  - b. If so, is the congestion recurring or non-recurring?  Recurring;  Non-recurring
  - c. If the congestion is on another facility, please identify it:
25. Capacity
- a. Is this a capacity-increasing project on a limited access highway or other principal arterial?  Yes;  No
  - b. If the answer to Question 26.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):
    - None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required
    - The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)
    - The number of lane-miles added to the highway system by the project totals less than one lane-mile
    - The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
    - The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles
    - The project consists of preliminary studies or engineering only, and is not funded for construction
    - The construction costs for the project are less than \$10 million.
  - c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.

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



## 5A. Study: Managed Lanes on the 14<sup>th</sup> Street/Rochambeau Bridge

1. Submitting Agency: DDOT
2. Secondary Agency:
3. Agency Project ID: PM0A4A
4. Project Type:  Interstate  Primary  Secondary  Urban  Bridge  Bike/Ped  Transit  CMAQ  
 ITS  Enhancement  Other  Federal Lands Highways Program  
 Human Service Transportation Coordination  TERMS
5. Category:  System Expansion;  System Maintenance;  Operational Program;  Study;  Other
6. Project Name: Study: Managed Lanes Conversion to HOV Lanes/HOT Lanes

	Prefix	Route	Name	Modifier
7. Facility:			Rochambeau Bridge (I-395)	
8. From ( _ at):			Va State Line	
9. To:			Southeast/Southwest Freeway (I-395/I-695)	
10. Description:				

The managed lanes study consists of a network of three independent corridors linked to provide access into and through the District of Columbia to provide a predictable travel time. The project will promote multi-modal and High Occupancy Vehicle (HOV) use and promote the reduction of Single Occupancy Vehicle (SOV) travel into the District. The project utilizes the existing transportation network and makes improvements to that network as appropriate and required to provide a managed lane facility. Eventually HOV will be converted to HOT.

The District Department of Transportation completed a feasibility study on the Managed Lanes Corridor, which consisted of Rochambeau Bridge/I-395 (Corridor I); Southeast Southwest Freeway/I-395,I-695 (Corridor II); I-295 (Corridor III). Corridors II and III will have additional NEPA needs.

There are currently three bridges that cross into the District of Columbia from Virginia along the I-395 corridor. The Arland Williams Jr Memorial Bridge (Route 1/I-395) carries the northbound traffic coming into DC, has four General Purpose Lanes. These lanes will remain as GP Lanes and are not being changed.

The George Mason Memorial Bridge (Route 1/I-395) carries the southbound traffic coming into Va, has four GP Lanes, which will remain as GP Lanes and are not being changed.

The Rochambeau Bridge carries in total four lanes, two northbound and two southbound lanes. Traffic from these lanes feed into or come out of the existing HOV system in Va.

The operation of HOV will mirror the existing operation in Va, which is HOV 3+, 6am to 9am/3:30pm to 6pm Mon-Fri.

We are planning to convert the HOV to HOT by March 2015, with the NEPA being a Documented Categorical Exclusion. Corridor 2 and 3 will go through NEPA process.

There have been continuous and on-going coordination with state dot's and jurisdictions.

# CLRP PROJECT DESCRIPTION FORM

11. Projected Completion Year: 2015
12. Project Manager: Clarence Dickerson
13. Project Manager E-Mail: Clarence.dickerson@dc.gov
14. Project Information URL:
15. Total Miles: ≈9 miles
16. Schematic:
17. Documentation: Managed Lanes Corridor Project Feasibility Study (December 2013)
18. Jurisdictions: Virginia, District of Columbia
19. Baseline Cost: \$5.9 million cost estimate as of 12/31/2013
20. Amended Cost: cost estimate as of MM/DD/YYYY
21. Funding Sources:  Federal;  State;  Local;  Private;  Bonds;  Other

## MAP-21 PLANNING FACTORS

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

## ENVIRONMENTAL MITIGATION

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

## CONGESTION MANAGEMENT INFORMATION

24. Congested Conditions
  - a. Do traffic congestion conditions necessitate the proposed project or program?  Yes;  No
  - b. If so, is the congestion recurring or non-recurring?  Recurring;  Non-recurring
  - c. If the congestion is on another facility, please identify it:

# CLRP PROJECT DESCRIPTION FORM

## 25. Capacity

- a. Is this a capacity-increasing project on a limited access highway or other principal arterial?  Yes;  No
- b. If the answer to Question 26.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):
- None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required
  - The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)
  - The number of lane-miles added to the highway system by the project totals less than one lane-mile
  - The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
  - The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles
  - The project consists of preliminary studies or engineering only, and is not funded for construction
  - The construction costs for the project are less than \$10 million.
- c. If the project is not exempt and requires a Congestion Management Documentation Form, [click here](#) to open a blank Congestion Management Documentation Form.





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



## ***5B/C. Study: Managed Lanes on the 14<sup>th</sup> Street/Rochambeau Bridge***

1. Submitting Agency: DDOT
2. Secondary Agency: DDOT
3. Agency Project ID: PM0A4A
4. Project Type:  Interstate  Primary  Secondary  Urban  Bridge  Bike/Ped  Transit  CMAQ  
 ITS  Enhancement  Other  Federal Lands Highways Program  
 Human Service Transportation Coordination  TERMS
5. Category:  System Expansion;  System Maintenance;  Operational Program;  Study;  Other
6. Project Name: Managed Lanes Corridor II and III NEPA

	Prefix	Route	Name	Modifier
7. Facility:			{Corridor 2 SE/SW Freeway (I-395/I-695)}	
8. From ( _ at):			{Corridor 3 (I-295)}	
9. To:			{Corridor 2 At Case Bridge}	
10. Description:			{Corridor 3 at the junction of (I-295/I-695)}	
			{Corridor 2 11 <sup>th</sup> Street Bridge}	
			{Corridor 3 DC/MD Line}	

The managed lanes project consists of a network of three independent corridors linked to provide access into and through the District of Columbia to provide a predictable travel time. The project will promote multi-modal and High Occupancy Vehicle (HOV) use and promote the reduction of Single Occupancy Vehicle (SOV) travel into the District. The project utilizes the existing transportation network and makes improvements to that network as appropriate and required to provide a managed lane facility.

DDOT has plans to perform an environmental study on the Managed Lanes Corridor II and III. The study level of the NEPA document will be determined at later time but it will be at a higher level NEPA document.

Corridor II will be along SE/SW Freeway (I-395/I-695) beginning near the Case Bridge to the 11<sup>th</sup> Street Bridge. Corridor III will be along I-295 beginning near the 11<sup>th</sup> Street Bridge to the DC/MD line. The lanes along these corridors would either be converted to HOV/HOT or built into HOV/HOT lanes.

11. Projected Completion Year:
12. Project Manager: Clarence Dickerson
13. Project Manager E-Mail: Clarence.dickerson@dc.gov
14. Project Information URL:
15. Total Miles: 5.5 miles
16. Schematic:
17. Documentation: Managed Lanes Corridor Project Feasibility Study (December 2013)
18. Jurisdictions: Virginia, District of Columbia and Maryland
19. Baseline Cost (in Thousands): cost estimate as of MM/DD/YYYY
20. Amended Cost (in Thousands): cost estimate as of MM/DD/YYYY
21. Funding Sources:  Federal;  State;  Local;  Private;  Bonds;  Other

# CLRP PROJECT DESCRIPTION FORM

## MAP-21 PLANNING FACTORS

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

## ENVIRONMENTAL MITIGATION

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

## CONGESTION MANAGEMENT INFORMATION

24. Congested Conditions
- a. Do traffic congestion conditions necessitate the proposed project or program?  Yes;  No
  - b. If so, is the congestion recurring or non-recurring?  Recurring;  Non-recurring
  - c. If the congestion is on another facility, please identify it:
25. Capacity
- a. Is this a capacity-increasing project on a limited access highway or other principal arterial?  Yes;  No
  - b. If the answer to Question 26.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):
    - None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required
    - The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)
    - The number of lane-miles added to the highway system by the project totals less than one lane-mile
    - The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
    - The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles
    - The project consists of preliminary studies or engineering only, and is not funded for construction
    - The construction costs for the project are less than \$10 million.
  - c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.

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



## 7. I-95/I-495 Interchange at Greenbelt Metro Station

1. Submitting Agency: MDOT
2. Secondary Agency:
3. Agency Project ID:
4. Project Type:  Interstate  Primary  Secondary  Urban  Bridge  Bike/Ped  Transit  CMAQ
5. Category:  System Expansion;  System Maintenance;  Operational Program;  Study;  Other
6. Project Name: I-95/I-495 Interchange at the Greenbelt Metro Station

	Prefix	Route	Name	Modifier
7. Facility:	I	495/95	Capital Beltway	
8. From ( _ at):			Greenbelt Metro Station	
9. To:				

10. Description: Construct a full interchange along I-95/I-495 at the Greenbelt Metro Station. The existing partial interchange provides access from inner loop Capital Beltway to the Greenbelt Metro Station. The project includes the addition of auxilliary lanes on I-95/I-495 between the Greenbelt metro and MD 201 interchanges.
11. Projected Completion Year: 2020
12. Project Manager:
13. Project Manager E-Mail:
14. Project Information URL:
15. Total Miles:
16. Schematic:
17. Documentation:
18. Jurisdictions: District of Columbia
19. Baseline Cost: \$78.21 million cost estimate as of 12/11/2013
20. Amended Cost: cost estimate as of MM/DD/YYYY
21. Funding Sources:  Federal;  State;  Local;  Private;  Bonds;  Other

### MAP-21 PLANNING FACTORS

22. Please identify any and all planning factors that are addressed by this project:
  - a.  Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
  - b.  Increase the **safety** of the transportation system for all motorized and non-motorized users.
    - i. Is this project being proposed specifically to address a safety issue?  Yes;  No
    - ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
  - c.  Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.

## CLRP PROJECT DESCRIPTION FORM

- d.  Increase **accessibility and mobility** of people.
- e.  Increase accessibility and mobility of **freight**.
- f.  Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- g.  Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
- h.  Promote efficient system **management and operation**.
- i.  Emphasize the **preservation** of the existing transportation system.

### ENVIRONMENTAL MITIGATION

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

### CONGESTION MANAGEMENT INFORMATION

24. Congested Conditions
- a. Do traffic congestion conditions necessitate the proposed project or program?  Yes;  No
  - b. If so, is the congestion recurring or non-recurring?  Recurring;  Non-recurring
  - c. If the congestion is on another facility, please identify it:
25. Capacity
- a. Is this a capacity-increasing project on a limited access highway or other principal arterial?  Yes;  No
  - b. If the answer to Question 26.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):
    - None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required
    - The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)
    - The number of lane-miles added to the highway system by the project totals less than one lane-mile
    - The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
    - The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles
    - The project consists of preliminary studies or engineering only, and is not funded for construction
    - The construction costs for the project are less than \$10 million.
  - c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.

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



## 9. Widen US 1 from Fuller Road to Russell Road Interchange

1. Agency Project ID: N/A Secondary Agency:
2. Project Type:  System Expansion;  System Maintenance;  Operational Program;  Study;  Other  
(check all  Freeway;  Primary;  Secondary;  Urban;  Bridge;  Bike/Ped;  Transit;  CMAQ;  
that apply)  ITS;  Enhancement;  Other
3. Project Title: Widen US 1 from Fuller Road to Russell Road Interchange
4. Facility: 

	Prefix	Route	Name	Modifier
4. Facility:	US	1	Jefferson Davis	
5. From ( _ at):			Fuller Road	
6. To:			Russell Road	Interchange
7. Jurisdiction(s): Prince William County
8. Description: Widen Route 1 from Fuller Road to Russell Road from 4 to 6 lanes
9. Bicycle or Pedestrian Accommodations:  Not Included;  Included;  Primarily a Bike/Ped Project;  N/A
10. Total Miles:
11. Project Manager: 12. E-Mail: mbackmon@pwcgov.org
13. Project Information URL:
14. Projected Completion Year: 2025
15. Actual Completion Year:  Project is ongoing. Year refers to implementation.
16.  This project is being withdrawn from the Plan as of:
17. Total cost: \$76 million
18. Remaining cost (in Thousands):
19. Funding Sources:  Federal;  State;  Local;  Private;  Bonds;  Other

### **CONGESTION MANAGEMENT INFORMATION**

20. Do traffic congestion conditions necessitate the proposed project?  Yes;  No
21. If so, describe those conditions:  Recurring congestion;  Non-site specific congestion;  
 Frequent incident-related, non-recurring congestion;  Other
22. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial?  Yes;  No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)?  Yes;  No
24. If not, please identify the criteria that exempt the project here:
  - The number of lane-miles added to the highway system by the project totals less than 1 lane-mile
  - The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
  - The project will not allow motor vehicles, such as a bicycle or pedestrian facility
  - The project consists of preliminary studies or engineering only, and is not funded for construction
  - The project received NEPA approval on or before April 6, 1992
  - The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.

## CLRP PROJECT DESCRIPTION FORM

The construction costs for the project are less than \$5 million.

### **SAFETEA-LU PLANNING FACTORS**

25. Please identify any and all planning factors that are addressed by this project:

Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

Increase the safety of the transportation system for all motorized and non-motorized users.

a. Is this project being proposed specifically to address a safety issue?  Yes;  No

b. Please identify issues:  High accident location;  Pedestrian safety;  Other  
 Truck or freight safety;  Engineer-identified problem

c. Briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.

Increase accessibility and mobility of people and freight.

Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

Promote efficient system management and operation.

Emphasize the preservation of the existing transportation system.

### **ENVIRONMENTAL MITIGATION**

26. Have any potential mitigation activities been identified for this project?  Yes  No

27. If yes, what types of mitigation activities have been identified?

Air Quality;  Floodplains;  Socioeconomics;  Geology, Soils and Groundwater; Vibrations;

Energy;  Noise;  Surface Water;  Hazardous and Contaminated Materials;  Wetlands

### **INTELLIGENT TRANSPORTATION SYSTEMS**

28. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements?  Yes;  No

29. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project?  Not Started;  Ongoing, not complete;  Complete

30. Under which Architecture:

DC, Maryland or Virginia State Architecture

WMATA Architecture

COG/TPB Regional ITS Architecture

Other, please specify:

31. Other Comments



## CLRP PROJECT DESCRIPTION FORM

The construction costs for the project are less than \$5 million.

### **SAFETEA-LU PLANNING FACTORS**

25. Please identify any and all planning factors that are addressed by this project:

Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

Increase the safety of the transportation system for all motorized and non-motorized users.

a. Is this project being proposed specifically to address a safety issue?  Yes;  No

b. Please identify issues:  High accident location;  Pedestrian safety;  Other  
 Truck or freight safety;  Engineer-identified problem

c. Briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.

Increase accessibility and mobility of people and freight.

Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

Promote efficient system management and operation.

Emphasize the preservation of the existing transportation system.

### **ENVIRONMENTAL MITIGATION**

26. Have any potential mitigation activities been identified for this project?  Yes;  No

27. If yes, what types of mitigation activities have been identified?

Air Quality;  Floodplains;  Socioeconomics;  Geology, Soils and Groundwater; Vibrations;

Energy;  Noise;  Surface Water;  Hazardous and Contaminated Materials;  Wetlands

### **INTELLIGENT TRANSPORTATION SYSTEMS**

28. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements?  Yes;  No

29. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project?  Not Started;  Ongoing, not complete;  Complete

30. Under which Architecture:

DC, Maryland or Virginia State Architecture

WMATA Architecture

COG/TPB Regional ITS Architecture

Other, please specify:

31. Other Comments



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



## 11. Dulles Airport Cargo, Metro and Passenger Access Highways (DACPMAH)

1. Agency Project ID: \_\_\_\_\_ Agency: VDOT
2. Project Type:  System Expansion;  System Maintenance;  Operational Program;  Study;  Other  
(check all that apply)  Freeway;  Primary;  Secondary;  Urban;  Bridge;  Bike/Ped;  Transit;  CMAQ;  ITS;  Enhancement;  Other

3. Project Title: Dulles Airport Cargo, Metro and Passenger Access Highways (DACPMAH)

	Prefix	Route	Name	Modifier
4. Facility:			Dulles Airport Cargo, Metro and Passenger Access Highways (DACPMAH)	
5. From ( _ at):			Various Access Points	
6. To:			Dulles International Airport	

7. Jurisdiction(s): Loudoun County
8. Description:

The Virginia Department of Transportation, in cooperation with the Federal Highway Administration (FHWA), is proposing to construct a limited-access roadway to the west of the Washington Dulles International Airport (IAD) in Loudoun County, Virginia. Presently, IAD is accessible from the west by way of US Route 50, Evergreen Mills Road (VA Route 621), Dulles Greenway (VA Route 267), and VA Route 606. The purpose of this project is to enhance the movement of people, passenger services and air cargo traffic to Washington Dulles International Airport and the planned Phase 2 extension of the Metrorail Silver Line. The proposed project is intended to reduce congestion and improve capacity on the existing roadway network in the Dulles South area. A number of alternatives alignments and configurations have been evaluated.

The proposed Dulles Air Cargo, Passenger and Metro Access Highway (DACPMAH) will begin in the vicinity of the proposed interchange of the planned Tri-County Parkway (VA Route 411) and Lee-Jackson Memorial Highway (US Route 50) and terminate at the north western corner of the Dulles Airport along the existing Old Ox Road (VA Route 606)

VDOT is in the final stages of completing an Environmental Assessment (EA) report for the project. Based on the technical analysis and stakeholder consultations held to date three alternatives are being considered to select one preferred build alternative. VDOT anticipates selecting this one alternative during the Spring of 2014. The three alternatives under consideration are as follows:

### **Alternative 2: New Alignment ([Figure in Technical Report](#))**

Alternative 2 consists of a new roadway originating at US Route 50, approximately 2.2 miles west of its existing intersection with the Loudoun County Parkway (Route 606 / VA Route 607), in the location where the Bi-County Parkway (VA Route 411) interchange is planned. Alternative 2 would connect to the proposed interchange allowing for all movements to and from US Route 50 and the proposed Bi-County Parkway (VA Route 411). From US Route 50, the Alternative 2 would follow a new alignment located within the same corridor as Loudoun County's proposed Northstar Boulevard, extending approximately one-mile northeast before turning due east approximately 0.25 mile south of Evergreen Mills Road (VA Route 621). The alignment would continue east for approximately 1.7 miles, with an overpass at Belmont Ridge Road (VA Route 659) and Evergreen Mills Road (VA Route 621) until intersecting with existing Old Ox Road (VA Route 606) / Loudoun County Parkway.

## CLRP PROJECT DESCRIPTION FORM

This connection would consist of a full-access interchange with Old Ox Road (VA Route 606), the planned Loudoun County Parkway (VA Route 607) extension, and future airport connector roads. Alternative 2 would be a limited access highway, with no direct access to adjoining properties.

Instead, connections with arterial roadways would be provided via US Route 50, Bi-County Parkway, Old Ox Road (VA Route 606), planned extension of Loudoun County Parkway (VA Route 606 / VA Route 607) and the future airport connector roads. Alternative 2 would consist of a four-lane divided principal arterial with a design speed of 60 miles per hour.

### **Alternative 3B: Loudoun County: Countywide Transportation Plan (CTP) [\(Figure in Technical Report\)](#)**

Alternative 3B would originate at the planned full-access interchange of US Route 50 and the Bi-County Parkway (VA Route 411). To meet Loudoun County's CTP (Loudoun County, 2012a) US Route 50 would be widened from four (4) lanes to six (6) lanes plus two (2) auxiliary lanes, from the planned interchange at Bi-County Parkway (VA Route 411) to Gum Spring Road (VA Route 659). At-grade access would be closed along US Route 50 from Bi-County Parkway to Loudoun County Parkway to meet the limited access requirements. Access to properties to the south would be provided from Tall Cedars Parkway. Access to properties to the north would be provided from a parallel frontage road accessed from Gum Spring Road (VA Route 659). The Loudoun County CTP identifies proposed Glascock Boulevard as a parallel facility to the north of US Route 50, but this facility is not currently included in the CLRP and therefore not included in this study. Should this Glascock Boulevard be constructed prior to 2025, this facility could function in place of the proposed frontage road; however, in Alternative 3B a separate frontage road is assumed within the proposed corridor along US Route 50. A full access interchange at Gum Spring Road (VA Route 659) and US Route 50 would also be provided, in order to conform to the long term transportation plan found in Loudoun County's CTP.

A full access interchange would be provided at Old Ox Road (VA 606) / Loudoun County Parkway and US Route 50 where Alternative 3B would follow Old Ox Road (VA Route 606) / Loudoun County Parkway to the north. Under Alternative 3B, Old Ox Road (VA Route 606) / Loudoun County Parkway would be upgraded to an eight (8) lane limited access facility to match the Loudoun County CTP designation of the facility as a freeway. The Loudoun County CTP shows at-grade intersections at proposed Glascock Boulevard, Evergreen Mills Rd (VA Route 621) and Arcola Boulevard (VA Route 842) with the proposed freeway facility. However, at grade intersections are generally not allowed within a limited access freeway. Therefore, Alternative 3B assumes a frontage road will be provided within the proposed corridor along Old Ox Road (VA Route 606) / Loudoun County Parkway in the southbound direction to provide limited access to and from Evergreen Mills Road (VA Route 621). The frontage road is anticipated to be for the southbound direction only. Alternative 3B would terminate at a full-access interchange with Old Ox Road (VA Route 606), the planned Loudoun County Parkway (VA Route 607) extension, and future airport connector roads. This proposed alternative would be a six (6) lane limited access facility plus two (2) auxiliary lanes along US Route 50 and an eight (8) lane limited access highway along Old Ox Road (VA Route 606) / Loudoun County Parkway, with design speeds of 60 miles per hour.

### **Alternative 3C: US Route 50 Limited Access and Loudoun County Parkway At-Grade [\(Figure in Tech Report\)](#)**

On July 26, 2013, at the request of the Loudoun County Board of Supervisors following the release of the preliminary draft EA and after conducting an associated location study public hearing, VDOT agreed to incorporate an additional modification to the Alternative 3 Location Study Corridor for evaluation in the revisions of the draft EA. This modified scenario would originate at the planned full access interchange of US Route 50 and the Bi-County Parkway (VA Route 411) and extend along US Route 50 to an interchange at VA Route 606 / Loudoun County Parkway / IAD property. At the eastern terminus, airport access would be provided into the southwest corner of IAD, where MWAA has agreed their airport plans would be updated as necessary to reflect a link to the public roadway network. Under Alternative 3C, access to and from the airport would be provided from both directions of US Route 50 and both directions of VA Route 606/Loudoun County Parkway. This proposed modification would consist of six through lanes (three in each direction), two auxiliary lanes (one in each direction), and two dedicated lanes for traffic in and out of IAD (one in each direction). VA Route 606 would be widened to six lanes between its interchange with US Route 50 and the split between the planned Loudoun County Parkway (VA Route 607) and VA Route 606. Access to properties to the south would be provided from Tall Cedars Parkway. Access to properties to the north would be provided from a parallel frontage road accessed from Gum Spring Road (VA Route 659).

9. Bicycle or Pedestrian Accommodations:  Not Included;  Included;  Primarily a Bike/Ped Project;  N/A

10. Total Miles:

11. Project Manager: Tom Fahrney

# CLRP PROJECT DESCRIPTION FORM

12. E-Mail: tom.fahrney@vdot.virginia.gov
13. Project Information URL:
14. Projected Completion Year: 2025
15. Actual Completion Year: \_\_\_\_\_  Project is ongoing. Year refers to implementation.
16.  This project is being withdrawn from the Plan as of:
17. Total cost (in Thousands):
18. Remaining cost (in Thousands): Alt. 2: \$240,000 Alt. 3B: \$330,000 Alt. 3c: \$250,000
19. Funding Sources:  Federal;  State;  Local;  Private;  Bonds;  Other

## **CONGESTION MANAGEMENT INFORMATION**

20. Do traffic congestion conditions necessitate the proposed project?  Yes;  No
21. If so, describe those conditions:  Recurring congestion;  Non-site specific congestion;  
 Frequent incident-related, non-recurring congestion;  Other
22. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial?  Yes;  No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)?  Yes;  No
24. If not, please identify the criteria that exempt the project here:
- The number of lane-miles added to the highway system by the project totals less than 1 lane-mile
  - The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
  - The project will not allow motor vehicles, such as a bicycle or pedestrian facility
  - The project consists of preliminary studies or engineering only, and is not funded for construction
  - The project received NEPA approval on or before April 6, 1992
  - The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.
  - The construction costs for the project are less than \$5 million.

## **SAFETEA-LU PLANNING FACTORS**

25. Please identify any and all planning factors that are addressed by this project:
- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
  - Increase the safety of the transportation system for all motorized and non-motorized users.
    - a. Is this project being proposed specifically to address a safety issue?  Yes;  No
    - b. Please identify issues:  High accident location;  Pedestrian safety;  Other  
 Truck or freight safety;  Engineer-identified problem
    - c. Briefly describe (in quantifiable terms, where possible) the nature of the safety problem:  
  
 Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.
  - Increase accessibility and mobility of people and freight.
  - Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

## CLRP PROJECT DESCRIPTION FORM

- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.

### **ENVIRONMENTAL MITIGATION**

26. Have any potential mitigation activities been identified for this project?  Yes;  No

27. If yes, what types of mitigation activities have been identified?

- Air Quality;  Floodplains;  Socioeconomics;  Geology, Soils and Groundwater; Vibrations;
- Energy;  Noise;  Surface Water;  Hazardous and Contaminated Materials;  Wetlands

Note: further study will be needed to determine the need and extent of any specific mitigation actions that may be required by the selected alternative.

### **INTELLIGENT TRANSPORTATION SYSTEMS**

28. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements?  Yes;  No

29. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project?  Not Started;  Ongoing, not complete;  Complete

30. Under which Architecture:

- DC, Maryland or Virginia State Architecture
- WMATA Architecture
- COG/TPB Regional ITS Architecture
- Other, please specify:

31. Other Comments

[The VDOT Technical Report provides more information.](#)

<http://www.mwcog.org/clrp/resources/2014/DACPMAHTechReport.pdf>

## 2014 CLRP AND FY2015-2020 TIP AIR QUALITY CONFORMITY INPUTS (Transit)

Agency	Project ID	Improv.	Facility	From	To	Under Const. or ROW acquired?	Complt. Date or Status
<b>Washington Metropolitan Area Transit Authority</b>							
WMATA		Modify	Revised Metrorail Operating Plan				2015
<b>District of Columbia</b>							
DDOT		Construct	DC Streetcar - Anacostia Initial Line (AIL)	Defense Blvd. - Firth Sterling and S. Capitol St. SE	Howard Rd. and Firth Sterling MLK Jr. Ave. SE		2015 2014
DDOT		Construct	Anacostia Streetcar Extension	Howard Rd. and Firth Sterling MLK Jr. Ave. SE	Good Hope Rd. and MLK Jr. Ave. SE		2016
DDOT		Construct Study	M St. SE/SW Streetcar	Good Hope Road, SE	Maine Ave. SW		2020 not coded
DDOT		Construct Study	Union Station/Georgetown Streetcar	Wisconsin Ave. under Whitehurst Freeway NW	3rd /H St. (near Union Station)		2020 not coded
DDOT		Construct	H St. / Benning Rd Streetcar	3rd / H St. (near Union Station)	Oklahoma Ave., NE		2014
DDOT		Construct	Benning Rd. Streetcar Extension	Oklahoma Ave., NE	45th St. / Benning Rd. Metro		2016
DDOT		Construct	Benning Rd. Streetcar Spur	Benning Rd.	Minnesota Ave. Metro Station		2015
DDOT		Reconstruct	K St. Transitway	Mt. Vernon Square/9th St. NW	Washington Circle / 23rd St. NW		2015
DDOT		Study Implement	I St. NW peak period Bus-Only Lanes	13th St. NW	Pennsylvania Ave. NW		not coded 2014
DDOT		Study Implement	H St. Bus Lane - peak only	17th St., NW	New York Ave., NW		not coded 2013
DDOT		Implement	H St./ Benning Rd. Bus Priority Improvements (TIGER Grant)	16th St. NW	Capitol Heights Metro Station		2015 by 2016
DDOT		Implement	16th St. Bus Priority Improvements (TIGER Grant)				2015 by 2016

Shaded areas represent changes since the 2013 CLRP.  
Italics = alternatives to be finalized by April 16 TPB meeting

## 2014 CLRP AND FY2015-2020 TIP AIR QUALITY CONFORMITY INPUTS (Transit)

Agency	Project ID	Improv.	Facility	From	To	Under Const. or ROW acquired?	Complt. Date or Status
DDOT		Implement	Georgia Ave Bus Priority Improvements				2015 by 2016
DDOT		Implement	Wisconsin Ave. Bus Priority Improvements (TIGER Grant)	Friendship Heights Metro Station	Naylor Road Metrorail Station		2015 by 2016
DDOT		Implement	Theodore Roosevelt Bridge to K St. Bus Priority Improvements (TIGER Grant)				2015 by 2016
DDOT		Implement	14th St. Bus Priority Improvements (TIGER Grant)				2015 by 2016
DDOT		Study	North/South Corridor Streetcar Planning Study	Takoma Park Station	Buzzard Point		not coded
DDOT		Study	Capitol Hill/8th Street Streetcar	H St. NE	M St. SE		not coded
DDOT		Study	14th St. NW Streetcar	K St. NW	U St. NW		not coded
DDOT		Study	DC Circulator Expansion	Phase 1 Routes			not coded
DDOT		Implement	DC Circulator	National Mall Area Route	<del>weekend only</del>		2015 2013
<b>Maryland</b>							
MTA		Construct	Purple Line Transitway	Bethesda	New Carrollton	No	2020
MTA		Construct	Silver Spring Transit Center	Phase II		Yes	2017 2014
MTA		Construct	Corridor Cities BRT	Shady Grove	COMSAT		2020
MTA		Construct	Takoma/ Langley Park Transit Center	Intersection New Hampshire Ave and University Blvd.	Takoma / Langley Park	No	2015 2014
		Implement	Addison Rd. Transit Improvements (TIGER Grant)	near Seat Pleasant	Southern Ave. Metro Station		by 2016

Shaded areas represent changes since the 2013 CLRP.  
Italics = alternatives to be finalized by April 16 TPB meeting

## 2014 CLRP AND FY2015-2020 TIP AIR QUALITY CONFORMITY INPUTS (Transit)

Agency	Project ID	Improv.	Facility	From	To	Under Const. or ROW acquired?	Complt. Date or Status
		Implement	US 1 (MD) Bus Priority Improvements (TIGER Grant)				by 2016
MTA		Implement	Brunswick Line Service Improvements				2029
MTA		Implement	Camden Line Service Improvements				2029
MTA		Implement	Penn Line Service Improvements				2029
MTA		Study	MD 97 Georgia Ave. Busway	Wheaton	Olney		not coded
MTA		Study	MD 97 Georgia Ave. BRT	Wheaton	Olney		not coded
MTA		Study	Brunswick Line	new station			not coded
<b>Montgomery County</b>							
Mont.Co.	MCT7	Construct	Olney Transit Center	adjacent to or north of MD 108		No	2015
Mont.Co.		Construct	University Blvd Bus-Enhancement	Kensington-	Silver Spring	No	2020
Mont.Co.		Study	Veirs Mill Road BRT	Rockville	Wheaton	No	not coded
Mont. Co.		Study	Countywide BRT	various corridors			not coded
<b>Virginia</b>							
VDOT		Widen	US 1 (bus/right-turn lanes)	VA 235 North	SCL Alexandria (I-95 Capital Beltway)	No	2035
Arlington Co.		Construct	Crystal City / Potomac Yard Busway (2-lane)	Vicinity of Glebe Rd. Ext.- City/County line	Crystal City Metro Station	ROW acquired	2014 2013

Shaded areas represent changes since the 2013 CLRP.  
Italics = alternatives to be finalized by April 16 TPB meeting

## 2014 CLRP AND FY2015-2020 TIP AIR QUALITY CONFORMITY INPUTS (Transit)

Agency	Project ID	Improv.	Facility	From	To	Under Const. or ROW acquired?	Complt. Date or Status
Arlington Co.		Construct	<del>Crystal City Streetcar</del> <del>Route 1 Corridor Streetcar</del>	Vicinity of Glebe Rd. Ext.- City/County line	Pentagon City Metro Station		2019
Alex.		Construct	Potomac Yard Transit Bus lanes (2 lanes)	Four Mile Run	Braddock Rd.	Yes	2014
Alex.		Study	Route 1 Corridor Streetcar Conversion	Four Mile Run	Braddock Rd.		not coded
Alex.		Construct	Metro Station (Proposed)	@ Potomac Yards		No	<del>2021</del> <del>2017</del>
VDOT		Construct	Columbia Pike Streetcar Transit Center (Bradlee Shopping Center)	Skyline Center	Pentagon City	No	2017
VDOT		Construct	Transit Center (Seven Corners)	King St. and Braddock Rd.		No	2014
VDOT		Construct	Park-and-Ride Lot	Seven Corners Shopping Center	@ Reston East Park-and-Ride Lot	Completed	2012
VDOT		Construct	Park-and-Ride Lot	Wiehle Ave. Parking Garage	vic. I-95 & Old Keene Mill Road	No	2015
VDOT		Relocate/Construct	Park-and-Ride Lot (Leesburg)	Springfield CBD	Relocate to vic. of Leesburg Bypass and / or the Dulles	Completed	2010
VDOT		Construct	Lease Commuter Parking Spaces at Lowes Island	Leesburg		Completed	2013
VDOT		Construct	Park-and-Ride Lot	Purcellville	100 Space Park & Ride Lot	Completed	<del>2013</del> <del>2015</del>
VDOT		Implement	Loudoun County Commuter Bus Service.	Town of Leesburg -Harrison St & Catoctin Circle	400 Space Park & Ride Lot	Completed	2010
VDOT		Construct	Park-and-Ride Lot	Dulles Town Center	300 Spaces	Proffered	<del>2014</del> <del>2015</del>
VDOT		Construct	Park-and-Ride Lot	US 50 at Stone Ridge	100 spaces Spaces	Proffered	<del>2014</del> <del>2015</del>
VDOT		Construct	Park-and-Ride Lot	US 50 Dulles at East Gate	200 Spaces	Yes	<del>2015</del> <del>2025</del>

Shaded areas represent changes since the 2013 CLRP.  
Italics = alternatives to be finalized by April 16 TPB meeting



## 2014 CLRP AND FY2015-2020 TIP AIR QUALITY CONFORMITY INPUTS (Transit)

Agency	Project ID	Improv.	Facility	From	To	Under Const. or ROW acquired?	Complt. Date or Status
VDOT		Construct	Park-and-Ride Lot	VA 234 (vicinity of I-66)	at Cushing Road	Completed	2013
VDOT		Construct	Park & Ride Facility	Round Hill	75 Spaces	Completed	2013
VDOT		Construct	Park & Ride Facility	Brambleton	200 space expansion <del>400 space expansion</del>	No	2018 2015
VDOT		Construct	Park & Ride Facility	Arcola Center	300 Spaces	Proffer	2015
VDOT		Construct	Park-and-Ride Lot	at EPG		No	2015
VDOT		Construct	Park-and-Ride Lot	Telegraph Rd. / Caton Hill	400-500 spaces	Completed	2013
FAMPO		Construct	Park-and-Ride Lot	Staffordboro Blvd. (Stafford Co.)	1,000 spaces	ROW acquired	2015
FAMPO		Expand	Park-and-Ride Lot	Gordon Rd. (Spotsylvania Co)	additional spaces	ROW acquired	2015
VDRPT		Construct	Dulles Corridor Metrorail	East Falls Church Metrorail Station	Wiehle-Reston East Station <del>Wiehle Ave.</del>	Yes	2014 2013
VDRPT		Construct	Dulles Corridor Metrorail	Wiehle-Reston East Station <del>Wiehle Ave.</del>	Route 772	No	2016
VRE		Construct	VRE- Spotsylvania Commuter Rail Station	south of U.S. Route 17/Mills Drive and west of Crossroads Parkway		No	2014
VRE		Construct	VRE - Potomac Shores Cherry Hill Commuter Rail Station	Potomac Shores Cherry Hill	Prince William County	No	2017 2015
VRE		Implement	VRE Service Improvements (Reduce Headways)	Fredericksburg and Manassas lines		No	2020
FRA/DRPT		Construct	VRE- 3rd Track/Cherry Hill Commuter Rail Station	Arkendale, Stafford Co.	Powell's Creek, Prince William Co.	No	2015
VDOT		Implement	Beltway HOT lanes transit service			Completed	2014
VDOT		Implement	Beltway HOT lanes transit service			No	2020

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## 2014 CLRP AND FY2015-2020 TIP AIR QUALITY CONFORMITY INPUTS (Transit)

Agency	Project ID	Improv.	Facility	From	To	Under Const. or ROW acquired?	Complt. Date or Status
VDOT		Implement	Beltway HOT lanes transit service			No	2030
		Implement	VA 7 Bus Priority Improvements (TIGER Grant)	Alexandria	Tyson's Corner		by 2016
		Implement	Van Dorn - Pentagon Rapid Bus (TIGER Grant)	Van Dorn St. Metro	Pentagon		2015 <del>2013</del>
Alex.		Construct	Van Dorn - Pentagon BRT (City Funded)	Van Dorn St. Metro	Pentagon		2019 <del>2016</del>
		Implement	I-95/I-395 Multimodal Improvements (TIGER Grant)				by 2016
Alex.	New	Construct	Landmark Transit Center	Duke St. & Van Dorn		No	2030 <del>2023</del>
Alex.		Implement	DASH Bus Expansion	City-Wide			2019
Alex.		Construct	Duke Street BRT	King Street Metro	Fairfax County Line		2022
VDOT			Leesburg Park and Ride Lot (new location)	Crosstrails Blvd (approx)	300 spaces	No	2016
VDOT			Sterling Park and Ride Lot		200 spaces	Yes/leased	2014
VDOT			One Loudoun Park and Ride Lot		200 spaces	ROW acquired	2019
VDOT			Western Loudoun Park and Ride Lot		250 spaces	No	2018

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## 2014 CLRP AND FY2015-2020 TIP AIR QUALITY CONFORMITY INPUTS (Highway and HOV)

Agency	Project ID	Agency Code	Improv.	Facility	From	To	Facility		Lanes		Under Const. or ROW acquired?	Compl. Date or Status
							from	to	from	to		
<b>District of Columbia</b>												
DDOT	D110		Downgrade	Southeast Blvd. SE/SW Freeway	11th St. SE	Barney Circle/ PA Ave.	1	3				2015
DDOT	D17A		Reconstruct/ Widen	11th St. Bridges (2 spans)	I-295	Southeast Freeway			8	freeway	completed	2013
DDOT	D17A		Construct	11th St. Bridges (2 spans)	ramp movements to/from the northbound Anacostia Freeway for each span						completed	2013
DDOT			Study	Rochambeau Bridge (I-395 / 14th St. center span)	conversion to HOV / HOT lanes							not coded
DDOT			Study	SE/SW Freeway (I-395-I-695) managed lanes (conversion or construction of HOV/HOT lanes)- Corridor III	Case Bridge	11th St. Bridge						not coded
DDOT			Study	I-295 managed lanes (conversion or construction of HOV/HOT lanes)- Corridor II	11th St. Bridge	DC/MD line						not coded
DDOT			Remove	I-395 SB exit ramp (w/ Return to L'Enfant project)	SB to the 400 block of 3rd St. NW				1	0		2014 2013
DDOT			Construct	F St. (w/ Return to L'Enfant project)	2nd St. NW	3rd St. NW			0	2		2014
DDOT	DI9		Reconstruct	I-295/ Malcolm X Interchange	add above grade ramp connection from NB I-295 off ramp to new St. Elizabeth's Access Rd.							2014
DDOT	DP9A		Widen / Realign	South Capitol St. Corridor: Frederick Douglass Bridge	Independence Ave. S. Capitol St. (east)	MLK JR. Blvd. Potomac Ave. (west)	2	2	5	6		2015
DDOT	DP9C		Construct	South Capitol St. Corridor: S. Capitol St. intersection	at Potomac Ave.							2015
DDOT	DP9D		Construct	South Capitol St. Corridor: Suitland Parkway Intch.	at MLK Jr. Blvd to complete movements							2015 2016

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## 2014 CLRP AND FY2015-2020 TIP AIR QUALITY CONFORMITY INPUTS (Highway and HOV)

Agency	Project ID	Agency Code	Improv.	Facility	From	To	Facility		Lanes		Under Const. or ROW acquired?	Complt. Date or Status
							from	to	from	to		
DDOT	DP10		Construct	St. Elizabeth's Access Rd. (along West Campus western boundary)	Firth Sterling	Malcolm X			0	3		2014
DDOT	DS3		Construct	Southern Ave. SE	Branch Ave. SE	Naylor Rd. SE			0	2		2018 2016
DDOT			Reduce Capacity	M St. NW - add bike lane	Connecticut Ave NW	29th St. NW			5	4	Yes	2014 2013
DDOT	DS5		Reduce Capacity	M St. NW - add bike lane	14th St, NW 15th St., NW	Connecticut Ave NW			4	3	Yes	2014 2013
DDOT	DP11		Widen Reduce Capacity	Wisconsin Ave.	Garfield St.	34th St.			4 4/6	4/6 4		2014 2012
DDOT	DP12		Reduce Capacity	17th St. NE/SE	East Capitol St. Benning Rd. NE	Potomac Ave. SE			2 SB	1 SB		2014 2013
DDOT	DP14		Reduce Capacity	H St. NW peak period Bus-Only Lanes	17th St. NW	New York Ave. NW			5-pk	4-pk		2013
DDOT			Reduce Capacity	I St. NW peak period Bus-Only Lanes	13th St. NW	Pennsylvania Ave. NW			5-pk	4-pk		2014
DDOT			Reduce Capacity	C St. NE	Oklahoma Ave. NE	14th St. NE 46th St. NE			5 4	3 2		2014 2013
DDOT	DP16		Reduce Capacity	East Capitol Street	40th St.	Southern Avenue			6	4		2015
DDOT	DS6		Reduce Capacity	Maryland Ave. NE	6th St. NE	15th St. NE			4	3		2014
DDOT			Reconstruct-1-way to 2-way	New Jersey Ave NW	H St. NW	N St. NW						2015
DDOT			Reduce Capacity	South Capitol St.	Firth Sterling Ave.	Maryland border			5	4		2015
DDOT			Reduce Capacity	Adams Mill Rd. NW	Kenyon	Klinge			3	2		2014 2013
DDOT			Reduce Capacity Pilot Study	4th Street SW	Pennsylvania Ave	Virginia Ave			4	2 3		2014 Not Coded

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							from	to	from	to			
DDOT			Reduce Capacity Pilot Study	Reno Rd	36th	Tilden			4	2	3	2014 Not Coded	
<b>Maryland</b>													
<b>MDOT Freeway</b>													
MDSHA	MI2q		Construct	I-270	Interchange at Watkins Mill Road Extended		1	1	8	8+2	No	2016	
MDSHA	MI2SHOV MI2S		Construct	I-270/US 15 Corridor	Shady Grove Metro	Biggs Ford Rd	1	1	vari es		No	2030	
MDSHA			Reconstruct	I-270	Interchange at MD 121		1	1	1	2	No	2016	
MDSHA	MI4		Widen	I-70	Mt. Phillip Rd.	I-270 / US 40 MD 144FA	1	1	4	6	No	2020	
MDSHA	MI4b		Widen	I-70	I-270/ US 40 Phillip Rd.	Mt- MD 144FA	1	1	4	6	Completed	2013 2020	
MDSHA	MI4a		Reconstruct	I-70	Interchange at Meadow Rd.	to add missing movements	1	1			No	2020	
MDSHA	MI1f		Construct	I-95	Contee Road Relocated w/ CD Roads		1	1	8	8+4	No	2014 2016	
MDSHA	MI1k		Construct	I-95/I-495 (Capital Beltway)	Branch Avenue Metro Access		1	1	8	8	Yes	2020	
MDSHA	MI1p		Construct Study	I-95/I-495 (Capital Beltway)	Interchange at Greenbelt Metro		1	1	8	8+2	No	2020 not coded	
MDSHA	MP12a		Construct	Intercounty Connector	I-95	US 1	0	1	0	4	Yes	2014	
<b>MDOT Primary</b>													
MDSHA	MP10a		Reconstruct	US 1 (Baltimore Avenue)	College Avenue	Sunnyside Avenue	2	2	4	4	No	2020	
MDSHA	MP10b		Widen	US 1, Baltimore Avenue	Cherry Hill Road	I-95/I-495	2	2	4	6	Completed	2010	
MDSHA	MP9b		Widen	MD 2/4 Solomons Island Road	south of MD 765	Stoakley Road MD 2/4 at Lusby	2	2	4	6	3	No	2035 2040
MDSHA			Reconstruct	MD 4 in St. Mary's County	MD 2	MD 235 (including MD 235 intersection)	2	2	2	2	No	2040	

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Agency	Project ID	Agency Code	Improv.	Facility	From	To	Facility		Lanes		Under Const. or ROW acquired?	Compl. Date or Status
							from	to	from	to		
MDSHA			Widen	Thomas Johnson "TJ" Bridge	on MD 4, between St. Mary's County and Calvert County		2	2	2	4	No	2040
MDSHA	MP2c		Widen	MD 3 (Robert Crain Highway)	US 50	Anne Arundel County Line	2	2	4	6	No	2030
MDSHA			Construct	MD 4 (Pennsylvania Avenue)	Interchange at Westphalia Rd		2	5	4	6	No	2020
MDSA			Construct	MD 4 (Pennsylvania Avenue)	Interchange at Suitland Pkwy		2	5	4	6	No	2016
MDSHA	MP3a		Upgrade/ Widen	MD 4	MD 223	I-95/I-495	2	1	4	6	No	2035
MDSHA			Construct	MD 5 (Branch Avenue)	Interchange at Earnshaw/Burch Hill Roads		2	5	4	6	No	2025
MDSHA	MP4f		Upgrade/ Widen	MD 5 (Branch Avenue)	US 301 at T.B.	North of the Capital Beltway	2	5	4	6	No	2025
MDSHA			Construct	MD 5 (Branch Avenue)	Interchange at MD 373/Brandywine Road Rel.		2	5	4	6	No	2018 <del>2016</del>
MDSHA			Construct	MD 5 (Branch Avenue)	Interchange at Surratts Road		2	5	4	6	No	2025
MDSHA	MP15		Construct	US 15	Interchange at Monocacy Blvd.		2	2	6	6	No	2016
MDSHA			Construct	US 29 (Columbia Pike)	Interchange at Musgrove/Fairland Rd.				6	6	No	2025
MDSHA	MP5e		Study	US 29, Columbia Pike	north of MD 650	Howard County Line	2	5	6	6	No	not coded
MDSHA			Construct	MD 75 Relocated	MD 80		0	4	0	4	No	2020
MDSHA	FP2		Widen	MD 85 (Buckeystown Pike)	English Muffin Way	north of Grove Road	2	2	2/4	4/6	No	2020
MDSHA	MP14		Reconstruct	MD 202 (Largo Town Ctr. Metro Access Improvs. )	at Brightseat Rd		2	2	6	6	No	2020
MDSHA			Upgrade	MD 210 interchange improvs.	@ Livingston Rd. / Kerby Hill Rd.		2	5	6	6		2020
MDSHA	MP6d		Upgrade	MD 210 (Indian Head Highway) with interchange	MD 228	Capital Beltway	2	5	6	6	No	2030
MDSHA	MP8e		Study	US 301	North of Mount Oak Road	US 50	2	5	4/6	6+2	No	not coded
MDTA	MP18		Construct	US 301 Governor Nice Bridge	Charles County, MD	King George County, VA	2	2	2	4	No	2030
MDSHA	MP16		Construct	US 340 Interchange	@US 340 at Jefferson Tech Park		1	1	4	4	No	2016

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## 2014 CLRP AND FY2015-2020 TIP AIR QUALITY CONFORMITY INPUTS (Highway and HOV)

Agency	Project ID	Agency Code	Improv.	Facility	From	To	Facility		Lanes		Under Const. or ROW acquired?	Compl. Date or Status
							from	to	from	to		
<b>MDOT Secondary</b>												
MDSHA	MS33		Widen	MD 27	MD 355	A 305	2	2	4	6	No	2020
MDSHA	MS2f		Widen	MD 28 (Norbeck Road) / MD 198 (Spencerville Road)	MD 97	I-95	2	2	2/4	4/6	No	2025
MDSHA	MP12c		Construct	MD 97 (Brookeville Bypass)	South of Brookeville interchange @ MD 28 (Norbeck Road)	North of Brookeville	0	2	0	2	No	2020
MDSHA			Upgrade	MD 97 (Georgia Avenue)	interchange @ Randolph Road		2	2	6	6	No	2030
MDSHA			Upgrade	MD 97 (Georgia Avenue)	interchange @ Randolph Road		2	2	6	6	No	2015
MDSHA	MS32		Widen	MD 117	I-270	Great Seneca Park	2	2	2	4	No	2025
MDSHA	MS34		Study	MD 121	I-270	W. Old Baltimore Rd.	3	3	4	6	No	not coded
MDSHA	MS6b		Widen	MD 124 (Woodfield Road)	Midcounty Highway	S. of Airpark Dr.	2	2	2	6	No	2020
MDSHA	MS6d		Widen	MD 124 (Woodfield Road)	N. of Fieldcrest Rd.	Warfield Road	2	2	2	6	No	2020
MDSHA			Study	MD 180/MD 351	Greenfield Dr.	Corporate Dr.					No	not coded
MDSHA	MS35		Widen	MD 197 (Collington Rd.)	MD 450 Relocated	Kenhill Dr.	2	2	2	4/5	No	2025
MDSHA	MS10b		Study	MD 201 (Kenilworth Ave.)	I-95/I-495 (Capital Beltway) Rittenhouse Road	north of Muirkirk Rd. Pontiac St.	2	2	4	6	No	not coded
MDSHA			Construct	MD 355	Montrose/Randolph Rds.	CSX RR	2	2	6	6	No	2020
MDSHA	MS18d		Widen	MD 450 (Annapolis Road)	Stonybrook Drive	West of MD 3	2	2	2	4	No	2016
MDSHA	BRAC		Reconstruct	BRAC Intersection Improvements near the National Naval Medical Center, Bethesda								2012
<b>Montgomery County</b>												

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## 2014 CLRP AND FY2015-2020 TIP AIR QUALITY CONFORMITY INPUTS

(Highway and HOV)

Agency	Project ID	Agency Code	Improv.	Facility	From	To	Facility		Lanes		Under Const. or ROW acquired?	Compl. Date or Status
							from	to	from	to		
Mont.Co.	MC11c		Construct	A-305 Snowden Farm Parkway - MidCounty Highway-Extended	MD 355	MD 27	0	3	0	4	No	2015 2012
Mont.Co.	nrs		Construct	Burtonsville Access Rd.	MD 198	School Access Rd.	0	4	0	2	No	2025 2013
Mont.Co.	nrs		Construct	Chapman Avenue	Randolph Road	Old Georgetown Road	0	3	0	2	No	2016 2015
Mont.Co.	MC5c		Widen	Father Hurley/ Ridge Rd.	I-270	existing MD 27	2	2	4	6	Completed	2010 2025
Mont.Co.	MC7a		Widen	Goshen Rd. South	South of Girard Street	1000 feet north of Warfield Road	3	3	2	4	No	2015 2020
Mont.Co.	MC43		Construct	Dorsey Mill Rd. Bridge over I-270	Century Boulevard	Milestone Center Drive	0	3	0	4	No	2015 2015
Mont.Co.	MC11a		Construct	M-83 - Midcounty Highway Extended	MD 27 (Ridge Road)	Middlebrook Road	0	2	0	4-6	No	2025 2020
Mont.Co.	MC11d		Construct	M-83 - Midcounty Highway Extended	Middlebrook Road	Montgomery Village Avenue	0	2	0	4-6	No	2025 2020
Mont.Co.	MC12f		Widen	MD 118 Ext (Grmntwn. Rd.)	MD 355	M-83/Watkins Mill Rd.	2	2	3	4	No	2020 2025
Mont.Co.	MC14g		Widen	Middlebrook Road Ext.	MD 355	M-83	2	2	3	4	No	2020 2020
Mont.Co.	MC15b		Construct	Montrose Parkway East	Eastern Limit of MD 355/Montrose Interchange	Veirs Mill Road/Parkland Road Intersection	0	2	0	4	No	2022 2015
Mont.Co.	MC42		Construct	Randolph Road	Charles Road Parklawn Drive	Rock Creek Park	2	2	4	5	No	2014
Mont.Co.	MC34		Widen	Snouffer School Rd.	MD 124 Woodfield Rd.	Centerway Road	3	3	2	4	No	2016
Mont.Co.	MC23a		Construct	Watkins Mill Rd. ext.	I 270 (future interchange)	MD 355	0	2	0	6	Completed	2011
Mont.Co.	MC13		Construct	Woodfield Rd.( MD 124 Ext.)	1200' North of MD 108	MD 27 at Faith Ln.	0	2	0	2	Yes	2011
Mont.Co.			Construct	Executive Blvd. Ext. - East	Rockville Pike (MD 355)	Nebel St. Ext.			0	4		2020
Mont.Co.			Construct	Executive Blvd. Ext. - West	Old Georgetown Rd.	Marinelli Rd.			0	4		2020
Mont.Co.			Construct	Main St./Market St.	Old Georgetown Rd.	Rockville Pike (MD 355)			0	2		2020
Mont.Co.			Construct	Old Georgetown Rd.	Old Georgetown Rd.	Nicholson Lane/TildenLane			0	6		2020

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## 2014 CLRP AND FY2015-2020 TIP AIR QUALITY CONFORMITY INPUTS (Highway and HOV)

Agency	Project ID	Agency Code	Improv.	Facility	From	To	Facility		Lanes		Under Const. or ROW acquired?	Compl. Date or Status
							from	to	from	to		
Mont.Co.			Construct	Hoya St.	Executive Blvd.	Montrose Pkwy			0	4		2020
Mont.Co.			Construct	Platt Ridge Dr. Ext.	Jones Bridge Rd.	Montrose Dr.			0	2		2016 2014
Mont.Co.	nrs		Construct	Century Blvd.	Current terminus south of Oxbridge Tract	Intersection with future Dorsey Mill Road	?	?	0	4		2020 2014
<b>Prince Georges County</b>												
PG Co.	PGS3a		Widen	Addison Road	MD 214	Walker Mill Road	3	3	2	4	Yes	2019
PG Co.			Reconstruct	Addison Road	Sheriff Road	MD 704	4	4	2	2	Yes	2014
PG Co.	PGS5		Construct	Allentown Road Relocated	Indian Head Highway (MD 210)	Brinkley Road	0	3	0	4	No	2025
PG Co.	PGS73		Widen	Ardwick-Ardmore Road	MD 704	91st Ave.	4	4	2	4	Yes	2015
PG Co.	PGP4a		Construct	Baltimore Washington Pkwy/Greenbelt Rd (MD 193)	ramp to southbound Baltimore Washington Pkwy		0	5	0	4	No	2025
PG Co.	PGS9b		Widen	Bowie Race Track Road	Laurel-Bowie Road (MD 197)	Old Chapel Road	4	4	2	4	No	2015
PG Co.	PGS9a		Widen	Bowie Race Track Road	Annapolis Road (MD 450) north of Piscataway Road (MD 223)	Old Chapel Road	4	4	2	4	No	2015
PG Co.	PGS10		Widen	Brandywine Road	(MD 223)	Thrift Road	4	4	2	4	No	2020
PG Co.	PGS12		Widen	Brinkley Road	St. Barnabas Road (MD 414)	Allentown Road (MD 337)	3	3	4	6	No	2020
PG Co.	PGS13		Construct	Brooks Drive Extended	Marlboro Pike	Rollins Avenue	0	3	0	4	No	2020
PG Co.	PGS14		Widen	Cabin Branch Drive	Columbia Park Road	north of Sheriff Road	4	4	2	4	No	2015
PG Co.	PGS16a		Construct	Campus Way North	Lake Arbor Way	south of Lottsford Road	0	4	0	4	No	2023
PG Co.	PGS16b		Construct	Campus Way North Extended	south of Lottsford Road	Evarts Drive	0	4	0	4	No	2020
PG Co.	PGS17		Widen	Cherry Hill Road	Powder Mill Road	Selman Rd. Baltimore Avenue (US 1)	3	3	2	4	No	2019
PG Co.	PGS18		Widen	Church Road	Woodmore Rd.	Central Ave. (MD 214)	4	4	2	4	No	2011 2020
PG Co.	PGS20a		Widen	Columbia Park Road	Cabin Branch Road	Columbia Terrace	4	4	2	4	No	2020

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							from	to	from	to		
PG Co.	PGS20b		Widen	Columbia Park Road	US 50	Cabin Branch Road	4	4	2	4	No	2020
PG Co.	PGS21a		Widen/ Construct	Contee Road	US 1	MD 201/ VA Manor Rd. Old Gunpowder Road	4	4	2	4	Yes	2016
PG Co.	PGS22		Widen	Dangerfield Road	Cheltenham Avenue	Woodyard Road (MD 223)	4	4	2	4	No	2020
PG Co.	PGS24a		Widen	Dower House Road	Woodyard Road (MD 223)	Foxley Road	4	4	2	4	No	2025
PG Co.	PGS24b		Widen	Dower House Road	Foxley Road	Pennsylvania Avenue (MD 4)	4	4	2	6	No	2015 2017
PG Co.	PGS25		Widen	Fisher road	Brinkley Road	Holton Lane	4	4	2	4	No	2025 2015
PG Co.	PGS26		Construct	Forbes Boulevard Extended	south of Amtrak	Greenbelt Road (MD 193)	0	4	0	4	No	2020
PG Co.	PGS27		Widen	Forestville Road	Allentown Road (MD 337)	Pennsylvania Avenue (MD 4)	4	4	2	4	No	2025
PG Co.	PGS29		Widen	Fort Washington Road	Riverview road east of Kenliworth Avenue (MD 201)	Indian Head Highway (MD 210)	4	4	2	4	No	2025
PG Co.	PGS30a		Widen	Good Luck Road	Good Luck Road	Cipriano Road	4	4	2	4	No	2025
PG Co.	PGS30b		Widen	Good Luck Road	Good Luck Road	Cipriano Road	4	4	2	4	No	2025
PG Co.	nrs		Widen	Governor Bridge Road	US301	Anne arundel County	4	4	2	4	No	2020
PG Co.	PGS34a		Widen	Hill Road	Central Avenue (MD 214)	ML King Jr Highway (MD 704)	4	4	2	4	No	2016 2018
PG Co.	PGS34b		Construct	Hill Road	ML King Jr Highway (MD 704)	Sheriff Road	0	4	0	2	No	2015
PG Co.	PGS88		Construct	Iverson St. Extended	Wheeler Road	19th Avenue	0	4	0	4	No	2018
PG Co.	PGS35		Widen	Karen Boulevard	Walker Mill Road	Central Avenue (MD 214)	4	4	2	4	No	2020
PG Co.	PGS38a		Widen	Livingston Road	Livingston Road Indian Head Highway (MD 210) at Eastover	Kerby Hill Rd.	4	3/4	2	4	No	2015
PG Co.	PGS38b		Widen	Livingston Road	Piscataway Creek	Farmington Road	2	2	2	4	No	2020
PG Co.	PGS40a		Widen	Lottsford Road	Archer Lane	MD 193 Enterprise Rd. Lottsford Vista Rd. —	3	3	2	4	No	2012 2020
PG Co.	PGS39b		Widen	Lottsford Vista Road	ML King Jr Highway (MD 704)	Ardwick-Ardmore Road/Relocated	4	4	2	4	No	2020

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							from	to	from	to		
PG Co.	PGS44b		Widen	Metzerott Road	Adelphi Road	University Boulevard (MD 193)	4	4	2	4	No	2020
PG Co.	PGS44a		Widen	Metzerott Road	New Hampshire Avenue (MD 650)	Adelphi Road	4	4	2	4	No	2020
	PGS45a				Atlantis/Northview Dr. west of Baltimore Avenue (US 1)	Mount Oak Road	4	4	4	6		
PG Co.	PGS46		Widen	Murkirk Road		Odell Road	4	4	2	4	No	2020
PG Co.	PGS47		Widen	Oak Grove and Leeland Roads	Watkins Park Road (MD 193)	Robert Crain Highway (US 301)	4	4	2	4	No	2020
PG Co.	PGS48		Widen	Old Alexandria Ferry Road	Woodyard Road (MD 223)	Branch Avenue (MD 5)	4	4	2	4	No	2015
PG Co.	PGS80		Construct	Old Baltimore Pike Extended	Muirkirk Road	Contee Road	0	4	0	2	Yes	2020
PG Co.	PGS50		Widen	Old Branch Avenue	north of Piscataway Road (MD 223)	Allentown Road (MD 337)	4	4	2	4	Yes	2020
PG Co.	PGS90		Construct	Old Fort Rd. Extended	Piscataway Road (MD 223)	Old Fort Rd	0	4	0	4	No	2020
PG Co.	PGS51a		Widen	Old Gunpowder Road	Powder Mill Road	Greencastle Road	3	3	2	4	No	2018 2015
PG Co.	PGS52		Reconst. Widen	Oxon Hill Road	Fort Foote Rd - North	MD 210	3	3	2	4	No	2015
PG Co.			Reconst. Widen	Oxon Hill Road	National Harbor Entrance	Fort Foote Rd - North	4	4	2	3	Yes	2015
PG Co.	PGS81		Construct	Presidential Parkway	Suitland Parkway	Melwood Road	0	3	0	6	No	2025
PG Co.	PGS54		Reconst. Widen	Rhode Island Avenue	University Boulevard (MD 193)	Baltimore Avenue (US 1)	4	4	2	4	No	2016
PG Co.	PGS55b		Widen	Ritchie Marlboro Road	White House Road	Old Marlboro Rd.	3	3	2	4		2020
PG Co.	PGS56a		Widen	Ritchie Road/Forestville Road	Alberta Drive	MD 4 Pennsylvania Avenue	2	2	2	4	Yes	2020
PG Co.	PGS57		Widen	Rollins Avenue	Central Avenue (MD 214)	Walker Mill Road	4	4	2	4	No	2020
PG Co.	PGS58		Widen	Rosaryville Road	Robert Crain Highway (US 301)	Woodyard Road (MD 223)	3	3	2	4	No	2020
PG Co.	PGS60b		Widen Construct	Spine Road	Branch Avenue (MD 5)/US 301	Brandywine Road (MD 381)	3	3	2	4	No	2016
PG Co.	PGS61		Widen	Springfield Road	Lanham-Severn Road (MD 546)	Good Luck Road	4	4	2	4	No	2020

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## 2014 CLRP AND FY2015-2020 TIP AIR QUALITY CONFORMITY INPUTS (Highway and HOV)

Agency	Project ID	Agency Code	Improv.	Facility	From	To	Facility		Lanes		Under Const. or ROW acquired?	Compl. Date or Status
							from	to	from	to		
PG Co.	PGS82		Construct	St. Joseph's Drive	MD 202	Ardwick-Ardmore Road	0	4	0	4	No	2015
PG Co.	PGP2		Construct	Suitland Parkway	interchange at Rena/Forestville Roads		5	5	0	0	No	2025
PG Co.	PGS62a		Widen	Suitland Road	Allentown Road (MD 337)	Suitland Parkway	3	3	2	4	No	2018
PG Co.	PGS62b		Widen	Suitland Road	Suitland Parkway	Silver Hill Road (MD 458)	3	3	2	4	No	2018
PG Co.	PGS63		Widen	Sunnyside Avenue	Baltimore Avenue (US 1)	Kenliworth Avenue (MD 201)	4	4	2	4	No	2020
PG Co.	PGS64		Widen	Surratts Road	Beverly Avenue	Brandywine Road St. Barnabas Road (MD 414)	4	4	2	4	No	2015 2012
PG Co.	PGS65		Widen	Temple Hill Road	Piscataway Road (MD 223)		3	3	2	4	No	2020
PG Co.	PGP5a		Construct	US 50/Columbia Park Road Ramp	westbound ramp to Columbia Park Road		5	5	1	1	No	2025
PG Co.	PGS67a		Widen	Van Dusen Road	Contee Road	Sandy Springs Road (MD 198)	3	3	2	4	No	2020
PG Co.	PGS67b		Construct	Van Dusen Road Interchange	@Contee Road		0	0	0	0	No	2025
PG Co.	PGS68		Widen	Virginia Manor Road	Muirkirk Road	Old Gunpowder Rd. Contee Road	4	4	2	4	No	2014 2015
PG Co.	PGS69a		Widen	Walker Mill Road	Silver Hill Road	I-95	3	3	2	4	No	2020
PG Co.	PGS91		Widen	Westphalia Rd.	MD 4	Ritchie-Marlboro Rd.	4	3	2	4		2020
PG Co.	PGS70		Widen	Wheeler Road	St. Barnabas Road (MD 414)	Owens Rd. District of Columbia limits	2	2	2	4	No	2018 2020
PG Co.	PGS71		Widen	White House Road	Ritchie-Marlboro Road	Largo-Landover Road (MD 202)	3	3	2	6	Yes	2020
PG Co.	PGS72		Widen	Whitfield Chapel Road	Annapolis Road (MD 450)	Ardwick-Ardmore Road	4	4	2	4	No	2020
PG Co.	PGS40b		Construct	Woodmore Road	Enterprise Road (MD 193)	Church Road	3	3	2	4	No	2015
PG Co.	PGS42		Widen	Woodyard Road (MD 223)	Rosaryville Road	Dower House Road	2	2	2	4	No	2020
PG Co.	PGS42c		Widen	Woodyard Road Relocated (MD 223)	Piscataway Creek / Floral Park Rd.	Livingston Road / MD 4	3	3	2	4	No	2017

City of Frederick

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							from	to	from	to		
City of Fred	FS2		Construct	Monocacy Blvd	Hughes Ford Rd.	Gas House Pike	0	3	0	4	completed	2012 2014
<b>Charles County</b>												
Chas.Co.	CHS1		Widen/ Realign	Cross County Connector (Billingsly Rd.)	Middletown Rd.	MD 210	3	3	2	4		2009
<b>Anne Arundel County</b>												
BMC	AA1d		Widen	I-97	US 50/301	MD 32/3	1	1	4	6		2025
BMC	AA15a		Widen	I-295	I-195	MD 100	1	1	4	6		2015
BMC	AA15c		Widen	I-295	I-695	I-195	1	1	4	6		2015
BMC	AA15b		Construct	I-295 (New Interchange)	Hanover Road							2015
BMC	AA4e		Widen	MD 3	MD 32	St. Stephen's Church Rd.	2	2	4	6		2025
BMC	AA6e		Widen	MD 100	Howard Co. Line	I-97		5/1	4	6		2025
BMC	AA8b		Widen	MD 175	MD 170	BW Parkway		2	4	6		2015
BMC	AA30		Widen	MD 198	MD 32	BW Parkway	2	2	2	4		2025
BMC	AA34a		Widen	MD 713	MD 175	Arundel Mills Boulevard		2	2	4		2025
BMC	AA34b		Widen	MD 713	Arundel Mills Boulevard	MD 176		2	4	6		2025
<b>Carroll County</b>												
BMC	CA1B		Widen	MD 140	Sullivan Road	Market St.		1	4/6	8		2025
BMC	CA1C		reconstruct	MD 140 (w/ intchg @ MD 191)	Baltimore County Line	Kays Mill Rd.			4	4		2020
BMC	CA2a		Widen	MD 26	MD 32	Reservoir			2	4		2015

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(Highway and HOV)

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							from	to	from	to		
BMC	in base		Widen	MD 32	MD 26	Howard County Line			2	2	4	2020
BMC	CA5		Widen	MD 97	MD 140	Pleasant Valley Rd			2	2	4	2020
BMC	nrs		Construct	Boxwood Dr. Ext	Dogwood Dr. Terminus	MD 43 Ext.				0	2	2015
<b>Howard County</b>												
BMC	HW1b		Widen	I-70	US 29	US 40	1	1	4	8	6	2025
BMC	HW20		Widen	US 1	MD 100	PG/ Howard Line			4	6		2025
BMC	HW10b		Widen	US 29 NB	Seneca Dr.	Middle Patuxent River		5	4	6		2015
BMC	HW3c		Widen	MD 32	Cedar Lane	Anne Arundel County Line		1	4/6	8		2025
BMC	HW3d		Widen	MD 32	MD 99	Carroll County Line		2	2	4		2025
BMC	HW3e		construct/reconstruct	MD 32 (interchanges)	@ I-70/ MD 144	@ @						2014
BMC	HW6d		Widen	MD 108	Woodland Rd.	1200' w. of Centennial Ln.	2	2	2	4		2014
BMC	HW8b		Widen	MD 216	High School Access Rd.	Maple Lawn Blvd.		3	2	4		2015
BMC	nrs		Widen	Guilford Rd.	US 1	Dorsey Run Road			2	4		2017
BMC	HW14c		Widen	Snowden River Parkway	MD 100	Broken Land Parkway		3	4	6		2020
<b>Federal Lands</b>												
Fed. Lands	FED3a	103319	Construct	Manassas Battlefield Bypass	US 29 West of Centreville	East of Gainesville, via 234		1	0/2	4	No	2035
VDOT	VP1a		Widen	US 1	Telegraph Rd.	VA 235 South	2	2	4	6	No	2016 2020
Fed Lands	FED3b		Close	US 29 (Lee Hwy.) - in battlefield park	Pageland Ln.	Bridge over Bull Run		0	2/4	0	No	2035
Fed Lands	FED3c		Close	VA 234 (Sudley Rd.)- in battlefield park	Southern Park Boundary	Northern Park Boundary		0	2	0	No	2020 2035

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							from	to	from	to		
Fed. Lands	FED2	77404	Widen	Old Mill Rd.(future Mulligan Rd.)	US 1	VA 611 (Telegraph Rd.)	4	4	0/2	4	Yes	2014
<b>VIRGINIA</b>												
<b>VDOT Freeway</b>												
VDOT	VI1w	93577	Widen	I-66 HOV during peak and SOV	1.2 miles west of US 15	0.8 miles east of US 29 (Gainesville)	1	1	4	8	No	2016
VDOT	VI1wa	100566	Reconstruct	I-66 Interchange	US 15 (Haymarket)		1	1			No	2017 2016
VDOT	VI1ab	56356	Reconstruct	I-66 Interchange	@ I-495 (Capital Beltway)		1	1	-	-	Completed	2013
VDOT	VI1aj	81009	Construct	I-66 Vienna Metro Station bus ramp	EB I-66 and Sainsbury Dr.	Sainsbury Dr. and WB I-66	1	1	0	2	No	2014
VDOT			Widen	I-66 EB Auxiliary Lanes	West of Gallows Road	Off Ramp I-495 SB	1	1	3+1	3+1+2	Completed	2013 2030
VDOT			Widen	I-66 WB Auxiliary Lanes	On Ramp from SB I-495	West of Gallows Road	1	1	3+1	3+1+2	Completed	2013 2030
VDOT	VI1ah		Widen	I-66 EB Auxiliary Lanes	Cedar Lane	West of Gallows Road	1	1	3+1	3+1+1	No	2030
VDOT	VI1ai		Widen	I-66 WB Auxiliary Lanes	West of Gallows Road	Cedar Lane	1	1	3+1	3+1+1	No	2030
VDOT	VI1af	78828	Reconstruct	I-66 WB Operational/ Spot Improvements- extend acceleration/deceleration lanes	Washington Blvd.	Dulles Airport Access Rd. connector	1	1	3	4	No	2020
VDOT	VI1ag	78827	Reconstruct	I-66 WB Operational/ Spot Improvements	Lee Hwy. / Spout Run	Glebe Rd.	1	1	2	3	No	2020
VDOT	VI2ka	18136	Widen	I-95 (Wilson Bridge and approaches)	VA 241 (Telegraph Rd.)	US 1	1	1	6	12	Completed	2013
VDOT	VI2ac		Reconstruct	I-95 Interchange	@ VA 613 (Van Dorn Street)		1	1	-	-	No	2025
VDOT	VI2ab		Reconstruct	I-95 Interchange	@ VA 642 (Lorton Road)		1	1	-	-	Completed	2010

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							from	to	from	to		
VDOT	VI2RB		Widen	I-395 HOV Lanes ramp	exit to Eads St.		1	1	1	2	No	2014
VDOT	VI2r	70849	Widen / Revise Operations	I-395/I-95 HOV/ BUS/ HOT Lanes	Approx. 2 mi. N. of I-495	VA 294 (Prince William Pkwy)	1	1	2	3	No	2015
VDOT	VI2r	70849	Revise Operations	I-395/I-95 HOV/ BUS/ HOT Lanes	VA 294 (Prince William Parkway)	S. of VA 234 (Dumfries Rd.)	1	1	2	2	No	2015
VDOT	VI2s	70849	Construct	I-395 (Auxiliary lane)	.28 mi. north of Duke St. on ramp	Sanger Rd. Seminary Rd off ramp	1	1	3	4	Yes	2015
VDOT	VI2T		Widen	I-395 Southbound	North of Duke Street	South of Edsall Rd.	1	1	3	4	No	2018
VDOT	VI2ra		Construct	I-395/I-95 HOV/ BUS/ HOT Lanes	S. of VA 234 (Dumfries Rd.)	VA 610 (Garrisonville Rd.) in Stafford Co.	1	1	0	2	No	2015
VDOT	nrs	104323	Construct	Boundary Chanel Drive Intersection Modifications	Boundary Chanel Drive	Old Jefferson Davis Highway (off of I-395 Boundary Chanel Inter.					No	2016
VDOT	BRAC	BRAC0005	Construct	I-95 NB Off Ramp @ Newington	NB I-95	NB Fairfax County Parkway	1	1	0	1	No	2020
VDOT	VI2r11		Construct	I 95: HOV / Bus / HOT Lanes Ramp: Between VA 648 (Edsall) and Turkeycock Run	NB I-395 HOV/HOT lanes	NB I-395 GP	-	1	0	1	No	2015
VDOT	VI2r24		Construct	I 95: HOV / Bus / HOT Reversible Ramp:	NB HOV/Bus/HOT Lanes	VA 7100 (Fairfax Co. Pkwy) (Alban Rd.)	-	1	0	1	No	2015
VDOT	VI2r24		Construct	I 95: HOV / Bus / HOT Reversible Ramp:	VA 7100 (Fairfax Co. Pkwy) (Alban Rd.)	SB HOV/Bus/HOT Lanes	-	1	0	1	No	2015
VDOT	BRAC0004 / VI2ra		Construct	I-95 Reversible Ramp (Colocated w/ existing slip ramp from HOV to GP lanes)	NB HOV/BUS/HOT Lanes - Located N of Rte. 7100/I 95 I/C Phase II DAR	EPG Southern Loop Road. - AM Only	1	1	0	1	No	
VDOT	BRAC0004 / VI2rb		Construct	I-95 Reversible Ramp (Colocated w/ existing slip ramp from HOV to GP lanes)	EPG Southern Loop Road. - PM Only Phase I DAR	SB HOV/BUS/HOT Lanes - N of Rte. 7100/I 95 I/C	1	1	0	1	No	2015 2013
VDOT	BRAC0004/ VI2rc		Construct	I-95 Ramp (Colocated w/ existing slip ramp from HOV to GP lanes)	EPG Southern Loop Road. - PM Only Phase I DAR	NB I 95 GP Lanes	1	1	0	1	No	2015 2013

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							from	to	from	to		
VDOT	VI2r31		Construct	I 95: HOV / Bus / HOT Ramp:	SB Gen Purpose Lanes to SB HOV/Bus/HOT lanes	Between US 1 & VA 123	-	1	0	1	No	2015
VDOT	VI2r37		Construct	I 95: HOV / Bus / HOT Ramp:	SB Gen Purpose Lanes to SB HOV/Bus/HOT lanes	Between Opitz Blvd. and Dale Blvd.	-	1	0	1	No	2015
VDOT	VI2r34		Construct	I 95: HOV / Bus / HOT Ramp:	NB HOV/Bus/HOT to Gen. use lanes	Between VA 123 (Gordon Rd.) & VA 294 (Prince William Pkwy.)	-	1	0	1	No	2015
VDOT	VI2r43		Construct	I 95: HOV / Bus / HOT Ramp:	SB HOV/Bus/HOT lanes to SB Gen Purpose Lanes	Between Dumfries Rd. and Joplin Rd.	-	1	0	1	No	2015
VDOT	VI2r43a		Construct	I 95: HOV / Bus / HOT Ramp:	SB Gen Purpose Lanes to SB HOV/Bus/HOT lanes	Between Dumfries Rd. and Joplin Rd.	-	1	0	1	No	2018
VDOT	VI2r45a		Construct	I 95: HOV / Bus / HOT Ramp:	NB HOV/Bus/HOT lanes to NB Gen Purpose Lanes	Between Joplin Rd. and Russell Rd.	-	1	0	1	No	2018
VDOT	VI2r44		Construct	I 95: HOV / Bus / HOT Ramp:	SB HOV/BUS/HOT lanes to SB GP lanes	Between VA 619 (Joplin Rd.) and VA 610 (Garrisonville Rd.)	-	1	0	1	No	2015
VDOT	VI2r45		Construct	I 95: HOV / Bus / HOT Ramp:	NB GP lanes to NB HOV/BUS/HOT Lanes	Between VA 619 (Joplin Rd.) and VA 610 (Garrisonville Rd.)	-	1	0	1	No	2015
VDOT	VI2R6A		Construct	I-395 HOV Lanes Reversible Ramp	NB HOV off-ramp to Seminary Rd. & Seminary Rd. on-ramp to SB HOV		1	1	0	1	No	2015
VDOT	VI4Iaux		Widen	I-495 NB Auxiliary Lane	North of Hemming Ave. Underpass	Off Ramp to Braddock Rd	1	1	4+2	5+2	Yes	2030
VDOT	VI4Iaux		Widen	I-495 SB Auxiliary Lane	On Ramp from Braddock Rd	North of Hemming Ave. Underpass	1	1	4+2	5+2	Yes	2030
VDOT	VI4Iaux		Widen	I-495 NB Auxiliary Lane	On Ramp from Braddock Rd	Off Ramp to Rte 236	1	1	4+2	5+2	Yes	2030
VDOT	VI4Iaux		Widen	I-495 SB Auxiliary Lane	On Ramp from Rte 236	Off Ramp to Braddock Rd	1	1	4+2	5+2	Completed	2013
VDOT	VI4Iaux		Widen	I-495 NB Auxiliary Lane	On Ramp from Rte 236	Off Ramp to Gallows Road	1	1	4+2	5+2	Yes	2030

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							from	to	from	to		
VDOT	VI4Iaux		Widen	I-495 SB Auxiliary Lane	On Ramp from Gallows Road	Off Ramp to Rte 236	1	1	4+2	5+2	Yes	2030
VDOT	VI4Iaux		Widen	I-495 NB Auxiliary Lane	On Ramp from Gallows Road	Off Ramp to Route 50	1	1	4+2	6+2	Completed	2013
VDOT	VI4Iaux		Widen	I-495 SB Auxiliary Lane	On Ramp from Route 50	Off Ramp to Gallows Road	1	1	4+2	5+2	Completed	2013
VDOT	VI4Iaux		Widen	I-495 NB Auxiliary Lane	On Ramp from Route 50	Off Ramp to I-66	1	1	4+2	5+2	Completed	2013
VDOT	VI4Iaux		Widen	I-495 NB Auxiliary Lane	On Ramp from Route 50	Off Ramp to I-66	1	1	5+2	6+2	Yes	2030
VDOT	VI4Iaux		Widen	I-495 SB Auxiliary Lane	On Ramp from I-66	Off Ramp to Route 50	1	1	4+2	5+2	Completed	2013
VDOT	VI4Iaux		Widen	I-495 NB	On ramp from EB I 66	Off Ramp to Rte 7	1	1	4+2	5+2	Completed	2013
VDOT	VI4Iaux		Widen	I-495 SB Auxiliary Lane	On ramp from Rte 7	Off Ramp to WB I 66	1	1	4+2	5+2	Yes	2030
VDOT	VI4Iaux		Widen	I-495 NB Auxiliary Lane	On ramp from Rte 7	Off Ramp to Rte 123	1	1	4+2	5+2	Completed	2013
VDOT	VI4Iaux		Widen	I-495 SB Auxiliary Lane	On ramp from Rte 123	Off Ramp to Route 7	1	1	4+2	5+2	Completed	2013
VDOT	VI4Iaux		Widen	I-495 SB Auxiliary Lane	On Ramp from Rte 123	Off Ramp to Route 7	1	1	5+2	6+2	Yes	2030
VDOT	VI4Iaux		Widen	I-495 NB Auxiliary Lane	On Ramp from Rte 123	Off Ramp to Rte 267	1	1	4+2	5+3	Completed	2013
VDOT	VI4Iaux		Widen	I-495 SB Auxiliary Lane	On Ramp from Route 267	Off Ramp to Route 123	1	1	4+2	5+4	Completed	2013
VDOT	VI4Iaux		Widen	I-495 NB Auxiliary Lane	On Ramp from Route 267	Off Ramp to Route 193	1	1	4+2	5+2	Yes	2030
VDOT	VI4Iaux		Widen	I-495 SB Auxiliary Lane	On Ramp from Route 193	Off Ramp to Route 267	1	1	4+2	5+2	Yes	2030
VDOT	VI4k		Construct	I-495 HOT	American Legion Bridge	S. of George Washington Pkwy.	1	1	8	8+2	Yes	2030

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							from	to	from	to		
VDOT	VI4ka		Construct	I-495 HOT Lanes	S. of George Washington Pkwy	S. of Old Dominion Dr.	1	1	8	8+4	No	2025 <del>2015</del>
VDOT	VI4IHOT		Construct	I-495 HOT	S. of Old Dominion Dr.	Hemming Ave. Underpass	1	1	8	8+4	Completed	2013
VDOT	VI4Ib		Construct	I-495 NB Auxiliary Lane	1 mi. east of I-95/I-395/I-495	North of Hemming Ave. Underpass	1	1	8	5+1	Completed	2013
VDOT	VI4Ib		Construct	I-495 SB Auxiliary Lane	Hemming Ave. Underpass	1 mi. east of I-95/I-395/I-495	1	1	8	5+1	Completed	2013
VDOT	VI2ca		Construct	I-495 access ramps (Phase VIII of I-95/394/495 Interchange)	All Movements (I-95/395 NB & SB main & HOT to/from I-495/I-95 EB & WB main & HOV lanes)		1	1	-	-	Completed	2013
VDOT	part of VI4IHOT		Construct	I-495 HOT Lanes Interchange Phase 1 DTR	Provides SB to WB, EB to SB, & NB to WB HOV movements	@ VA 267 (Dulles Toll Road)	1	1	-	-	Completed	2013
VDOT/MWA	Part VI41HOTa		Relocate	I-495 Interchange Ramp (Phase 4)	Relocate I-495 Interchange Flyover Ramp (EB DAAH to NB GP)	@ VA 267 Dulles Toll Rd)	1	1	1	1	Yes	2030
VDOT/MWA	part of VI4IHOTa		Construct	I-495 HOT Lanes Interchange (Phase IV)	Provide SB HOT to EB HOV & EB DTR to NB HOT movements	@ VA 267 (Dulles Toll Road)	1	1	-	-	Yes	2030
VDOT/MWA	part of VI4IHOTa		Widen	I-495 Interchange Ramp (Phase III DTR)	Widen EB DTR ramp to 2 NB lanes	NB GP lanes	1	1	1	2	Yes	2030
VDOT/MWA	VI4Iimp1		Construct	I-495 Interchange Ramp (Phase III DAAH)	NB GP lanes	WB Dulles Airport Access Highway (DAAH)	0	1	0	1	Yes	2030
VDOT/MWA	part of VI4IHOTa		Relocate / Reconstruct	I-495 HOT Lanes Interchange Phase III DTR	Move ramps from left side to right side: NB GP lanes to WB DTR; SB GP lanes to EB DTR	@ VA 267 (Dulles Toll Road)	1	1	1	1	Completed	2013
VDOT/MWA	VI4IHOTb		Construct	I-495 Interchange Ramp (Phase II, Ramp 3 DAAH)	SB I-495	WB Dulles Airport Access Highway (DAAH)	0	1	0	1	Yes	2020
VDOT			Construct	I-495 Interchange Ramp(Phase I Ramp 2 DAAH)	EB Dulles Airport Access Highway (DAAH)	NB I-495	0	1	0	1	Completed	2013

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							from	to	from	to		
VDOT			Construct	I-495 Interchange Ramp	EB Dulles Airport Access Highway (DAAH)	SB I-495	0	1	0	1	Completed	2013
VDOT	part of VI4IHOT		Construct	I-495 HOT Lanes Interchange	NB to WB, SB to WB, EB to NB, and EB to SB	@ Jones Branch Connector	1	1	-	-	Completed	2013
VDOT	part of VI4IHOT		Construct	I-495 HOT Lanes Interchange	NB to WB, SB to WB, EB to NB, and EB to SB	@ West Park Connector	1	1	-	-	Completed	2013
VDOT	part of VI4IHOT		Construct	I-495 HOT Lanes Interchange	NB to EB, NB to WB, EB to SB, and WB to SB	@ VA 7	1	1	-	-	Completed	2013
VDOT	part of VI4IHOT		Construct	I-495 HOT Lanes Interchange	Provides SB to WB, WB to SB, EB to SB, NB to WB, & EB to NB movements	@ I-66	1	1	-	-	Completed	2013
VDOT	part of VI4IHOT		Construct	I-495 HOT Lanes Interchange	NB to EB	@ I-66	1	1	-	-	Completed	2013
VDOT	part of VI4IHOT		Relocate	I-495 HOT Lanes Interchange	@ I-66	Left side off ramp from NB I 495 to WB I 66 relocated to combine with right side off ramp from NB I 495 to WB I 66	1	1	1	2	Completed	2013
VDOT	part of VI4IHOT		Construct	I-495 HOT Lanes Interchange	NB to EB, NB to WB, EB to SB, and WB to SB	@ US 29	1	1	-	-	Completed	2013
VDOT	part of VI4IHOT		Construct	I-495 HOT Lanes Interchange	EB to NB, WB to NB, SB to EB, and SB to WB	@ VA 650 (Gallows Road)	1	1	0	1	Completed	2013
VDOT	part of VI4IHOT		Construct	I-495 HOT Lanes Interchange	EB to NB, WB to NB, SB to EB, and SB to WB	@ VA 620 (Braddock Road)	1	1	-	-	Completed	2013
VDOT	part of VI4IHOTa		Construct	I-495 HOT Lanes Interchange	NB to EB, NB to WB, EB to SB, and WB to SB	@ VA 620 (Braddock Road)	1	1	-	-	Completed	2013
VDOT/private	VP21F		Construct	VA 267 (Dulles Greenway) Egress Ramp	@ Hawling Farm Boulevard (Future)		0	1	0	1	No	2015
VDOT	VP15A		Construct	Rt 267 (Dulles Toll Road) Ramp	New Boone Blvd Ext. @Ashgrove		0	1	0	2	No	2037
VDOT	VP15B		Construct	Rt 267 (Dulles Toll Road) Ramp	Greensboro Dr. @ Tyco Rd		0	1	0	2	No	2036

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## 2014 CLRP AND FY2015-2020 TIP AIR QUALITY CONFORMITY INPUTS (Highway and HOV)

Agency	Project ID	Agency Code	Improv.	Facility	From	To	Facility		Lanes		Under Const. or ROW acquired?	Complt. Date or Status
							from	to	from	to		
VDOT	MW1		Widen	Dulles Airport Access Road	Dulles Airport	VA 123	1	1	4	6	No	2017
<b>VDOT Primary</b>												
VDOT	VP1ah	90339	Widen	US 1	Russell Rd.	Fuller Rd.	2	2	4	6	No	2025
VDOT	VP1ad	90339	Widen	US 1	Brady's Hill Road	VA 234 Dumfries Rd.	2	2	4	6	No	2025
VDOT	VP1ada		Widen	US 1	VA 234 Dumfries Rd.	Cardinal Drive	2	2	4	6	No	2030 2025
VDOT	VP1ae	100426	Widen	US 1	Blackburn Dr/Neabsco Dr.	Featherstone Road	2	2	4	6	No	2016 2014
VDOT	VP1AF	104303	Widen	US 1	Featherstone Road	Mary's Way	2	2	4	6	No	2020
VDOT	VP1p	1693 & 941	Widen	US 1 (part of 1/123 interchange)	Mary's Way	Annapolis Way	2	2	4	6	Yes	2018 2017
VDOT	VP1pa	00938/ 146	Reconstruct	US 1 interchange	at VA 123						Yes	2018
VDOT	VSP63	100938	Construct	Belmont Bay Dr. Extension	US 1	Heron's View Way			0	4	Yes	2018
VDOT	VP1AG		Widen	US 1	Annapolis Way	Lorton Road	2	2	4	6	No	2035
VDOT	VP1u		Widen	US 1	VA 235 South	VA 235 North	2	2	4	6	No	2025
VDOT			Study	VA Route 7 Interchange at VA Route 690					0	4	No	not coded
VDOT	nrs	58599	Construct	VA 7 WB Truck Climbing Lane	VA 9	Business 7 West	5	1	4	5	No	2015 2014
VDOT	VP2ja	16006	Widen	VA 7 Bypass	VA 7 West	US 15 South (South King St)	5	1	4	6	No	2040
VDOT	VP2j	16006	Widen	VA 7 Bypass	US 15 South (South King St)	VA 7/US 15 East	5	1	4	6	No	2040

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Agency	Project ID	Agency Code	Improv.	Facility	From	To	Facility		Lanes		Under Const. or ROW acquired?	Compl. Date or Status
							from	to	from	to		
VDOT	VP2ma			VA 7	Rolling Holly Drive	Reston Avenue			4	6	No	2015
FCDOT	VP2m		Widen	VA 7	Reston Avenue	West Approach to Bridge over DTR	2	2	4	6	No	2025
VDOT	nrs	82135	Construct	VA 7	Bridge over Dulles Toll Road				4	6	No	2030
VDOT	VP2La		Widen	VA 7	Dulles Toll Rd.	VA 123	2	2	6	8	Yes	2014
VDOT	VP2Lb		Widen	VA 7	VA 123	I-495	2	2	6	8	Yes	2021 2014
FCDOT	VP2N		Widen	VA 7	I-495	I-66			4	6	No	2021
VDOT	VP2b		Widen	VA 7	Seven Corners	Bailey's Crossroads	2	2	4	6	No	2025
VDOT	nrs	99256	Construct	VA 7/15/ Bypass	Overpass at Sycolin Road		1	1	4	4	No	2014
VDOT	nrs	100425	Construct	VA 7	Overpass at Lexington Drive		1	1	6	6	No	2020
VDOT	nrs	99481	Construct	VA 7 interchange	@ VA 659 (Belmont Ridge Rd.)		2	2	6	6	No	2017
VDOT			Reconstruct	VA Route 7 Interchange at Ashland Village Boulevard	Route 7 @ Ashland Village Boulevard				0	4	No	2017
VDOT	VP4e		Widen	US 15 (James Madison Highway)	US 29	I-66	2	2	2	4	No	2040
VDOT	nrs		Widen	US 15 (James Madison Highway)	Monroe Glen Dr.	Thoroughfare Road	3	3	2	4	No	2017
VDOT	VP6h		Widen	VA 28	Fauquier County Line	VA 652 (Fitzwater Dr.)	3	3	2	4	No	2040
VDOT	VP6ka	105198	Widen	VA 28	VA 652 (Fitzwater Dr.)	VA 215 (Vint Hill Rd.) Relocated	3	3	2	4	No	2016
VDOT	VP6kb	92080	Widen	VA 28	VA 215 (Vint Hill Rd.) Relocated	VA 619 (Linton Hall Road)	3	3	2	6	No	2015

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Agency	Project ID	Agency Code	Improv.	Facility	From	To	Facility		Lanes		Under Const. or ROW acquired?	Compl. Date or Status
							from	to	from	to		
VDOT	VP6ma	96721	Widen	VA 28 (Nokesville Rd.)	Godwin Drive	Manassas City limits - west	3	2	4	6		2018
VDOT	VP6K	105428	Widen	VA 28 (Nokesville Road)	Prince William Parkway Manassas City Limits	VA 619 Linton Hall Road	3	3	4	6	No	2020 2025
VDOT	VP6e		Widen/ Upgrade	VA 28 PPTA (Phase II)	I-66	VA 7	2	1	6	8	No	2025
VDOT	VP6eb	78906	Construct	VA 28 Interchange	@ VA 209 (Innovation Ave.)		-	-	-	-	Yes	2015
VDOT	VP6ec	92080	Construct/ Upgrade	VA 28 Intersection	at Warp Dr.		1	1	6	6	Completed	2011
Manassas City			Study	VA 28 Manassas Bypass	VA 234 Sudley Road	I-66 Proposed Interchange						not coded
VDOT	VP7s		Widen	US 29 (add NB lane)	I-66	Entrance to Conway Robinson MSF	3	2	4	5	No	2030 2014
VDOT			Widen	US 29 (add NB lane)	Legato Road	Shirley Gate/Waples Mill Rd.	2	2	2	3	No	2017
VDOT	VP7ad	59094	Reconstruct	US 29 Bridge Little Rocky Run	0.2 Miles East of Pickwick Rd	Rte 659 Union Mill Road			4	5	No	2015
VDOT	VP7ae	52326	Construct	US 29 Interchange	at VA 55/ VA 619 (Linton Hall)						Yes	2015 2014
VDOT	VP7aa		Widen	US 29	ECL City of Fairfax (vic. Nutley St.)	Espana Court	2	2	4	6	Completed	2012
VDOT	VP7ab		Complete	US 29	Espana Court	I-495	2	2	4	6	Completed	2013
VDOT	VSP57a		Construct	Route 29 (Parallel)	US 29 (Lee Highway) (near US 15)	Sommerset Crossing Drive	0	4	0	4	No	2020 2010
<b>VDOT</b>		<b>DACPM AH- Alt 2</b>	<b>Construct</b>	<b><i>New Dulles Air Cargo, Passenger, Metro Access Highway (North Star alignment)</i></b>	<b><i>US 50 at Northstar/Bi-County Parkway</i></b>	<b><i>VA 606 (Loudoun County Parkway) at New Dulles Airport Access</i></b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>No</b>	<b>2025</b>

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## 2014 CLRP AND FY2015-2020 TIP AIR QUALITY CONFORMITY INPUTS

(Highway and HOV)

Agency	Project ID	Agency Code	Improv.	Facility	From	To	Facility		Lanes		Under Const. or ROW acquired?	Compl. Date or Status
							from	to	from	to		
<i>VDOT</i>		<i>DACPM AH- Alt 3B</i>	<i>Widen/ Upgrade</i>	<i>US 50 (convert to limited access)</i>	<i>Bi-County Parkway/ Northstar Blvd.</i>	<i>VA 606 (Loudoun County Parkway)</i>					<i>No</i>	<i>2025</i>
<i>VDOT</i>		<i>DACPM AH- Alt 3B</i>	<i>Widen/ Upgrade</i>	<i>VA 606 (convert to limited access)</i>	<i>US 50</i>	<i>1.5 mi. north of US 50 / new access to Dulles airport</i>					<i>No</i>	<i>2025</i>
<i>VDOT</i>		<i>DACPM AH- Alt 3C</i>	<i>Widen/ Upgrade</i>	<i>US 50 (convert to limited access)</i>	<i>US 50 at Northstar/Bi-County Parkway</i>	<i>VA 606 (Loudoun County Parkway) at New Dulles Airport Access</i>					<i>No</i>	<i>2025</i>
<i>VDOT</i>		<i>DACPM AH- Alt 3C</i>	<i>Construct</i>	<i>Airport Express Lanes in US 50 median</i>	<i>US 50 at Northstar/Bi-County Parkway</i>	<i>VA 606 (Loudoun County Parkway) at New Dulles Airport Access</i>					<i>No</i>	<i>2025</i>
<i>VDOT</i>		<i>DACPM AH- Alt 3C</i>	<i>Widen</i>	<i>VA 606</i>	<i>US 50</i>	<i>VA 607</i>					<i>No</i>	<i>2025</i>
VDOT	VP8q	LDN0015	Widen	US 50	VA 659 Relocated	VA 742 (Poland Rd.)	2	2	4/5	6	No	2025
VDOT	VP8c	68757	Widen	US 50	VA 742 (Poland Rd.)	VA 609 (Pleasant Valley)	2	2	4/5	6	Yes	2014
VDOT	VP8r	68757	Widen	US 50	VA 609 (Pleasant Valley)	Rte 28	2	2	4/5	6	Yes	2014
VDOT	VP8h		Widen	US 50	ECL City of Fairfax	Arlington County Line	2	2	4	6	No	2025
VDOT	AR2e		Reconstruct	US 50 (Arlington Blvd.)	ARC/FFX Line	Washington Blvd.	2	2	6	6	Completed	2013 2015
VDOT	AR2f		Reconstruct	US 50 (Arlington Blvd.)	Pershing Dr.	Ft. Myer Dr.	5	5	6	6	Completed	2013 2015
VDOT	VP8o	13531	Reconstruct	US 50 Interchange	@ Courthouse Road / 10th Street		1	1	6	8	Yes	2014
VDOT			Construct	US 50 Interchange	VA 606 (Loudoun County Parkway)		-	-	-	-	No	2025

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## 2014 CLRP AND FY2015-2020 TIP AIR QUALITY CONFORMITY INPUTS (Highway and HOV)

Agency	Project ID	Agency Code	Improv.	Facility	From	To	Facility		Lanes		Under Const. or ROW acquired?	Compl. Date or Status
							from	to	from	to		
VDOT			Construct	US 50/ Gum Springs Interchange	West Spine (Gum Springs Rd)			0	4	No	2035	
VDOT			Construct	US 50/South Riding Interchange	South Riding Blvd.			0	4	No	2035	
VDOT			Construct	US 50/ Tall Cedars Interchange	Tall Cedars Pkwy			0	4	No	2035	
VDOT	VP10g	100938	Widen	VA 123	Route 1	Annapolis Way	2	2	4	6	No	2018 2017
VDOT	VP10h		Widen	VA 123 (Ox Road)	Hooes Rd.	Fairfax Co. Parkway	2	2	4	6	No	2025
VDOT	VP10f	1784	Widen	VA 123 (Ox Road)	Fairfax Co. Parkway	Burke Center Parkway	2	2	4	6	No	2025
VDOT	VP10r		Widen	VA 123	Burke Center Parkway	Braddock Road	2	2	4	6	No	2025
VDOT	VP10S		Widen	VA 123	VA 677 (Old Courthouse Rd)	Rt 7 (Leesburg Pike)			4	6	No	2025 2020
VDOT	VP10T		Widen	VA 123	Rt 7 (Leesburg Pike)	I-495			6	8	No	2021
VDOT			Construct	VA 215 (Vint Hill Road Relocated)	VA 28	Schaefer Lane	0	3	0	4	Yes No	2015
VDOT			Widen	VA 215 (Vint Hill Road)	VA 655 Schaefer Lane	Sudley Manor Dr.	4	4	2	4	No	2020
VDOT		105420 / T14	Construct	VA 234 Bypass Interchange	Relocated Balls Ford Rd						No	2020
VDOT		T5665	Construct	VA 234 Bypass Interchange	Dumfries Rd/Brentsville Rd.						No	2025
VDOT	VP13a		Widen	VA 236	Pickett Road	I-395	2	2	4	6	No	2025
VDOT			Reconstruct	VA 244/VA 27 Interchange	.03 MI North of I-395	.29 MI North of Rte 244					Yes	2015
VDOT	VSF25aa	57167	Convert	VA 286 (Fairfax Co Pkwy HOV)	VA 267 (Dulles Toll Road)	Sunrise Valley Dr.	5	5	6	4+2	No	2035

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Agency	Project ID	Agency Code	Improv.	Facility	From	To	Facility		Lanes		Under Const. or ROW acquired?	Compl. Date or Status
							from	to	from	to		
VDOT	VSF25ea	57167	Widen	VA 286 (Fairfax Co Pkwy HOV)	Sunrise Valley	West Ox Rd. Rugby Rd.	5	5	4	4+2	No	2035
VDOT	VSF25e	57167	Convert	VA 286 (Fairfax Co Pkwy HOV)	West Ox Rd. Rugby Rd.	US 50	5	5	6	4+2	No	2035
VDOT	VSF25y	57167	Convert/ Upgrade	VA 286 (Fairfax Co Pkwy HOV)	US 50	VA 7735 (Fair Lakes Pkwy)	2	5	6	4+2	No	2035
VDOT	VSF25EB		Widen	VA 286 (Fairfax Co Pkwy)	Rugby Rd.	US 50	5	5	4	6	Completed	2013
VDOT	VSF25YA		Widen	VA 286 (Fairfax Co Pkwy)	US 50	VA 7735 (Fair Lakes Pkwy)	2	2	4	6	Completed	2013
VDOT	VSF25z	57167	Upgrade /Widen	VA 286 (Fairfax Co Pkwy HOV)	VA 7735 (Fair Lakes Pkwy)	I-66	2	5	6	6+2	No	2035
VDOT	VSF25ga		Widen	VA 286 (Fairfax Co Pkwy)	I-66	US 29	5	5	4	6	Completed	2013
VDOT	VSF25g		Widen	VA 286 (Fairfax Co Pkwy)	US 29	VA 123 (Ox Road)	5	5	4	6	No	2020
VDOT	VSF25na	88195	Construct	VA 286 (Fairfax County Parkway) Phase 3	Donegal La. / Hooes Rd.	VA 289 (Franconia-Springfield Parkway)	0	1	0	6	Completed	2012
VDOT	BRAC	88195	Construct	VA 286 (Fairfax County Parkway) Interchange (Phase 3)	@ Franconia Springfield Parkway	Various movements; includes relocated Rolling Rd.	-	-	-	-	Completed	2012
VDOT	BRAC / VSF25nb	88195	Construct	VA 286 (Fairfax County Parkway) Interchange (Phase 4)	@ Boudinat Drive (BD)	Ramp movements: EB F.C.Pkwy. To SB BD; WB F.C.Pkwy to SB BD; NB BD to WB F.C.Pkwy.	-	-	-	-	Completed	2011
VDOT			Construct	VA 286 Interchange	@ VA 7700 (Fair Lakes Pkwy) & Monument Dr.		2	5	4	6	Yes	2013
VDOT	VSF39		Widen	VA 7735 (Fair Lakes Pkwy) (3rd EB Lane)	VA 286 (Fairfax County Parkway)	Fair Lakes Circle	4	4	4	5	Completed	2013
VDOT	VSF26		Construct	VA 289 HOV (Franconia-Springfield Parkway)	VA 286 (Fairfax County Parkway)	VA 2677 (Frontier Drive)	5	5	-	2	No	2025
VDOT	VSF26a	1833	Construct	VA 289 HOV (Franconia-Springfield Parkway)	Interchange @ Neuman St.		1	1	-	-	No	2025

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							from	to	from	to		
VDOT	VSF26b	833 / 1010	Upgrade	VA 289 HOV (Franconia-Springfield Parkway)	VA 638 (Rolling Rd.)	VA 617 (Backlick Rd.)	5	1	6+2	6+2	No	2025
VDOT	VSP23d		Widen	VA 294 (Prince William Parkway)	VA 776 (Liberia Ave.)	Hoadly Rd	2	2	4	6	Yes	2040
VDOT	VSP23f	PWC0008	Widen	VA 294 (Prince William Parkway)	Old Bridge Road	Minnieville Rd	2	2	4	6	Yes	2014
FCDOT	VP15CD		Construct	Collector-Distributor Rd Westbound (parallels Dulles Toll Rd.)	VA 684 (Spring Hill Road)	VA 828 (Wiehle Ave)	0		0	2	No	2037
FCDOT	VP15CD		Construct	Collector-Distributor Rd Eastbound (parallels Dulles Toll Rd.)	VA 828 (Wiehle Ave)	VA 684 (Spring Hill Road)	0		0	2	No	2036
VDOT	VP12o	99482	Construct	VA 234 Bypass Ext (aka Tricounty and Bi-County Parkway) Tri-County Parkway (CTB-alignment C & D)	VA 234 Bypass @ I 66	Braddock Road (note: segment from Braddock Rd. to US 50 is included as North Star Blvd in secondary projects)	0	5	0	4	No	2020
<b>VDOT Urban</b>												
VDOT	VU28b	100518	Construct	Battlefield Parkway	US 15 south of Leesburg	Dulles Greenway	0	2	0	4	No	2020
VDOT	VU28f		Construct	Battlefield Parkway	Fort Evans Road	Edwards Ferry Road	0	2	0	4	Completed	2012
VDOT	VU30f	50100	Widen	East Elden Street	Monroe St	Fairfax County Parkway	2	2	4	6	No	2019
VDOT	VU52	77378	Widen	Eisenhower Ave.	Mill Road	Holland Lane	3	3	4	4	No	2016 2015
VDOT		VUAL1.4.2	Widen	Evergreen Mills Rd.	US 15 S. King St.	South limits City of Leesburg	3	3	2	4	No	2022
VDOT		VUAL1.4.1	Construct	Farrington Ave.	Van Dorn St at Eisenhower Ave.	Edsall Rd.	0	4	0	2	No	2035
VDOT	VU51a		Construct	Potomac Yard Spine Road	US Route 1	Crystal Dr.	0	4	0	4	Completed	2014

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							from	to	from	to		
VDOT	VU10b		Widen	Spring Street	Herndon Parkway / Spring St. Intersection	Fairfax County Parkway / Spring St. Interchange	3	3	4	6	No	2017 2020
VDOT	VU33	78853 (91474 / 102895)	Widen	Sycolin Road	VA 7/US 15 Bypass	SCL of Leesburg	3	3	2	4	No	2020
VDOT	VU32	17687 VUL14.1	Widen	US 15 (South King Street)	Evergreen Mills Road	SCL of Leesburg	3	2	2	4	Yes No	2015
VDOT		89890	Construct	US 15 Bypass Interchange	Edwards Ferry Rd.	.2 mi. north to .3 mi. south	2	2	-	2	No	2020 2035
VDOT	VU29		Construct	VA 123 (Chain Bridge Road)	US 50	I-66	2	2	5	6	Completed	2013
VDOT	VU45	15960	Widen	VA 234 (Dumfries Road)	South Corporate Limits	Hastings Drive	3	3	2	4	No	2018
VDOT			Reconstruct	VA 234 (Grant Ave.)	Lee Ave.	Wellington Rd.	3	3	4	4	Yes	2020
VDOT	VU48b	53037	Widen	Wellington Road	Godwin Drive	VA 28 (Nokesville Road)	3	3	2	4	Completed	2010
VDOT	VU14a		Widen	Liberia Ave.	Rt.e 28	Quarry Road	3	3	4	6	Completed	2013 2017
	nrs	8645	Construct	Intersection Improvement	King St.	Beauregard St					No	2016 2015
VDOT	nrs		Construct	Ellipse	Seminary Road	Beauregard St					No	2020
VDOT	nrs	70580	Construct	Intersection Improvement	King/Quaker Lane	Braddock Rd					No	2017 2014
VDOT	nrs		Construct	Herndon Parkway (East): Transit Drop-off/Pick-Up Access to Metrorail Station	East of Rte 666/van Buren Street (@ 593 Herndon Parkway)	West of Rte 675 / Spring Street (@ 575 Herndon Parkway)	2	2	4	4	No	2017
VDOT	VU54	101304	Construct	Southern Collector Road	Rte 7 -Main St. at Rte 287	A Street(2,200) Ft N Yaxley	0	2			Yes	2014
VDOT	nrs	76408	Reconstruct	VA 17 Intersection Improvements in Warrenton	South of Frost Ave.	South of Winchester St.					No	2021

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							from	to	from	to		
<b>ARLINGTON COUNTY SECONDARY</b>												
VDOT	AR17a		Widen	Washington Blvd.	Wilson	Kirkwood	3	3	3	4	No	2016 2015
<b>FAIRFAX COUNTY SECONDARY</b>												
VDOT	FFX2a		Construct	VA 602 (Reston Pkwy.)	VA 5320 (Sunrise Valley Dr.)	VA 606 (Baron Cameron Avenue)	2	2	4	6	No	2020
VDOT	VSF4f		Widen	VA 611 (Furnace Road)	VA 123 (Ox Road)	VA 642 (Lorton Road)	3	3	2	4	Yes	2014
VDOT	VSF4c	11012	Widen	VA 611 (Telegraph Road)	VA 613 (Beulah St.)	Leaf Road North	3	3	2	4	Yes	2014
VDOT	VSF4ca	11012	Widen	VA 611 (Telegraph Road)	Leaf Road North	VA 635 (Hayfield Road)	3	3	2	4	No	2025
VDOT	VSF4i		Widen	VA 611 (Telegraph Road)	VA 635 (Hayfield Road)	VA 613 (Van Dorn St.) VA-633 (S. Kings Hwy.)	3	3	2	4	No	2025
VDOT		96509	Widen	VA 611 (Telegraph Road)	VA 633 (S. Kings Hwy.)	VA 613 S. Van Dorn	3	3	2	4	No	2015
VDOT	VSF4h	11012	Widen	VA 611 (Telegraph Road)	VA 613 S. Van Dorn	VA 644 Franconia Rd.	3	3	2	3	No	2025
VDOT	VSF15b		Construct	VA 613 (Van Dorn Street)	@ VA 644 (Franconia Road)	interchange	0	0	0	0	No	2025
VDOT	VSF8g		Widen	VA 620 (Braddock Rd)	VA 286 (Fairfax Co. Pkwy.)	VA 123 (Ox Road)	3	3	4	6	No	2025
VDOT	VSF8j		Construct/ Widen	VA 620 (New Braddock Rd.)	VA 28	US 29 @ VA 662 (Stone Rd.)	0/4	3	0/2	4	No	2025
VDOT	BRAC	100391	Widen	VA 638 (Rolling Rd.) NB off-ramp @ Fairfax County Pkwy.	NB Rolling Rd.	NB Fairfax County Pkwy	3	3	2	4	No	2015
VDOT	VSF10a	5559	Widen	VA 638 (Rolling Rd.)	VA 286 (Fairfax Co. Pkwy.)	VA 644 (Old Keene Mill Rd.)	3	3	2	4	No	2020
VDOT			Widen	VA 638 (Rolling Road)	Delong Dr.	N. Fullerton Rd.	3	3	2	4	No	2022

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## 2014 CLRP AND FY2015-2020 TIP AIR QUALITY CONFORMITY INPUTS (Highway and HOV)

Agency	Project ID	Agency Code	Improv.	Facility	From	To	Facility		Lanes		Under Const. or ROW acquired?	Compl. Date or Status
							from	to	from	to		
VDOT	VSF10c	16505	Widen	VA 638 (Pohick Road)	US 1	I-95	3	3	2	4	No	2025
VDOT	VSF13d		Widen	VA 642 (Lorton Road)	VA 123 (Ox Road)	VA 600 (Silverbrook Road)	3	3	2	4	Yes	2014
VDOT	FFX11a		Widen	VA 645 (Stringfellow Rd.)	US 50	VA 286 (Fairfax Co. Pkwy.)	3	3	2	4	No	2020
VDOT	VSF16g	60864	Widen	VA 645 (Stringfellow Road)	VA 7735 (Fair Lakes Blvd.)	US 50	3	3	2	4	Yes	2015
VDOT	VSF37		Widen	VA 650 (Gallows Road)	Gatehouse Road	Providence Forest Dr.	2	2	4	6	Completed	2013
FCDOT	VSF37A		Widen	VA 650 (Gallows Road)	VA 7 (Leesburg Pike)	Rte. 699 (Prosperity Ave.)	2	2	4	6	No	2038
VDOT	VSF33d	60866	Widen	VA 651 (Guinea Road)	VA 620 (Braddock Road)	VA 2430 (Braeburn Road)	3	3	2	4	No	2025
VDOT	VSF33a	16508	Widen	VA 651 (Guinea Road)	VA 6197 (Roberts Parkway)	VA 4807 (Pommeroy Drive)	3	3	2	4	No	2025
VDOT	FFX12a		Construct	VA 651 (New Guinea Rd.)	VA 123 (Ox Road)	Roberts Rd.	0	3	0	4	No	2025
VDOT	VSF17b		Construct	VA 655 (Shirley Gate Road)	VA 286 (Fairfax Co. Pkwy.)	VA 620 (Braddock Road)	0	3	0	4	No	2025
VDOT	VSF18c	74749	Widen	VA 657 (Centreville Road)	VA 8390 (Metrotech Dr.)	VA 668 (McLearen Road)	3	3	4	6	No	2040
FCDOT	VSF42		Construct	Boone Blvd Extension	VA 123 (Chain Bridge Road)	Ashgrove Lane			0	4	No	2036
FCDOT			Construct	New Bridge /Road Crossing	Tysons Corner Center Ring Road	Old Meadow Road				4	No	2035
FCDOT	VSF43		Widen	Magarity Road	Rt 7 (Leesburg Pike)	VA 694 (Great Falls St)			2	4	No	2037
VDOT	VSF41	103907	Construct / Widen	Scotts Crossing Drive	Rte. 123 (Dolley Madison Blvd.)	Rte. 5062 - Jones Branch Dr.			0/2	4/4	No	2018
FCDOT	nrs		Extend / Construct	Greensboro Dr. WB	Spring Hill Td.	Tyco Rd.	4	4	0	2	No	2034

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## 2014 CLRP AND FY2015-2020 TIP AIR QUALITY CONFORMITY INPUTS (Highway and HOV)

Agency	Project ID	Agency Code	Improv.	Facility	From	To	Facility		Lanes		Under Const. or ROW acquired?	Compl. Date or Status
							from	to	from	to		
<b>LOUDOUN COUNTY SECONDARY</b>												
VDOT			Construct	VA Route 606 Ramp	VA 606 Eastbound	Lockridge Road northbound			0	2	No	2020
VDOT	VSL1b	97529 & 105064	Widen/ Upgrade	VA 606 (Ldn Co. Pkwy)	VA 634 (Moran Rd.)	VA 621 (Evergreen Mills Rd.)	4	3	2	4	No	2020
VDOT	VSL10c		Construct	VA 607 (Loudoun County Pkwy)	VA 606 (Old Ox Rd.) / VA 842 (Arcola Rd.)	VA 772 (Ryan Rd.)	0	3	0	4	Yes	2015
VDOT	VSL10bb		Widen/ Upgrade	VA 607 (Loudoun County Pkwy)	W&OD Trail	Redskin Park Drive	4	3	2	6	No	2025
VDOT	VSL10bf		Widen/ Upgrade	VA 607 (Loudoun County Pkwy)	Redskin Park Drive	Gloucester Parkway	4	3	2	4	yes	2014 2013
<b>VDOT</b>			<b>Widen</b>	<b>Loudoun County Parkway Widening</b>	<b>US 50</b>	<b>VA 606 at new Arcola Blvd.</b>			<b>4</b>	<b>6</b>	<b>No</b>	<b>2030</b>
VDOT	VSL12d	00087106	Construct	VA 625 (Waxpool Rd.)	VA 2920 Faulkner Parkway	Unbridled Way	4	3	2	4	Completed	2013
VDOT			Widen	Farmwell Rd.	Smith Switch	Ashburn Road	4	4	2	6	No	2017
VDOT			Construct	Interchange Waxpool Road/ Loudoun County Parkway					0	4	No	2019
VDOT	VSL45		Widen/ Upgrade	VA 643 (Sycolin Road) Phase II	Leesburg Town Limits	Crosstrails Blvd.	4	3	2	4	No	2035
VDOT	VSL4ac	76243?	Widen	VA 659 (Belmont Ridge Road)	VA 7	Croson Ln. <del>Dulles Greenway</del>	4	3	2	4	No	2018 2014
VDOT	VSL4a	73823	Study	<del>VA 659 (Belmont Ridge Rd.)</del> PE ONLY	National Rec. & Park Ent.	<del>Dulles Greenway</del>	4	3	2	4	No	not coded
VDOT	VSL4e	LDN0005	Widen/ Upgrade	VA 659 (Gum Spring Rd.)	VA 620 (Braddock Road)	US 50	4	3	2	4	Yes	2015
VDOT	VSL4f		Widen/ Upgrade	VA 659 (Gum Spring Rd.)	Prince William County Line	VA 620 (Braddock Road)	4	3	2	4	No	2035
VDOT			Construct	Route 772 Transit Station Connector Bridge	Dulles Greenway	Route 772 Transit Station			0	4	No	2019

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## 2014 CLRP AND FY2015-2020 TIP AIR QUALITY CONFORMITY INPUTS (Highway and HOV)

Agency	Project ID	Agency Code	Improv.	Facility	From	To	Facility		Lanes		Under Const. or ROW acquired?	Compl. Date or Status	
							from	to	from	to			
VDOT	VSL50		Widen/ Upgrade	VA 773 (Fort Evans Road)	Leesburg Town Limits	Kingsport Rd.	4	3	2	4	Completed	2013	
VDOT	nrs		Construct	VA 868 (Davis Dr.)	VA 606 (Old Ox Road)	VA 846 (Sterling Blvd)	0	4	0	4	No	2025	
VDOT	VSL46	68767	Construct	VA 1036 (Pacific Boulevard)	Sterling Blvd.	Gloucester Parkway	0	3	0	4	Completed	2013 2015	
VDOT	VSL52	104418	Construct	VA 2150 (Gloucester Pkwy Extension)	VA 607 (Loudoun County Pkwy)	VA 1036 (Pacific Blvd.)	0	3	0	4	Yes	2016 2015	
VDOT			Construct	Arcola Boulevard (Southern Segment)	Glasscok Boulevard	US 50			0	4	No	2022	
VDOT			Construct	Arcola Boulevard (Center Segment)	Glasscok Boulevard	Evergreen Mills Rd.			0	4	No	2022	
VDOT			Construct	Arcola Boulevard (Northern Segment)	Evergreen Mills Rd.	Loudoun County Parkway			0	4	No	2022	
VDOT	VSL40F		Construct	Clairborne Parkway	Croscon Lane	Ryan Road			2	4	No	2015	
VDOT			Construct	Crosstrail Boulevard	Sycolin Road	Kincaid Blvd.			0	4	No	2019	
VDOT			Construct	Evergreen Mills Road (Eastern Segment)	Loudoun County Parkway	Arcola Boulevard			0	4	No	2025	
VDOT			Construct	Evergreen Mills Road (Western Segment)	Arcola Road	Belmont Ridge Road			0	4	No	2025	
VDOT			Construct	George Washington Boulevard Overpass	George Washington Boulevard	Richfield Street			0	4	No		
VDOT			Construct	Glascock Road (Eastern Segment)	Arcola Boulevard	Loudoun County Parkway			0	4	No	2023	
VDOT			Construct	Glascock Road (Western Segment)	Arcola Road	Northstar Boulevard			0	4	No	2023	
VDOT			Construct	Mooreview Parkway (Missing Link)	Amberleigh Farm Drive	Old Ryan Road			0	4	No	2019	
<b>VDOT</b>			<b>Construct</b>	<b><i>Northstar Boulevard (Missing Link #79)</i></b>	<b><i>Shreveport Drive</i></b>	<b><i>U.S. 50</i></b>			<b><i>2</i></b>	<b><i>0</i></b>	<b><i>4</i></b>	<b><i>No</i></b>	<b><i>2022</i></b>

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## 2014 CLRP AND FY2015-2020 TIP AIR QUALITY CONFORMITY INPUTS (Highway and HOV)

Agency	Project ID	Agency Code	Improv.	Facility	From	To	Facility		Lanes		Under Const. or ROW acquired?	Compl. Date or Status
							from	to	from	to		
VDOT			Construct	(Northstar Boulevard) Missing Link #78)	US 50	Tall Cedars Parkway		5	0	4	No	2019
VDOT			Construct	Northstar Boulevard (Missing Link #80)	Tall Cedars Parkway	Braddock Road		5	0	4	No	2017
VDOT			Construct	Prentice Drive (Western Segment)	Loudoun County Parkway	Loudoun Station Drive			0	4	No	2019
VDOT			Construct	Prentice Drive (Eastern Segment)	Lockridge	Loudoun County Parkway			0	4	No	2019
VDOT	VSL48A		Construct	Riverside Parkway	River Creek Parkway	Upper Meadow Drive / Kingsport Drive			2	4	Yes	2014 <del>2013</del>
VDOT	VSL49		Construct	Russell Branch Parkway	Loudoun County Parkway	Ashburn Village Rd. <del>VA-659 (Belmont Ridge Road)</del>	0	3	0	4	Completed	2014
VDOT			Construct	Russell Branch Parkway (Eastern Segment)	Ashburn Village Road	Ashburn Road			0	4	No	2017
VDOT			Construct	Russell Branch Parkway (Western Segment)	Belmont Ridge Road	Tournament Parkway			0	4	No	2017
VDOT			Construct	Shreveport Drive (Eastern Segment)	Belmont Ridge Road	Loudoun County Parkway			0	4	No	2017
VDOT			Construct	Sterling Boulevard Extension	Pacific Boulevard	Moran Road			0	4	No	2018
VDOT	VSL53		Construct	Tall Cedars Parkway	Pinebrook Road	Gum Springs Road			0	4	No	2015
<b>PRINCE WILLIAM COUNTY SECONDARY</b>												
VDOT	VSP59		Construct	Peaks Mill (Purcell Road east)	Route 643 (Purcell Road)	Route 294 (Prince William Parkway)	0	4	0	2	No	2035
VDOT	VSP25ba	104802	Construct	VA 2190 (Summit School Road Extension)	Telegraph Rd. <del>Horner P &amp; R Access Road</del>	South end of existing VA 2190 (Summit School Road)	4	4	2	4	No	2020 <del>2040</del>
VDOT	VSP25b	104802	Widen	VA 1781(Telegraph Rd)	Horner P & R Access Road	VA 2190 Summit School Rd. Extension <del>VA-640 (Minnieville Rd.)</del>	4	4	2	4	No	2020 <del>2040</del>

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## 2014 CLRP AND FY2015-2020 TIP AIR QUALITY CONFORMITY INPUTS (Highway and HOV)

Agency	Project ID	Agency Code	Improv.	Facility	From	To	Facility		Lanes		Under Const. or ROW acquired?	Compl. Date or Status
							from	to	from	to		
VDOT	VSP25BA		Widen	VA 1781(Telegraph Rd)	VA 849 (Caton Hill Rd)	Horner P & R Access Rd	4	4	2	4	Yes	2020 2013
VDOT	VSP25c	104802	Widen	VA 1781 (Telegraph Rd.)	VA 294(Prince William Parkway)	VA 849 (Caton Hill Rd.)	4	4	2	4	No	2020 2040
VDOT	VSP2H	92999	Widen	VA 619 (Joplin Rd Eastbound)	I-95 Ramp	US 1			2	3	No	2015 2014
VDOT	VSP3a		Widen/ Upgrade	VA 621 (Balls Ford Road)	VA 234 (Sudley Road)	Ashton Ave. Bethlehem Road	4	3	2	4	No	2040
VDOT	VSP3b	80347	Widen/ Upgrade	VA 621 (Balls Ford Road)	Ashton Ave. Bethlehem Road	Groveton Rd. VA 234 Bypass	4	3	2	4	No	2025 2040
VDOT			Construct	Balls Ford Road Relocated	Doane Drive	Devlin Rd.	0	3	0	4	No	2020
VDOT	VSP5e	103484	Widen	VA 640 (Minnieville Road)	VA 643 (Spriggs Road)	VA 234	3	3	2	4	No	2015
VDOT	VSP8a	90499	Reconstruct Widen	VA 643 (Purcell Rd.)	VA 234 (Dumfries Rd.)	VA 642 (Hoadly Rd.)	3	3	2	2 4	No	2025
VDOT	VSP17ba		Widen	VA 674 (Wellington Rd.)	VA 621 (Devlin Road / Balls Ford Road)	VA 294 Prince William Parkway	3	3	2	4	No	2025 2035
VDOT	VSP17b		Widen	VA 674 (Wellington Rd.)	VA 294 Prince William Parkway	VA 668 (Rixlew Lane)	3	3	2	4	No	2035
VDOT	VSP18		Widen	VA 676 (Catharpin Rd.)	VA 55 (John Marshall Highway)	Heathcote Blvd.	3	3	2	4	No	2040
VDOT	VSP20c		Widen/ Upgrade	VA 1392 (Rippon Boulevard Extension)	West of Wigeon Way	Rippon VRE Station	4	3	2	4	No	2040
VDOT	VSP47d	94194	Construct	VA 840 (University Blvd.) (nee East-West Connector)	Rt 234 Bypass	Sudley Manor Dr.	0	3	0	4	Completed	2013 2014
VDOT	VSP47e		Construct	University Blvd/Progress Ct	Wellington Rd /Progress Ct.	Rollins Ford Extension			0	4	No	2016
VDOT			Extend	VA 840 (University Blvd.) (nee East-West Connector)	US 29	Progress Court			0	4	Yes	2016
VDOT	VSP2I	92999	Widen	Fuller Road	US 1	Relocated Rt 619 (Fuller Heights Rd)			2	4	No	2015 2014

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## 2014 CLRP AND FY2015-2020 TIP AIR QUALITY CONFORMITY INPUTS (Highway and HOV)

Agency	Project ID	Agency Code	Improv.	Facility	From	To	Facility		Lanes		Under Const. or ROW acquired?	Complt. Date or Status
							from	to	from	to		
VDOT			Widen	Hornbaker Rd.	N. of its intersection with University Blvd.	Thomason Barn Rd.			2	4	Completed	2013
VDOT			Widen	Neabsco Mills Road	Route 1	Dale Blvd			2	4		2020
VDOT	VSP62	90226	Construct	Rollins Ford Rd.	Songsparrow Rd./ Yellow Hammer	VA 215 (Vint Hill Rd.)	0		0	4	Yes	2014
VDOT	VSP62a		Construct	Rollins Ford Rd.	Wellington Rd	Linton Hall Rd	0		0	4	No	2020
VDOT			Construct	Van Buren Rd.	VA 234	Cardinal Dr.			0	4	No	2035
<b>FAMPO</b>												
	VI2rf		Construct	I 95 : HOV / Bus / HOT Lanes	Rte. 610 (Garrisonville Rd.) in Stafford County	VA 17 in Spotsylvania County (exit 126)	1	1	0	2	No	2025
			Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	South of Telegraph Road (North of Aquia Creek)	SB GP Lanes to SB HOT Lanes	1	1	0	1	No	2025
			Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	South of Telegraph Road (North of Aquia Creek)	NB HOT Lanes to NB GP Lanes	1	1	0	1	No	2025
			Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	North of Garrisonville Road (south of Aquia Creek)	NB GP Lanes to NB HOT Lanes	1	1	0	1	No	2025
			Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	Between Garrisonsville Road and Courthouse Road	SB GP Lanes to SB HOT Lanes	1	1	0	1	No	2025
			Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	Between Garrisonsville Road and Courthouse Road	NB HOT Lanes to NB GP Lanes	1	1	0	1	No	2025
			Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	Between Garrisonsville Road and Courthouse Road	SB HOT Lanes to SB GP Lanes	1	1	0	1	No	2025
			Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	Between Garrisonsville Road and Courthouse Road	NB GP Lanes to NB HOT Lanes	1	1	0	1	No	2025
			Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	South of Rt 628 (North of Stafford Regional Airport)	SB HOT Lanes to SB GP Lanes	1	1	0	1	No	2025
			Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	South of Rt 628 (North of Stafford Regional Airport)	NB GP Lanes to NB HOT Lanes	1	1	0	1	No	2025
			Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	Between Centerpoint Road (St.Co.Airport Access Rd.)	SB GP Lanes to SB HOT Lanes	1	1	0	1	No	2025
			Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	Between Centerpoint Road (St.Co.Airport Access Rd.)	NB HOT Lanes to NB GP Lanes	1	1	0	1	No	2025
			Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	Between Centerpoint Road (St.Co.Airport Access Rd.)	SB HOT Lanes to SB GP Lanes	1	1	0	1	No	2025

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## 2014 CLRP AND FY2015-2020 TIP AIR QUALITY CONFORMITY INPUTS (Highway and HOV)

Agency	Project ID	Agency Code	Improv.	Facility	From	To	Facility		Lanes		Under Const. or ROW acquired?	Compt. Date or Status
							from	to	from	to		
			Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	Between Centerpoint Road (St.Co.Airport Access Rd.)	NB GP Lanes to NB HOT Lanes	1	1	0	1	No	2025
			Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	South of Rt 17 (North of Rappahannock River)	NB HOT Lanes to NB GP Lanes	1	1	0	1	No	2025
			Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	Just South of Rappahannock River	SB HOT Lanes to SB GP Lanes	1	1	0	1	No	2025
			Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	Just north of Rt 3	NB GP Lanes to NB HOT Lanes	1	1	0	1	No	2025
			Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	Between Rt 620 and Rt 208	NB GP Lanes to NB HOT Lanes	1	1	0	1	No	2025
			Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	Between Rt 620 and Rt 208	SB HOT Lanes to SB GP Lanes	1	1	0	1	No	2025
			Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	Between Rt 1 and Rt 17	NB GP Lanes to NB HOT Lanes	1	1	0	1	No	2025
			Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	Between Rt 1 and Rt 17	SB HOT Lanes to SB GP Lanes	1	1	0	1	No	2025
			Reconstruct	I-95 interchange	at Courthouse Rd. (exit #140)						Yes	2025
	FA11E		Upgrade	Inside I-95 shoulders for use as travel lanes in peak periods	1.3 mi. n. of Garrisonville Rd.	.4 mi. n. of Amleg Rd.					No	2020
	FAP5F		Widen	US-1	Prince William County Line	VA-637, Telegraph Rd. (Northern Intersection)			4	6	No	2025
			Reconstruct	US-1/US-17/PR-218 Intersection							Yes	2020
	FAP5I		Widen	US 1(Bridge Replacement)	US 17 (Butler Rd.)	Princess Anne St. Fredericksburg N. City Limit	2	2	4	6	No	2025 2020
	FAS22A		Widen	VA-3 (William St)	Gateway Blvd.	William St./Blue Gray Parkway			4	6	No	2030
	FAS22		Widen	VA 3 (Spotsylvania)	Chewing Lane	VA 627 (Gordon Rd.)	2	2	4	6	Complete	2013
	FAP6A		Widen	US 17 Bypass (Mills Dr.)	I-95	Caroline County Line	2	2	2	4	No	2030
	FAP6E		Widen	Tidewater Trail US 17 Business/VA 2	SCL Frederickburg	US 17 Bypass (Mills Dr.)	2	2	2	4		2040 2035
	FAP6C		Widen	US 17 (Warrenton Rd.)	McLane Drive	Stafford Lakes Parkway	2	2	4	6	Yes	2020
	FAP6D		Widen	US 17 (Warrenton Rd.)	Stafford Lakes Parkway	VA 612 (Hartwood Road)	2	2	4	6		2040
	FAP7		Widen	VA 218 (Butler Rd)	US 1	VA 212 (Chatham Heights Rd)	4	4	2	4	No	2030

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## 2014 CLRP AND FY2015-2020 TIP AIR QUALITY CONFORMITY INPUTS (Highway and HOV)

Agency	Project ID	Agency Code	Improv.	Facility	From	To	Facility		Lanes		Under Const. or ROW acquired?	Compl. Date or Status	
							from	to	from	to			
	FAS40		Widen	VA 208 (Courthouse Road)	US 1 (Jefferson Davis Hwy)	Smith Station Road <del>628 (Station Road)</del>	VA-	3	3	4	6	2040	
<b>FREDERICKSBURG</b>													
	FAU1		Widen	Fall Hill Ave./ Mary Washington Blvd. Extension	Mary Wash. Blvd.	Gordon Shelton Blvd.				2	4	Yes	2020
			Upgrade/ roundabout	Lafayette Blvd. (Phase 1)	Sophia St	VA-3 (Blue & Gray Parkway)						No	2025
	FAU2		Construct	Gateway Blvd. Extended	William St. (PR-3)	Fall Hill Ave (UR-3965)				0	4	No	2030
<b>STAFFORD COUNTY SECONDARY</b>													
	FAS43		Upgrade/ Intersection	VA 606 (Ferry Rd)	VA 3 (Kings Highway)	VA 608 (Brook Rd)		4	3				2035
	FAS5b		Widen	VA 630 (Courthouse Rd)	Winding Creek Dr. <del>Austin Ridge Dr.</del>	VA 648 (Shelton Shop Rd)		4	4	2	4	No	2030 2035
	FAS13		Widen	VA 648 (Shelton Shop Rd.)	VA 610 (Garrisonville Rd)	VA 627 (Mountainview Rd)		4	4	2	4	No	2035
<b>SPOTSYLVANIA COUNTY SECONDARY</b>													
	FAS18c		Widen	VA 620 (Harrison Rd)	VA 610 (old Plank Rd.)	VA 627 (Gordon Rd.)		4	4	2	4		2025
	FAS18B		Widen	VA-620 (Harrison Rd.)	US-1 BUS (Lafayette Blvd.)	VA-639 (Salem Church Rd.)				2	4	No	2025
	FAS28		Widen	VA 628 (Smith Station Rd)	VA 608 (Massaponax Church Rd.)	VA 627 (Gordon Rd.)		4	4	2	4	No	2035
	FAS19		Widen	VA 636 (Mine Rd./ Hood Dr.)	VA 208 (Courthouse Rd.)	US 1		4	4	2	4	No	2025
	FAS20b		Widen	VA 639 (Leavells Rd.)	VA 208 (Courthouse Rd.)	VA 628 (Smith Station Rd.)		4	4	2	4	Yes	2035

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## **ITEM 11- Information**

March 19, 2014

Briefing on the Draft Scope of Work for the Air Quality Conformity Assessment of the 2014 CLRP and FY 2015-2020 TIP

### **Staff**

**Recommendation:** Receive briefing on the schedule and draft scope of work for the air quality conformity assessment.

**Issues:** None

**Background:** On March 13, the draft scope of work was released for a 30-day public comment period that will end April 15. At the April 16 meeting, the Board will be asked to approve the scope of work for the air quality conformity assessment.

**AIR QUALITY CONFORMITY ASSESSMENT:  
2014 CONSTRAINED LONG RANGE PLAN AND THE FY2015-2020 TRANSPORTATION  
IMPROVEMENT PROGRAM**

**SCOPE OF WORK**

**I. INTRODUCTION**

Projects solicited for the 2014 Constrained Long Range Plan (CLRP) and FY2015-2020 Transportation Improvement Program (TIP) are scheduled to be finalized at the April 16, 2014 TPB meeting. This scope of work reflects the tasks and schedule designed for the air quality conformity assessment leading to adoption of the plan on October 15, 2014. This work effort addresses requirements associated with attainment of the ozone standards (volatile organic compounds (VOC) and nitrogen oxides (NO<sub>x</sub>) as ozone precursor pollutants), and fine particles (PM<sub>2.5</sub>) standards (direct particles and precursor NO<sub>x</sub>), as well as maintenance of the wintertime carbon monoxide (CO) standard.

The plan must meet air quality conformity regulations: (1) as originally published by the Environmental Protection Agency (EPA) in the November 24, 1993 Federal Register, and (2) as subsequently amended, most recently on March 14, 2012, and (3) as detailed in periodic FHWA / FTA and EPA guidance. These regulations specify both technical criteria and consultation procedures to follow in performing the assessment.

This scope of work provides a context in which to perform the conformity analyses and presents an outline of the work tasks required to address all regulations currently applicable.

**II. REQUIREMENTS AND APPROACH**

**A. Criteria** (See Exhibit 1)

As described in the 1990 Clean Air Act Amendments, conformity is demonstrated if transportation plans and programs:

1. Are consistent with most recent estimates of mobile source emissions,
2. Provide expeditious implementation of TCMs, and
3. Contribute to annual emissions reductions.

Assessment criteria for ozone, CO, and PM<sub>2.5</sub> are discussed below.

Ozone season pollutants will be assessed by comparing the “action” scenarios to the most recently approved 8-hour ozone area VOC and NO<sub>x</sub> mobile emissions budgets. The 2009 Attainment and 2010 Contingency budgets were deemed adequate for use in conformity by EPA in February 2013. These budgets were submitted to EPA by the Metropolitan Washington Air Quality Committee (MWAQC) in 2007 as part of the 8-hour ozone State Implementation Plan (SIP).

The region is in maintenance for mobile source wintertime CO and, as in prior conformity assessments, is required to show that pollutant levels do not exceed the approved budget.

PM<sub>2.5</sub> pollutants will be assessed both by comparing the “action” scenarios to a 2002 base, and by comparing the pollutant levels to the budgets in the proposed PM<sub>2.5</sub> Maintenance Plan. PM<sub>2.5</sub> emissions will be inventoried for yearly totals (instead of on a daily basis as performed for Ozone and CO).

**B. Approach** (See Table 1 – Summary of Technical Approach)

As in the past, this analysis will include use of the Version 2.3 travel demand model with the 3722 TAZ area system and the MOVES emissions model. There will be an update to the Cooperative Forecasts. The new round will be 8.3.

In addition to the elements below, explicit inputs include: a summary list of major policy and technical input assumptions, shown as Attachment A; and all transportation network elements which were finalized at the April 16, 2014 TPB meeting.

**TABLE 1 – Summary of Technical Approach**

	<b>Ozone</b>	<b>Wintertime CO</b>	<b>PM<sub>2.5</sub></b>
<b>Pollutant:</b>	VOC, NOx	CO	Direct particles, Precursor NOx
<b>Mobile Model:</b>	MOVES 2010a	MOVES 2010a	MOVES 2010a
<b>Conformity Test:</b>	<u>Budget Test:</u> Using mobile budgets most recently approved by EPA. 2009 attainment and 2010 contingency budgets found adequate for use in conformity by EPA in Feb. 2013. All budgets were set using Mobile6 emissions model and submitted to EPA in 2007.	<u>Budget Test:</u> Using mobile budgets established with the Wintertime CO maintenance plan. All budgets set using Mobile6 emissions model and submitted to EPA in 2007.	<u>Reductions From Base (2002 inventory) Test &amp; Budget Test:</u> With no approved budgets, reduction from base test will be needed; if EPA approves the PM maintenance plan budgets, those budgets must be used.
<b>Emissions Analysis Time-frame:</b>	Daily	Daily	Annual
<b>Vehicle Fleet Data:</b>	2011 vehicle registration data for all jurisdictions		
<b>Geography:</b>	8-hour ozone non-attainment area	DC, Arl., Alex., Mont., Pr. Geo.	8-hr. area less Calvert County
<b>Network Inputs:</b>	Regionally significant projects		
<b>Land Activity:</b>	NEW! Round 8.3		
<b>Modeled Area:</b>	3722 TAZ SYSTEM		
<b>Travel Demand Model:</b>	Version 2.3		



### **III. CONSULTATION**

1. Execute TPB consultation procedures (as outlined in the consultation procedures report adopted by the TPB on May 20, 1998).
2. Participate in meetings of MWAQC, its Technical Advisory Committee, and its Conformity Subcommittee to discuss the scope of work activities, TERM development process, and other elements as needed; discuss at TPB meetings or forums, as needed, the following milestones:
  - CLRP & TIP Call for Projects
  - Scope of work
  - TERM proposals
  - Project submissions: documentation and comments
  - Analysis of TERMS, list of mitigation measures
  - Conformity assessment: documentation and comments
  - Process: comments and responses

### **IV. WORK TASKS**

1. Receive project inputs from programming agencies and organize into conformity documentation listings (endorsement of financially constrained project submissions scheduled for April 16, 2014)
  - Project type, limits, NEPA approval, etc.
  - Phasing with respect to forecast years
  - Transit operating parameters, e.g. schedules, service, fares
  - Action scenarios
2. Review and Update Land Activity files to reflect Round 8.3 Cooperative Forecasts
  - Households by auto ownership, population and employment
  - Zonal data files
3. Prepare forecast year highway, HOV, and transit networks
  - Develop 2015, 2017, 2020, 2025, 2030, & 2040 highway networks
  - Prepare 2015, 2017, 2020, 2025, 2030, & 2040 transit network input files
  - Update transit fares and highway tolls, as necessary
4. Prepare 2015 travel and emissions estimates
  - Execute travel demand modeling
  - Calculate emissions (daily for ozone season VOC and NO<sub>x</sub> for ozone standard requirements; daily for winter CO; yearly for PM<sub>2.5</sub> direct particles and precursor NO<sub>x</sub>)
5. Prepare 2017 travel and emissions estimates
  - Tasks as in year 2015 analysis

5. Prepare 2020 travel estimates (no emissions- only used for transit constraint)
  - Tasks as in year 2017 analysis
6. Prepare 2025 travel and emissions estimates
  - Tasks as in year 2017 analysis
  - Apply “transit constraint” using 2020 levels
7. Prepare 2030 travel and emissions estimates
  - Tasks as in year 2025 analysis, including transit constraint
8. Prepare 2040 travel and emissions estimates
  - Tasks as in year 2030 analysis, including transit constraint
9. Identify extent to which plan provides for expeditious implementation of TCMs contained in ozone state implementation plans and provide emissions reductions estimates for TERMS in current TIP
  - Staff will report on TCM’s contained in ozone SIPs
  - Staff will report on estimated emissions reductions benefits for TERMS in the FY2015-2020 TIP
10. Analyze results of above technical analysis
  - Reductions from 2002 base (PM<sub>2.5</sub>)
  - 8-hour ozone season VOC and NO<sub>x</sub> budgets, direct PM<sub>2.5</sub> and precursor NO<sub>x</sub> budgets, and winter CO emissions budgets
  - With oversight from the Technical Committee and the TPB, identify and recommend additional measures, if needed, should the plan or program fail any test and incorporate measures into the plan
11. Assess conformity and document results in a report
  - Document methods
  - Draft conformity report
  - Forward to technical committees, policy committees
  - Make available for public and interagency consultation
  - Receive comments
  - Address comments and present to TPB for action
  - Finalize report and forward to FHWA, FTA and EPA

## **V. SCHEDULE**

The schedule for the execution of these work activities is shown in Exhibit 2. The time line shows completion of the analytical tasks, preparation of a draft report, public and interagency review, response to comments and action by the TPB on October 15, 2014.

# Exhibit 1

## Conformity Criteria

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### All Actions at all times:

Sec. 93.110 Latest planning assumptions.  
Sec. 93.111 Latest emissions model.  
Sec. 93.112 Consultation.

### Transportation Plan:

Sec. 93.113(b) TCMs.  
Sec. 93.118 and/or Emissions budget and /or Interim  
Sec. 93.119 emissions.

### TIP:

Sec. 93.113(c) TCMs.  
Sec. 93.118 and/or Emissions budget and /or Interim  
Sec. 93.119 emissions.

### Project (From a Conforming Plan and TIP):

Sec. 93.114 Currently conforming plan and TIP.  
Sec. 93.115 Project from a conforming plan and TIP.  
Sec. 93.116 CO, PM<sub>10</sub>, and PM<sub>2.5</sub> hot spots.  
Sec. 93.117 PM<sub>10</sub> and PM<sub>2.5</sub> control measures.

### Project (Not From a Conforming Plan and TIP):

Sec. 93.113(d) TCMs.  
Sec. 93.114 Currently conforming plan and TIP.  
Sec. 93.116 CO, PM<sub>10</sub>, and PM<sub>2.5</sub> hot spots.  
Sec. 93.117 PM<sub>10</sub> and PM<sub>2.5</sub> control measures.  
Sec. 93.118 and/or Emissions budget and/or Interim  
Sec. 93.119 emissions

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### **Sec. 93.110 Criteria and procedures: Latest planning assumptions.**

The conformity determination must be based upon the most recent planning assumptions in force at the time of the conformity determination.

**Sec. 93.111 Criteria and procedures: Latest emissions model.**

The conformity determination must be based on the latest emission estimation model available.

**Sec. 93.112 Criteria and procedures: Consultation.**

Conformity must be determined according to the consultation procedures in this subpart and in the applicable implementation plan, and according to the public involvement procedures established in compliance with 23 CFR part 450.

**Sec. 93.113 Criteria and procedures: Timely implementation of TCMs.**

The transportation plan, TIP, or any FHWA/FTA project which is not from a conforming plan and TIP must provide for the timely implementation of TCMs from the applicable implementation plan.

**Sec. 93.114 Criteria and procedures: Currently conforming transportation plan and TIP.**

There must be a currently conforming transportation plan and currently conforming TIP at the time of project approval.

**Sec. 93.115 Criteria and procedures: Projects from a plan and TIP.**

The project must come from a conforming plan and program.

**Sec. 93.116 Criteria and procedures: Localized CO, PM<sub>10</sub>, and PM<sub>2.5</sub> violations (hot spots).**

The FHWA/FTA project must not cause or contribute to any new localized CO, PM<sub>10</sub>, and/or PM<sub>2.5</sub> violations or increase the frequency or severity of any existing CO, PM<sub>10</sub>, and /or PM<sub>2.5</sub> violations in CO, PM<sub>10</sub>, and PM<sub>2.5</sub> nonattainment and maintenance areas.

**Sec. 93.117 Criteria and procedures: Compliance with PM<sub>10</sub> and PM<sub>2.5</sub> control measures.**

The FHWA/FTA project must comply with PM<sub>10</sub> and PM<sub>2.5</sub> control measures in the applicable implementation plan.

**Sec. 93.118 Criteria and procedures: Motor vehicle emissions budget**

The transportation plan, TIP, and projects must be consistent with the motor vehicle emissions budget(s).

**Sec. 93.119 Criteria and procedures: Interim emissions in areas without motor vehicle budgets**

The FHWA/FTA project must satisfy the interim emissions test(s).

**NOTE:** See EPA's conformity regulations for the full text associated with each section's requirements.



## Schedule for the 2014 Financially Constrained Long-Range Transportation Plan (CLRP) and the FY2015-2020 Transportation Improvement Program (TIP)

*October 16, 2013	TPB is Briefed on Draft Call for Projects
*November 20, 2013	TPB Releases Final Call for Projects - Transportation Agencies Begin Submitting Project Information through On-Line Database
December 13, 2013	<u>DEADLINE:</u> Transportation Agencies Complete On-Line Submission of Draft Project Inputs.
March 7, 2014	Technical Committee Reviews Draft 2014 CLRP & FY2015-2020 TIP Project Submissions and Draft Scope of Work for the Air Quality Conformity Assessment
March 13, 2014	Draft 2014 CLRP & FY2015-2020 TIP Project Submissions and Draft Scope of Work Released for Public Comment
*March 19, 2014	TPB is Briefed on Project Submissions and Draft Scope of Work
April 8, 2014	TPB Staff Briefs MWAQC TAC on Project Submissions and Scope of Work
April 12, 2014	Public Comment Period Ends
*April 16, 2014	TPB Reviews Public Comments and is asked to Approve Project Submissions and Draft Scope of Work
June 6, 2014	<u>DEADLINE:</u> Transportation Agencies Finalize Congestion Management Documentation Forms (where needed) and CLRP & TIP Forms. (Submissions must not impact conformity inputs; note that the deadline for changes affecting conformity inputs was April 16, 2014).
September 5, 2014	Technical Committee Reviews the Draft 2014 CLRP, the Draft FY2015-2020 TIP, and the Conformity Assessment
September 11, 2014	The Draft 2014 CLRP, the Draft FY2015-2020 TIP, and the Conformity Assessment are Released for Public Comment at the Citizens Advisory Committee (CAC)
*September 17, 2014	TPB Briefed on the Draft 2014 CLRP, the Draft FY2015-2020 TIP, and the Conformity Assessment
September ??, 2014	TPB Staff Briefs MWAQC TAC on the Draft 2014 CLRP, the Draft FY2015-2020 TIP, and the Conformity Assessment
October 10, 2014	Public Comment Period Ends
*October 15, 2014	TPB Reviews Public Comments and Responses to Comments, and is Presented the Draft 2014 CLRP, the Draft FY2015-2020 TIP, and the Conformity Assessment for Adoption

\*TPB Meeting



## **WORK SCOPE ATTACHMENT A**

### **POLICY AND TECHNICAL INPUT ASSUMPTIONS AIR QUALITY CONFORMITY ANALYSIS OF 2014 CLRP & FY2015-2020 TIP**

#### 1. Land Activity

- Round 8.3 Cooperative Forecasts

#### 2. Policy and Project Inputs

- Highway, HOV, and transit projects and operating parameters
- Financially constrained project submissions to be advanced by the TPB on 4/16/2014

#### 3. Travel Demand Modeling Methods

- Version 2.3 Travel Model
- All HOV facilities at HOV-3 in 2020 & beyond
- Transit “capacity constraint” procedures (2020 constrains later years)

#### 4. Emissions Model and Inputs

- MOVES2010a emissions model
- 2011 Vehicle Registration Data (VIN)

#### 5. Conformity Assessment Criteria

- Emissions budgets for ozone precursors, PM<sub>2.5</sub> pollutants, and wintertime CO
- Analysis years: 2015, 2017, 2020 (travel demand only, to provide transit constraint), 2025, 2030, & 2040

## **ITEM 12- Information**

March 19, 2014

### **Briefing on a Proposed Approach for Developing a Comparative Assessment of the 2014 Update of the CLRP and the Regional Transportation Priorities Plan (RTPP)**

#### **Staff**

**Recommendation:** Receive briefing on the plan to develop a qualitative assessment of how the priorities identified in the RTPP compare to the transportation system in the CLRP, as well as a proposed schedule for RTPP outreach and coordination with related COG activities.

**Issues:** None

**Background:** In January, the TPB approved the RTPP which identifies strategies that are “within reach” both financially and politically and have the greatest potential to respond to the most significant transportation challenges. In response to a request at the February TPB meeting, staff have prepared a plan to develop an initial qualitative assessment in April.



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TRANSPORTATION PLANNING BOARD

**MEMORANDUM**

TO: Transportation Planning Board

FROM: John Swanson, Principal Transportation Planner

SUBJECT: Suggested Approach for a RTPP/CLRP Comparative Assessment and Description of Future Work Activities

DATE: March 13, 2014

**Overview**

At the TPB meeting on February 19, board members expressed a desire for information about how the forthcoming 2014 Constrained Long-Range Plan (CLRP) compares with the Regional Transportation Priorities Plan (RTPP), which was approved by the TPB on January 15. At the conclusion of this discussion, TPB Vice Chair Tim Lovain, who chaired the meeting, asked staff to develop a “plan” for assessing the CLRP in comparison with the RTPP. He also asked staff to identify steps for integrating the RTPP with other planning work at COG, including activities related to COG’s *Region Forward* planning efforts.

This direction was consistent with the RTPP document, which called for a comparison of the CLRP and the RTPP as part of the CLRP development process. According to the RTPP, “In the future, the TPB will undertake efforts to evaluate how well the projects and programs in the CLRP, taken as a whole, support regional priorities.”

This memo describes a suggested approach for conducting the RTPP/CLRP comparative assessment. It also provides an overview of work over the next year that will promote understanding of the RTPP and seek opportunities to coordinate the RTPP with other planning activities at COG.

**Suggested Approach for the Assessment**

For the April TPB meeting, we will provide an initial assessment of how the CLRP update compares with the RTPP. This assessment will be designed to provide decision makers with information that will help them understand the wider context of the CLRP as they consider 2014 project submissions in April and full approval of the 2014 plan in the fall.

Some key points:

- *The assessment will be largely qualitative.* For the most part, the RTPP did not identify measurable targets. Therefore, the assessment largely will provide a qualitative analysis supported by data and illustrative examples whenever possible.



- *The assessment will be based on the full transportation system that is anticipated for 2040, not just new 2014 submissions.* That means it will reference projects that are already in the CLRP as well as projects that have been submitted for this year's update. The assessment will not attempt to use the RTPP as a screen to evaluate specific projects.
- *The assessment will be released in two phases.* Because the RTPP was only approved in January and the 2014 CLRP development process is still underway, staff will not have time to develop a full assessment in time for the approval of the 2014 CLRP project submissions. Therefore, in the April TPB mailout, staff will provide an initial RTPP/CLRP comparative assessment. In the fall, staff will present additional information on the assessment. Findings from the assessment will be incorporated into the 2015 CLRP Call for Projects, which is currently scheduled to be released in draft form in October 2014.
- *The different phases of the assessment will use whatever data and information is available at the time.* The 2014 CLRP is a work in progress. New project submissions will be available in April for use in the assessment, but staff will not have time to analyze the full 2014 network until much later in the year. Therefore, the April assessment will reference the 2013 CLRP performance analysis to provide relevant contextual information about anticipated trends. Regarding funding issues, the April assessment will use whatever information is available in early April from the CLRP financial analysis.

## **Framework for April 2014 Assessment**

Staff will base the assessment upon the three broad priorities that were identified in the Priorities Plan. These priorities were described as building blocks to illustrate the fact that our vision for the future must be built upon a solid foundation of system maintenance and effective institutional practices.

### **I. Meet our Existing Obligations**

Based upon preliminary financial information, the assessment will make the case that "State-of-Good-Repair" needs for transit and highways are anticipated to be fully funded in the 2014 CLRP.

The assessment will note that maintenance funding needs were identified in the 2010 CLRP financial analysis and it will describe accomplishments to address maintenance challenges, including the MetroForward program, PRIIA funding, and the states' continuing road maintenance programs. It will also describe recent developments, including the 2013 revenue increases in Virginia and Maryland.

### **II. Strengthen Public Confidence and Ensure Fairness**

The RTPP called for planners and decision makers to pursue institutional practices to promote three strategies: ensure accessibility for traditionally disadvantaged populations; engage and communicate with the public; and promote system efficiency through management and operations.

Many of the process-oriented actions necessary to implement these strategies will not be explicitly included in the CLRP. Therefore for this priority, the assessment will include broadbrush

and illustrative descriptions of programs throughout the region that are advancing these objectives.

### **III. Move More People and Goods More Efficiently**

Priority Three identified a wide range of strategies to alleviate congestion and crowding, and accommodate future growth. The assessment will use the following approaches to provide information on how this priority is reflected in the future transportation system that is represented in the CLRP update.

- *Analysis of broad trends*  
Using the 2013 CLRP performance analysis and other information, the assessment will examine trends related to three objectives that were identified under Priority Three in the RTPP:
  - 1) Transportation demand reduction
  - 2) Increased transportation choice
  - 3) A focus on connections between and within Regional Activity Centers
- *Focus on RTPP strategies that are reflected in CLRP projects*  
The assessment will specifically reference strategies that are focused on increased transportation capacity which will be reflected in CLRP projects. Four strategies in the RTPP fall into this category: 1) *Expand capacity on the existing transit system*; 2) *implement BRT and other cost-effective transit alternatives*; 3) *implement tolling and road pricing*; and 4) *alleviate roadway bottlenecks*.
- *Reminder that many important RTPP strategies will not be explicitly reflected in the CLRP.*  
The assessment will note that many capital improvement strategies that are highlighted in the RTPP—ped/bike improvements or bus stops, for example—are not typically included in the CLRP. The assessment will note that these types of projects are important for our future, and the TPB intends to promote their implementation at a variety of levels and highlight efforts that are advancing these objectives.

### **Future Work Activities**

#### *Additional activities related to CLRP/RTPP comparative assessments*

As noted above, staff will develop a more detailed final RTPP/CLRP assessment for the September TPB meeting. Findings from the assessment will be incorporated into the 2015 CLRP Call for Projects, which is currently scheduled to be released in draft form in October 2014. Also for the 2015 CLRP, TPB staff will work collaboratively with the jurisdictions to develop information regarding the connection between CLRP submissions and the RTPP.

#### *Promoting integration between the RTPP and other planning activities at COG*

In addition, staff will conduct other activities throughout this calendar year to promote the priorities of the RTPP and seek integration between the RTPP and other policy documents at COG. The activities described below have been included in the Draft FY2015 Unified Planning Work Program (UPWP):

- *Outreach on the RTPP* – COG/TPB staff will engage policy officials and staff of the TPB’s member jurisdictions to promote dialogue on the RTPP and to further the realization of its objectives. Outreach activities will promote discussion that connects the regional policy framework provided by the RTPP with the planning and decision-making activities conducted by the TPB’s members. Staff will also conduct outreach with members of the general public that will seek input from a variety of constituencies, including representative citizens, historically disadvantaged communities, opinion leaders and community activists, as well as stakeholders who are already involved in the TPB process.
- *Enhanced Linkages to COG’s Place + Opportunity Report* – Many of the strategies and priorities laid out in the RTPP are closely connected to COG’s *Place + Opportunity Report*, which focuses on enhancing the region’s 141 Activity Centers. In FY2015, COG/TPB staff will identify ways to further promote those linkages through analysis and outreach.
- *Conduct Other Planning Activities and Analysis Related to the RTPP* – In addition to the work identified above, staff will identify and conduct other analysis and planning activities related to key issues and themes identified in the RTPP. Activities may include developing new/revised transportation and land-use scenarios, conducting analysis of those scenarios, and other research and analysis efforts, such as benefit-cost analysis. This analysis may also include evaluation of transportation metrics and targets that were established in other COG documents, particularly in *Region Forward*, as well as those related to MAP-21.
- *Coordinate COG Planning Activities Through the Region Forward Coalition* – TPB members have expressed an interest in enhanced integration of the RTPP with other planning efforts at COG, including *Region Forward*, *Place + Opportunity*, as well as work on climate change and air quality. Staff recommends that the Region Forward Coalition is an appropriate venue for coordinating these different planning activities. In the future, the TPB might discuss how its members can be become more involved and more effective in the Region Forward Coalition.

## Timeline

<b>CLRP Milestones</b>		<b>RTPP Follow-up</b>
Presentation: 2013 CLRP Performance Analysis	Dec 2013	
Deadline: 2014 CLRP Project Submissions Due		
	Jan 2014	Approval: RTPP
	Feb 2014	
Release for Public Comment: 2014 CLRP Project Submissions	Mar 2014	Presentation: Proposed Approach for the RTPP/CLRP Comparative Assessment
Approval: 2014 CLRP Project Submissions	Apr 2014	Presentation: Initial RTPP/CLRP Comparative Assessment
	May 2014	
	Jun 2014	
	Jul 2014	
	Aug 2014	
Release for Public Comment: Draft 2014 CLRP	Sep 2014	Presentation: Additional Information for the RTPP/CLRP Comparative Assessment
Approval: 2014 CLRP	Oct 2014	
Release for Public Comment: Draft Call for Projects for 2015 CLRP		
Approval: Call for Projects for 2015 CLRP	Nov 2014	
Presentation: 2014 CLRP Performance Analysis	Dec 2014	

## **ITEM 13 – Information**

March 19, 2014

Briefing on the District Department of Transportation's Draft Strategic Vision Plan called *moveDC*

### **Staff**

**Recommendation:** Receive briefing on the draft *moveDC* plan which is anticipated to be released in April 2014.

**Issues:** None

**Background:** The development of the strategic transportation vision plan for 2040 began in February 2013. Components of the plan include multi-modal projects, supporting policies, a financial plan, and a structure for project prioritization.

# Ideas to moveDC



March 2014

# moveDC is...

**Statewide Vision Plan** – Mandated by FHWA, similar to what MDOT, VDOT, and other state DOTs produce

**Local Transportation Plan** – like what major cities produce, New York, San Francisco, London, Vancouver,...

**DDOT hasn't developed a long-range plan since 1997.**



# Population Growth

In the last decade, the District has grown by nearly 30,000 people. By 2040, we will be a city of more than 770,000 people.

## District of Columbia

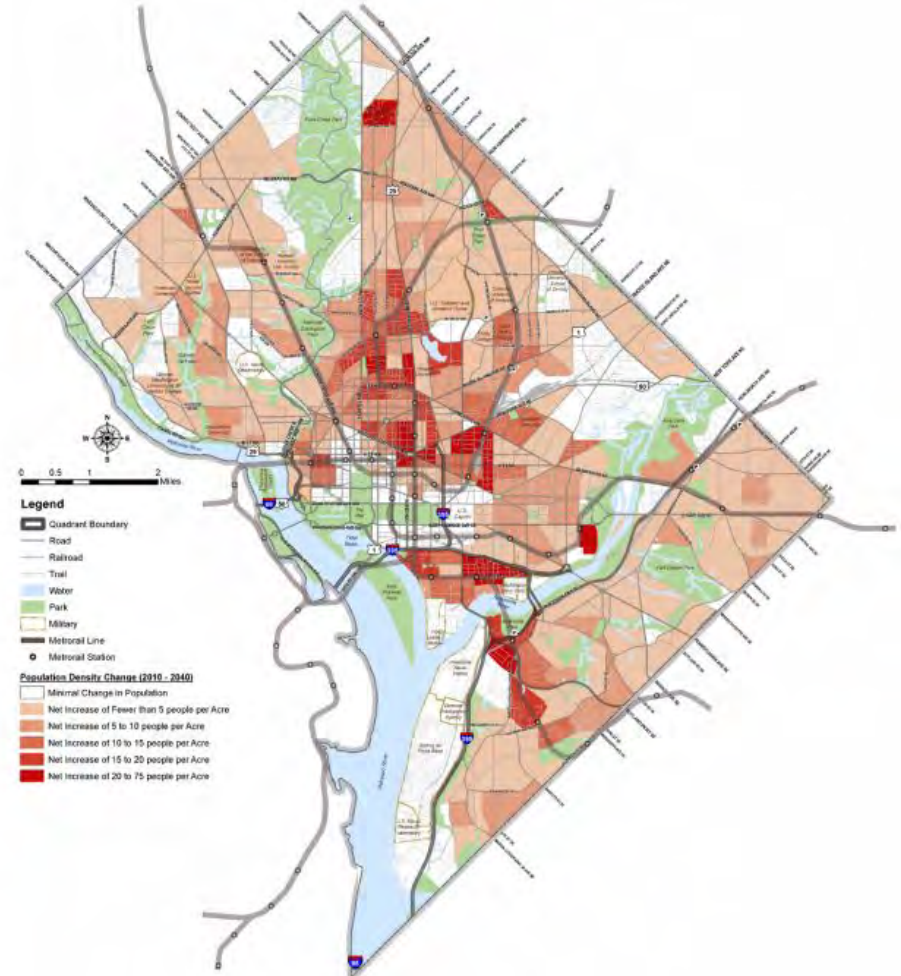
**170,000  
more people  
living in the District  
by 2040**

**28% increase  
over today's  
District population  
by 2040**

## Metropolitan Washington Region

**8.6 million  
more people  
living in the Region  
by 2040**

**35% increase  
over today's  
regional population  
by 2040**





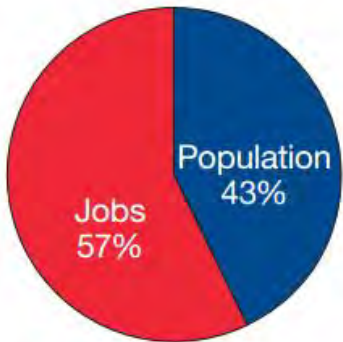
# Employment Growth

## District vs. Region

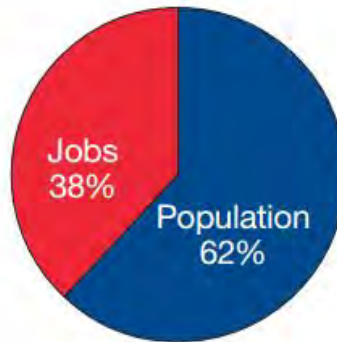
	Population		Employment	
	2010	2040	2010	2040
District of Columbia	602,000	772,000	784,000	983,000
Metropolitan Washington Region	6,626,000	8,661,000	3,993,000	5,618,000

Source: MWCOG Round 8.1 Socioeconomic Data

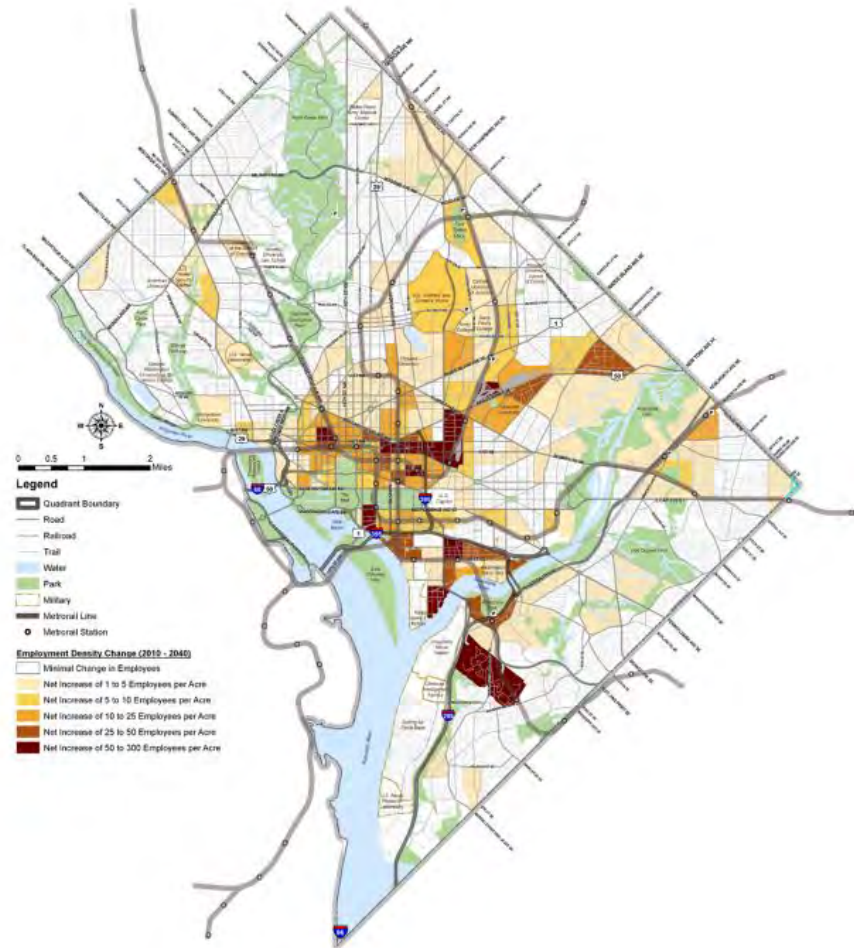
### District of Columbia 2010 Population to Employment Ratio



### Metropolitan Washington Region 2010 Population to Employment Ratio

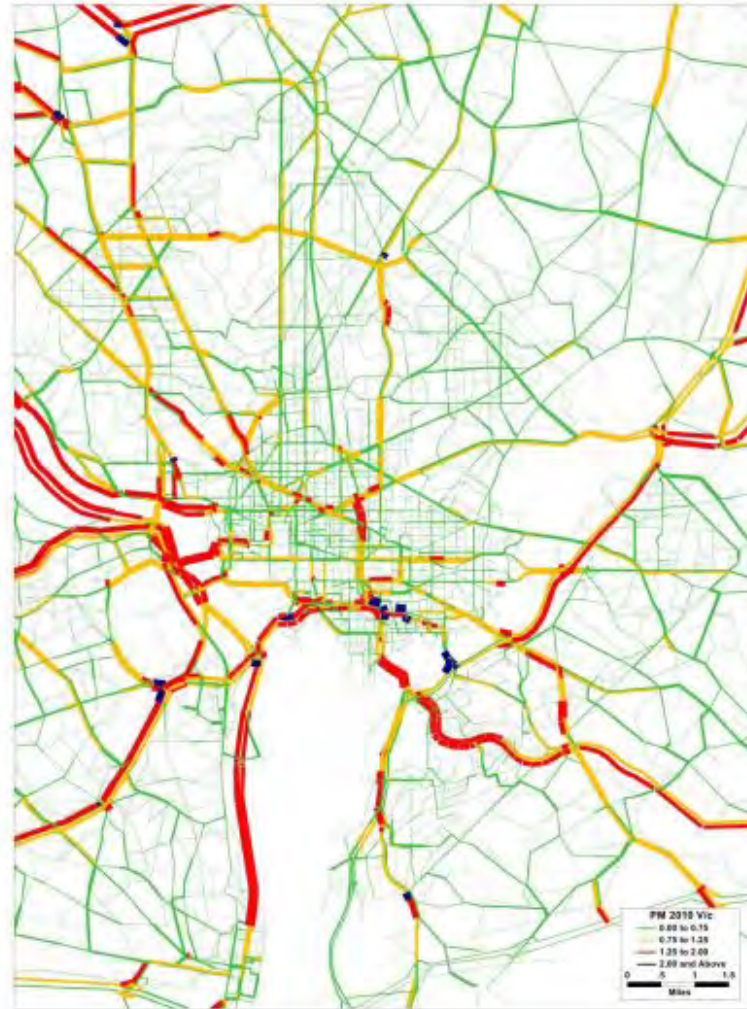
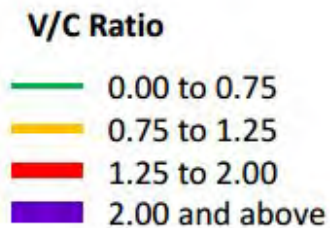


Source: MWCOG Round 8.1 Socioeconomic Data



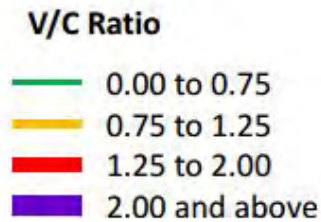
# Existing Congestion Conditions (2010)

**Vehicular Volume to Capacity**  
Model Base Year (2010)  
p.m. Peak Period



# Future Congestion Conditions (2040)

**Vehicular Volume to Capacity**  
Future Baseline  
p.m. Peak Period



Neighborhood Vitality

# Engagement from Day 1



- **Public** – we heard from thousands of individuals in many ways
- **Transportation Plan Advisory Committee** – broad representation and diverse opinions
- **Agencies** – DC and regional/Federal
- **Within DDOT**

# High Aspirations – Our Vision

The District of Columbia will have a world class transportation system serving the people who live, work, and visit the city. The transportation system will make the city more livable, sustainable, prosperous, and attractive. It will offer everyone in the District exceptional travel choices. As the transportation system evolves over time, the District will:

- Be more competitive and attractive locally, regionally, nationally, and internationally
- Have safer and more vibrant streets and neighborhoods
- Have cleaner air, streams, and rivers and be more responsive to climate change
- Accommodate the travel needs of all residents, workers, and visitors regardless of age or ability

# The Goals are about More than Transportation

- **Sustainability and Health:** Achieve 75% of all District trips by non-auto modes
- **Citywide Accessibility and Mobility:** Maximize system reliability and capacity for moving people and goods
- **Neighborhood Accessibility and Connectivity:** Support neighborhood vitality and economic development
- **Safety and Security:** Achieve zero fatalities and serious injuries on District transportation network
- **Public Space:** Reinforce Washington DC's historic landscapes and quality of neighborhood public space
- **Preservation:** Achieve a state of good repair for all District infrastructure
- **Funding and Financing:** Invest in transportation to achieve outcomes within plan horizon

# Gaining Perspective

- Games and surveys

- Scenario builder
- Build a street
- Metroquest
- Research survey

- Models and analysis

- Technical and diverse performance measures
- Districtwide travel demand model
- Special spatial analysis

- Basing decisions in plan on both components



# Key Tensions in Plan Development

- Need to focus on neighborhood connections as well as congestion downtown
- Users value time and reliability, but are not always willing to pay
- Metrorail highly valued, but one of highest costs, too
- Recognize the need for change system-wide, but specific change is hard





# Three Approaches

## Stay the Course

*The system has **something for everyone**. Let's keep it that way.*

## Get to the Center

*Let's really fix the **congestion downtown** and the whole city will be better off.*

## Connect the Neighborhoods

*Focus on **short-distance travel** and the District will be more livable.*



# moveDC Major Elements

- Support major regional core-capacity projects in DC
  - WMATA for implementation of Momentum and RTSP
  - Commuter rail service expansions and station capacity enhancements
  - Long Bridge capacity enhancements
  - Potential regional water taxi/ferry service
- Major infrastructure repairs
  - Bridge Crossings (South Capitol Street, TR Bridge, etc)
  - State of Good Repair for roadways, sidewalks, and trails
- Additional Capital Bikeshare stations citywide
- Traffic signal optimization and ITS updates



# moveDC Street Network Approach

- Every non-local street must:  
(functional classification of collector or higher)
  - Prioritize pedestrians;
  - Accommodate vehicles and local deliveries; AND
  - Ideally, support
    - One of:
      - PROTECTED bicycle facilities (cycle track or side path)
      - DEDICATED high-capacity transit lane(s)
      - DESIGNATED freight route
    - OR several modes in simpler accommodation



# moveDC Street Network Outcomes

- Buildout of citywide bike facility and trail network (adding 200 miles to 125 today)
- 22-mile priority streetcar system + 45 miles of high-capacity transit corridors (rail or bus) connecting to regional corridors
- Preservation of designated freight routes
- Pricing and management of freeway system and central employment area through cordon charge

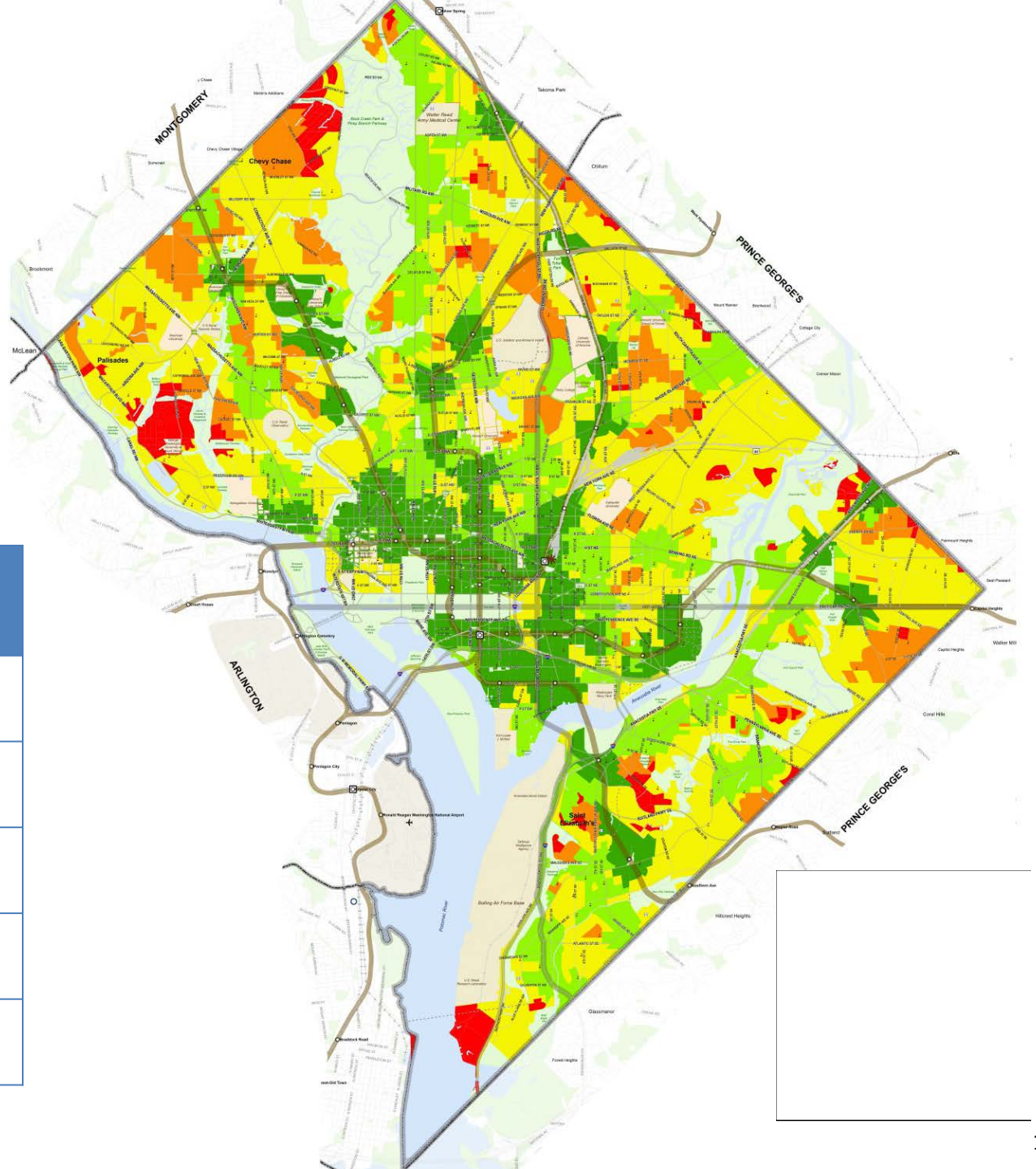


# moveDC Plan Network Coverage

Facility	% of 2040 Population with Access
Sidewalk on at least 1 side of every street	100%
Bike facility within a 2-minute ride (protected, bike lane)	97%
Protected bike facility within a 2-minute ride (trails, sidepaths, cycle tracks)	80%
High Capacity Transit within a 7.5-minute walk	54%
Metrorail within a 7.5-minute walk	22%



# Mobility Index moveDC Plan



Mobility Index	% of 2040 Population
Low Mobility	2%
	9%
	42%
	26%
High Mobility	21%

# moveDC Policy Components

- 10 broad policy areas
- Covers management, operations, investment approaches
- Identifies elements for each mode and for system overall
- Identifies areas for DDOT to partner with other local and regional agencies



# Addressing Tomorrow's Challenges

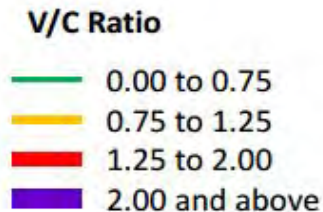
## Vehicular Volume to Capacity Future Baseline p.m. Peak Period





# Addressing Tomorrow's Challenges

## Vehicular Volume to Capacity moveDC Plan p.m. Peak Period



# Mode Share (District-District trips)

Travel Mode	Model Base Year (2010)	Future Baseline	moveDC Plan
<b>Motorized (Drive)</b>	45.5%	41.1%	<b>35.8%</b>
<b>Transit</b>	22.4%	20.9%	<b>23.3%</b>
<b>Non Motorized</b>	32.1%	38.0%	<b>40.9%</b>

## Notes

1. Mode share shown in the above table is for daily trips that start and end in the District
2. Transit is Bus, Streetcar High Capacity Transit, Metrorail, Commuter Rail, and Water Transit
3. Non-motorized is Walking and Biking
4. Columns may not total 100% due to rounding



# Total Daily Trips (District-District)

Travel Mode	Model Base Year (2010)	Future Baseline	moveDC Plan
<b>Motorized (Drive)</b>	639,000	756,000	654,000
<b>Transit</b>	314,000	384,000	427,000
<b>Non Motorized</b>	450,000	698,000	747,000

## Notes

1. Trips shown in the above table is for trips that start or end in the District
2. Transit is Bus, Streetcar High Capacity Transit, Metrorail, Commuter Rail, and Water Transit
3. Non-motorized is Walking and Biking



# Mode Share (to/from District)

Travel Mode	Model Base Year (2010)	Future Baseline	moveDC Plan
<b>Motorized (Drive)</b>	65.6%	64.7%	<b>58.8%</b>
<b>Transit</b>	24.4%	26.9%	<b>30.5%</b>
<b>Non Motorized</b>	10.0%	10.0%	<b>10.7%</b>

## Notes

1. Mode share shown in the above table is for daily trips that start or end in the District
2. Transit is Bus, Streetcar High Capacity Transit, Metrorail, Commuter Rail, and Water Transit
3. Non-motorized is Walking and Biking
4. Columns may not total 100% due to rounding



# Total Daily Trips (to/from District)

Travel Mode	Model Base Year (2010)	Future Baseline	moveDC Plan
<b>Motorized (Drive)</b>	1,305,000	1,480,000	1,340,000
<b>Transit</b>	486,000	615,000	685,000
<b>Non Motorized</b>	200,000	229,000	244,000

## Notes

1. Trips shown in the above table is for trips that start or end in the District
2. Transit is Bus, Streetcar High Capacity Transit, Metrorail, Commuter Rail, and Water Transit
3. Non-motorized is Walking and Biking



# Vehicular Performance

	Model Base Year (2010)	Future Baseline	moveDC Plan
<b>Vehicle Miles Traveled (VMT)</b>	9.13 million	10.45 million	<b>9.07 million</b>
<b>Vehicle Hours Traveled (VHT)</b>	335,000	389,000	<b>354,000</b>
<b>Delay (Hours)</b>	21,000	30,000	<b>23,000</b>

Note: These values are for the District of Columbia Only



# Network Capacity Change

Facility Type	Change in Capacity (%) from existing network
	<b>moveDC Plan</b>
Roadway	<b>-7%</b>
High Capacity Transit (Metrorail, Surface, Water Taxi)	<b>105%</b>
Bicycle Facilities (Trail, Cycle Track, Sidepath, Bike Lane)	<b>186%</b>
<b>Total (all facilities)</b>	<b>24%</b>



# moveDC and the Region

- More efficient movement of people and goods
- Better passenger, Metro and commuter rail
- Improved system reliability and capacity
- Greater multi modal accessibility
- Fill critical gaps in the region's pedestrian network





# Next Steps

- Finalize project prioritization and groupings
- Finalize financial projections and assumptions
- Draft Final Plan in Spring for public comment and completion

