



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: June 13, 2019

The attached materials include:

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



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions
DATE: June 13, 2019

At its meeting on June 7, the TPB Steering Committee approved the following resolution:

- SR21-2019: To amend the FY 2019-2024 Transportation Improvement Program (TIP) to include \$1.5 million in Defense Access Roads funding, \$2.3 million in National Highway Performance Program funding, and \$500,000 in state funding for the MD 223 at Dower House Road Intersection Improvements project; \$25.149 million in Section 5337 – State of Good Repair (SGR) funding for the MARC Improvements program, and \$8.314 million in SGR funding for the MARC Rolling Stock Overhaul and Replacement program, as requested by the Maryland Department of Transportation. These projects and programs are exempt from the air quality conformity requirement.

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

Attachments

- TPB Steering Committee Attendance
- SR21-2019

**TPB STEERING COMMITTEE
ATTENDANCE – JUNE 7, 2019**

MEMBERS

Martin Nohe
Mark Phillips
Mark Rawlings
Kelly Russell
Kari Snyder
R. Earl Lewis
Norman Whitaker

Prince William County
WMATA
DDOT
City of Frederick
MDOT
MDOT
VDOT

PARTICIPANTS

Bob Brown
Jacob Dunkle
Gary Erenrich
Mike Lake
Chris Lakowski
Jim Maslanka
Regina Moore
Sree Nampoothiri
David Rogers
Malcolm Watson
Ciara Williams

Loudoun County
MDOT
Montgomery County
Fairfax County
DC Council
City of Alexandria
VDOT
NVTA
MDOT
Fairfax County
VDRPT

COG STAFF

Kanti Srikanth, DTP
Lyn Erickson, DTP
Tim Canan, DTP
Andrew Meese, DTP
Mark Moran, DTP
Andrew Austin, DTP
Brandon Brown, DTP
Stacy Cook, DTP
Paul DesJardin, DCPS
Nicole McCall, DTP
Eric Randall, DTP
Jon Schermann, DTP
Davamani Sivasailam, DTP
Dusan Vuksan, DTP

OTHER

Bill Orleans

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

RESOLUTION ON AN AMENDMENT TO THE FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR THE MD 223 AT DOWER HOUSE ROAD INTERSECTION IMPROVEMENTS PROJECT AND THE MARC IMPROVEMENTS AND MARC ROLLING STOCK OVERHAUL AND REPLACEMENT PROGRAMS, AS REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

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

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

WHEREAS, on October 17, 2018 the TPB adopted the FY 2019-2024 TIP; and

WHEREAS, in the attached letter of May 30, 2019 MDOT has requested that the FY 2019-2024 TIP be amended to include:

- \$1.5 million in Defense Access Roads (DAR) funding between FY 2019 and FY 2022, \$2.3 million in National Highway Performance Program (NHPP) funding and \$500,000 in state funding between FY 2020 and FY 2023 for the MD 223 at Dower House Road Intersection Improvements project (TIP ID 6660); and
- \$25.149 million in Section 5337 - State of Good Repair (SGR) funding in FY 2019 for the MARC Improvements program (TIP ID 6400); and
- \$8.314 million in SGR funding in FY 2019 for the MARC Rolling Stock Overhaul and Replacement program (TIP ID 6401), as described in the attached materials; and

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

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2019-2024 TIP to include:

- \$1.5 million in DAR funding between FY 2019 and FY 2022, \$2.3 million in NHPP funding and \$500,000 in state funding between FY 2020 and FY 2023 for the MD 223 at Dower House Road Intersection Improvements project (TIP ID 6660); and
- \$25.149 million in SGR funding in FY 2019 for the MARC Improvements program (TIP ID 6400); and
- \$8.314 million in SGR funding in FY 2019 for the MARC Rolling Stock Overhaul and Replacement program (TIP ID 6401), as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on June 7, 2019

May 30, 2019

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

Dear Chairman Nohe:

The Maryland Department of Transportation (MDOT) requests the following amendment to the suburban Maryland portion of the National Capital Region Transportation Planning Board's (TPB) Fiscal Year (FY) 2019-2024 Transportation Improvement Program (TIP) for one existing MDOT State Highway Administration (SHA) project and two existing MDOT Maryland Transit Administration (MTA) projects as described below and in the attached memos.

This action reflects MDOT's updated programmed expenditures from FY 2019 to FY 2024 for TIP #6660 and updates the obligation year of federal funding for TIP #6400 and #6401 from FY 2018 to FY 2019. As these projects are already included in the currently approved regional Air Quality Conformity for Visualize 2045, this action does not change the air quality impact on conformity.

TIP ID#	Project	Phase	Amount of New Funding	Comment
6660	MD 223 at Dower House Road Intersection Improvements, Melwood/Rosaryville	PE RW CO	\$300,000 \$206,000 \$3,800,000	Add funding for preliminary engineering, right-of-way, and construction.
6400	MARC Improvements	N/A	\$25,149,000	Add Section 5337 funds for MARC improvements.
6401	MARC Rolling Stock Overhaul and Replacement	N/A	\$8,314,000	Add Section 5337 funds for MARC Rolling Stock Overhaul and Replacement.

MDOT requests that these amendments be approved by the TPB Steering Committee at its June 7, 2019 meeting.

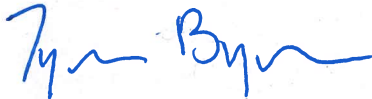
The revised funding status will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained. The cost does not affect the portion

The Honorable Martin Nohe
Page Two

of the federal funding which was programmed for transit, or any allocations of state aid in lieu of federal aid to local jurisdictions.

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

Sincerely,



Tyson Byrne
Regional Planning Manager
Office of Planning and Capital Programming

Attachment

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

MEMORANDUM

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

ATTN: REGIONAL PLANNING MANAGER TYSON BYRNE
 REGIONAL PLANNER KARI SNYDER

FROM: CHIEF SAMANTHA BIDDLE *MB FOR SB*
 REGIONAL AND INTERMODAL PLANNING DIVISION

SUBJECT: REQUEST TO AMEND THE FY 2019-2024 NATIONAL CAPITAL REGION
 TRANSPORTATION PLANNING BOARD (TPB) TRANSPORTATION
 IMPROVEMENT PROGRAM (TIP)

DATE: MAY 29, 2019

RESPONSE

REQUESTED BY: N/A

PURPOSE OF MEMORANDUM

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

SUMMARY

The MDOT State Highway Administration (MDOT SHA) hereby requests amendment of the FY 2019-2024 TPB TIP to reflect the following one action.

TIP	Project	Phase	New Funding
6660	MD 223 at Dower House Road Intersection Improvements, Melwood/Rosaryville	PP/PE RW CO	\$300,000 \$206,000 \$3,800,000

ANALYSIS

MD 223 at Dower House Road Intersection Improvements (TPB 6660) – This amendment reflects the addition of \$4,306,000 to FY 2019-2024 TPB TIP planning/design, right-of-way acquisition, and construction funding for TPB 6660. In addition, this amendment reflects that this project is being funded with Defense Access Roads (DAR) funding and not Office of Economic Adjustment (OEA) funds. This project now is being funded with a combination of federal DAR and NHPP funds with matching State funds. Together with \$273,000 in State funds previously programmed in fiscal years prior to the FY 2019-2024 TPB TIP and \$300,000 in DAR funds already programmed in the FY 2019-2024 TPB TIP, these additional funds cover the full \$4,879,000 cost for TPB 6660. The MDOT SHA anticipates advertising this project for construction in September 2019 and opening improvements to traffic in the Summer of 2021.

Ms. Heather Murphy
Page Two

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

In addition, the Maryland Transportation Trust Fund (TTF) remains fiscally constrained. The TTF supports State transportation system operation and maintenance, MDOT administration, debt service, and capital projects. Semiannually, MDOT updates revenues and expenditures using two national forecasting companies' latest economic estimates. The MDOT published funding details in the FY 2019-2024 Consolidated Transportation Program (<http://www.mdot.maryland.gov/newMDOT/Planning/CTP/Index.html>) and FY 2019-2022 Maryland STIP (http://www.mdot.maryland.gov/newMDOT/Planning/STIP_TIP/STIPandTIP.html).

Please amend the FY 2019-2024 TPB TIP and FY 2019-2022 Maryland STIP to reflect the funding information provided in the attachments. If you have any questions, please contact Mr. David Rodgers, MDOT SHA Regional Planner, at 410-545-5670 or via email at drodgers1@mdot.maryland.gov.

ATTACHMENTS

- FY 2019-2024 TPB TIP project 6660 report
- FY 2019-2022 Maryland STIP project TPB 6660 report

cc: Mr. Matt Baker, Assistant Chief, Regional and Intermodal Planning Division, MDOT SHA
Mr. Eric Beckett, Deputy Director, Office of Planning and Preliminary Engineering, MDOT SHA
Mr. Michelle Berkel, Project Manager, MDOT SHA
Ms. Samantha Biddle, Chief, Regional and Intermodal Planning Division, MDOT SHA
Mr. Andre Futrell, District Engineer, District 3, MDOT SHA
Ms. Winstina Hughes, Assistant Regional Planner, Regional and Intermodal Planning Division, MDOT SHA
Claudine Myers, P.E., Chief, District 3 Engineering Systems Team, MDOT SHA
Mr. David Rodgers, Regional Planner, Regional and Intermodal Planning Division, MDOT SHA

**SUBURBAN MARYLAND
FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
--------	------------	------------------	---------	---------	---------	---------	---------	---------	--------------

MDOT/State Highway Administration

TIP ID: 6660	Agency ID: PG9341	Title: MD 223 at Dower House Road Intersection Improvements	Complete: 2021	Total Cost: \$4,800					
Facility: MD 223 at Dower House Road	DAR	100/0/0	600 a	40 b	40 b	40 b	40 b	30 b	1,806
From:			16 b	400 c	300 c	300 c			
To:	NHPP	100/0/0		500 c	500 c	500 c	760 c		2,260
	State	0/100/0	273 a	100 c	100 c	100 c	200 c		500
Total Funds:									4,566

Description: MD 223 geometric improvements at Dower House Road.



Amendment: Additional Funding for Preliminary Engineering, Right-of-Way, and Construction **Approved on: 6/7/2019**

Add an additional \$0.3 million in Defense Access Roads (DAR) funds for the preliminary engineering phase for FY19. Add an additional \$0.2 million DAR funds for the right-of-way phase (\$0.016 million for FY19, \$0.040 million for FY20, \$0.040 million for FY21, \$0.040 million for FY22, \$0.040 million for FY23, and \$0.030 million for FY24). Add an additional \$1.0 million in DAR funds for the construction phase (\$0.4 million for FY20, \$0.3 million for FY21, and \$0.3 million for FY22). Add an additional \$2.8 million in NHPP and State funds for the construction phase (\$0.5 million in NHPP funds for FY20, \$0.1 million in State funds for FY20, \$0.5 million in NHPP funds for FY21, \$0.1 million in State funds for FY21, \$0.5 million in NHPP funds for FY22, \$0.1 million in State funds for FY22, \$0.8 million in NHPP funds for FY 23, and \$0.2 million in State funds for FY23).

TO: MS. HEATHER MURPHY, DIRECTOR
MDOT OFFICE OF PLANNING AND CAPITAL PROGRAMMING

ATTN: MR. TYSON BYRNE, MANAGER
MDOT OFFICE OF PLANNING AND CAPITAL PROGRAMMING

FROM: MS. KATE SYLVESTER, DIRECTOR *KS*
MDOT MTA OFFICE OF PLANNING AND CAPITAL PROGRAMMING

DATE: May 30, 2019

SUBJECT: Amendment to the FY 2019-2024 WashCOG/TPB TIP

MDOT MTA is requesting an Amendment to the FY 2019-2024 WashCOG/TPB TIP. The purpose behind this request is to reflect a change in the obligation year of Federal funding. MDOT MTA has shifted unobligated funding within the capital program to better align with planned fiscal year obligation of Federal funding.

The current TIP captures Federal funding that was anticipated to be obligated during FY18. However, grants were not executed in time for fiscal year-end. MDOT MTA intends to execute this unobligated funding by the end of FY19, thus necessitating the Administrative Modification to the current TIP. This request affects the following TIP pages:

- **6400:** MARC Improvements
- **6401:** MARC Rolling Stock Overhaul and Replacement

The proposed action will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained. Additionally, this proposed action will not affect the amount of Federal funding previously obligated to MDOT MTA projects captured in the TIP.

After your review, please process the requested Amendment for inclusion in the FY 2019-2024 WashCOG/TPB TIP. If you have any questions, please do not hesitate to contact Mr. Jacob Dunkle, MDOT MTA Office of Planning and Capital Programming, at 410-767-3633 or via email at JDunkle@mdot.maryland.gov.

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

TIP MODIFICATION/AMENDMENT ANALYSIS

TIP ID: 6400

BEFORE

Funding Category	Previous	FY 2019	FY 2020	FY 2021	FY 2022	Total
Section 5307	\$ -	\$ -	\$ 242	\$ 1,186	\$ 2,411	\$ 3,840
Section 5337	\$ -	\$ 4,104	\$ 4,973	\$ 10,154	\$ 9,642	\$ 28,873
Matching Funds	\$ -	\$ 1,026	\$ 1,304	\$ 2,835	\$ 3,013	\$ 8,178
						\$ 40,891

ADJUSTMENT

Funding Category	Previous	FY 2019	FY 2020	FY 2021	FY 2022	Total
Section 5307	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Section 5337	\$ -	\$ 20,119	\$ -	\$ -	\$ -	\$ 20,119
Matching Funds	\$ -	\$ 5,030	\$ -	\$ -	\$ -	\$ 5,030
						\$ 25,149

AFTER

Funding Category	Previous	FY 2019	FY 2020	FY 2021	FY 2022	Total
Section 5307	\$ -	\$ -	\$ 242	\$ 1,186	\$ 2,411	\$ 3,840
Section 5337	\$ -	\$ 24,223	\$ 4,973	\$ 10,154	\$ 9,642	\$ 48,992
Matching Funds	\$ -	\$ 6,056	\$ 1,304	\$ 2,835	\$ 3,013	\$ 13,208
						\$ 66,040

% Change 62%

TIP MODIFICATION/AMENDMENT ANALYSIS

TIP ID: 6401

BEFORE

Funding Category	Previous	FY 2019	FY 2020	FY 2021	FY 2022	Total
Section 5307	\$ -	\$ -	\$ -	\$ 434.00	\$ 75.00	\$ 509
Section 5337	\$ -	\$ 10,877	\$ 14,441	\$ 2,920	\$ 2,361	\$ 30,598
Matching Funds	\$ -	\$ 2,719	\$ 3,610	\$ 839	\$ 609	\$ 7,777
						\$ 38,884

ADJUSTMENT

Funding Category	Previous	FY 2019	FY 2020	FY 2021	FY 2022	Total
Section 5307	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Section 5337	\$ -	\$ 6,652	\$ -	\$ -	\$ -	\$ 6,652
Matching Funds	\$ -	\$ 1,663	\$ -	\$ -	\$ -	\$ 1,663
						\$ 8,314

AFTER

Funding Category	Previous	FY 2019	FY 2020	FY 2021	FY 2022	Total
Section 5307	\$ -	\$ -	\$ -	\$ 434	\$ 75	\$ 509
Section 5337	\$ -	\$ 17,528	\$ 14,441	\$ 2,920	\$ 2,361	\$ 37,250
Matching Funds	\$ -	\$ 4,382	\$ 3,610	\$ 839	\$ 609	\$ 9,440
						\$ 47,198

% Change 21%

**SUBURBAN MARYLAND
FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
--	--------	------------	------------------	---------	---------	---------	---------	--------------

MDOT/Maryland Transit Administration

TIP ID: 6400	Agency ID:	Title: MARC Improvements	Complete:	Total Cost:
---------------------	------------	---------------------------------	-----------	-------------

Facility:	Sect. 5307	80/20/0	3,752 e	303 e	1,483 e	3,014 e	4,800
From:							
To:	Sect. 5337-SGR	80/20/0	29,461 e	30,279 e	6,216 e	12,692 e	12,053 e

Total Funds: 66,040

Description: Ongoing improvement program of the MARC Camden, Brunswick, and Penn Lines to ensure safety and quality of service. This program is implemented through CSX and Amtrak construction agreements. CSX efforts include projects such as interlocking replacements and other track improvements. Amtrak efforts include projects such as passenger upgrades at Washington Union Station, interlocking work, and other track improvements.

Amendment: Funding Increase **Approved on: 6/7/2019**
Add \$25.149 million in Section 5337 - SGR funding to FY 2019.

TIP ID: 6401	Agency ID:	Title: MARC Rolling Stock Overhauls and Replacements	Complete:	Total Cost:
---------------------	------------	---	-----------	-------------

Facility:	Sect. 5307	80/20/0	2,786 e	543 e	94 e	637
From:						
To:	Sect. 5337-SGR	80/20/0	51,910 e	21,910 e	18,051 e	3,650 e

Total Funds: 47,199

Description: This is an ongoing project for the overhaul and replacement of MARC rolling stock. Overhaul of MARC coaches and locomotives are performed in accordance with "10-year Minor" and "20-year Midlife" schedules, and/or the manufacturer's schedule. Upgrade MARC vehicles with federally-mandated Positive Train Control safety features. The project also includes funding for multi-level coaches that will be used to replace coaches that have reached the end of their useful life and provide additional capacity for the MARC system.

Amendment: Funding Increase **Approved on: 6/7/2019**
Add \$8.314 million in Section 5337 - SGR funding for FY 2019.



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: June 13, 2019

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

June 5, 2019

The Honorable Martin Nohe, Chairman
National Capital Region Transportation Planning Board
777 North Capitol St, NE, Suite 300
Washington, DC 20002
via email

Dear Chairman Nohe:

On behalf of the undersigned organizations, I want to thank the TPB for your continued advocacy for a separated bike and pedestrian facility on the planned rebuild of the Harry Nice Bridge across the Potomac River. Unfortunately, the State of Maryland has to date failed to commit to include a separated bike and pedestrian facility. MDOT has actually reversed their prior commitment to a barrier-separated path by requesting that potential contractors include an option that would not include the barrier separated path. (See: <http://bit.ly/NiceBikes>)

The new bridge could easily serve citizens well into the 22nd Century so it's imperative that we make the proper design decisions now to insure the greatest number of transportation options for current and future generations of users.

The Route 301 corridor is a key connector between Virginia and Maryland. Areas on both sides of the bridge are becoming ever more urbanized. Auto congestion continues to increase. Providing safe, separated bike and pedestrian accommodations is essential to help provide flexible user options. It would also enhance tourism and local tourism based businesses.

Achieving Complete Streets throughout the National Capital Region requires the TPB to uphold its own Complete Streets Policy when an agency action involving a vital river crossing threatens to exclude safe accommodations for non-motorized travel for generations. Therefore, we ask the TPB reject the proposed TIP amendment for the Nice-Middleton Bridge--as well as any other future approvals for that project--until the MDTA commits to include a separated bicycle and pedestrian path as an integral part of the project.

Sincerely,



Champe Burnley,
President
Virginia Bicycling Federation

cc: Robert Jackson, Citizens Advisory Committee Chair
Kacy Kostiuk, Access for All Advisory Committee Chair
George Branyan, Bicycle and Pedestrian Subcommittee Chair



Mr. Martin Nohe, Chairman
Transportation Planning Board
June 1, 2019

Page 2

Joshua Feldmark,
CEO
Bike Maryland

Bill Nesper
Executive Director
League of American Bicyclists

Dennis Markatos- Soriano
Executive Director
East Coast Greenway Alliance

Stewart Schwartz
Executive Director
Coalition for Smarter Growth

Robert Gardner
Advocacy Director
Washington Area Bicycling Association

Donaro Gardner
President,
Oxon Hill Bicycle and Trail Club

Dave Jones
President,
Friends of the Dahlgren Railroad
Heritage Trail

Stan Huie
VDOT Representative
Fredericksburg Cyclists

Rick Holt,
Chair
Active Prince William



National Capital Region
Transportation Planning Board

June 12, 2019

Jane Williams
Acting Administrator
Federal Transit Administration
1200 New Jersey Ave, SE
Washington, D.C. 20590

Dear Ms. Williams:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the national capital region, for the application by the District of Columbia's Department of Transportation's (DDOT) for \$84 million in federal funds under the FY 2019 Bus and Bus Facilities Grant Program to support the design and construction of a new DC Circulator operations and maintenance facility to house its entire fleet. The facility will be planned for a 120-vehicle capacity with battery-electric bus charging capabilities. The total project cost is \$108 million, and DDOT seeks \$84 million in federal Bus and Bus Facilities funding. The new facility will enable the provision of local bus service through the District, providing transportation to residents, commuters and the millions of visitors that come to visit the nation's capital each year.

The TPB has long supported increased investment of transportation dollars to support improvements in the environment and the region's bus system. New buses using zero emissions systems will provide benefits to the region's citizens and promote travel and tourism through cleaner and higher quality transportation service. The support and expansion of public transportation is one of the strategies of our adopted Regional Transportation Priorities Plan and one of the Aspirational Initiatives of the region's Visualize 2045 long range transportation plan.

We urge your favorable consideration of the District of Columbia's request, as it directly responds to regional transportation goals and priorities adopted by the Transportation Planning Board and identified in the Washington region's long-range transportation plan. I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include this project.

Sincerely,

Martin E. Nohe
Chair, National Capital Region
Transportation Planning Board

cc: Mr. Jeff Marootian, Director, District Department of Transportation



National Capital Region
Transportation Planning Board

June 12, 2019

Mr. Kevin B. Quinn Jr.
Administrator
MDOT Maryland Transit Administration
Office of Planning and Programming
Statewide Transit Innovation Grant
6 Saint Paul Street, 9th Floor
Baltimore, MD 21202

Dear Mr. Quinn:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the national capital region, for the application by the Prince George's County Department of Public Works & Transportation to the Maryland Transit Innovation Grant Program. The grant funding will be used by the County to advance a feasibility study of key transit corridors in the County (building upon the 2012 TPB TLC Transitway Study, the County's Transit Vision Plan and the Prince George's County General Plan (Plan Prince George's 2035) and also to develop a microtransit plan for the County.

The TPB has long supported increased investment of transportation dollars to support improvements to the region's transit system. The support and expansion of public transportation is one of the strategies of our adopted Regional Transportation Priorities Plan and one of the Aspirational Initiatives of the region's Visualize 2045 long range transportation plan.

We urge your favorable consideration of Prince George's County's request, as it directly responds to regional transportation goals and priorities adopted by the Transportation Planning Board and identified in the Washington region's long-range transportation plan.

Sincerely,

Martin E. Nohe
Chair, National Capital Region
Transportation Planning Board

cc: Mr. Terry Bellamy, Director, Prince George's County Department of Public Works & Transportation



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: June 13, 2019

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



MEMORANDUM

TO: Transportation Planning Board

FROM: Charlene Howard, TPB Transportation Planner
Nicole McCall, TPB Transportation Planner
John Swanson, TPB Transportation Planner

SUBJECT: Status report on the development of a list of walk-bike access priority station areas

DATE: June 13, 2019

OVERVIEW

This memorandum provides a status report on TPB staff activities to develop a limited list of transit station areas that will be regionally prioritized for pedestrian and bicycle investments. Staff is working on a process to develop this list to advance the TPB's aspirational initiatives and in response to the TPB's directive noted in Resolution R10-2019, which is described below.

This memo has been prepared to fulfill a TPB request for a status report on this project by June of 2019. A presentation on these activities, including tentative information on the analysis for Task 1, has been scheduled for the TPB meeting on July 24.

PURPOSE

Out of the large collection of high-capacity transit stations in the region, the TPB has determined it will be helpful to identify a focused list of transit station areas where pedestrian and bicycle improvements could have a particularly significant impact and therefore should be prioritized. These are places where critical gaps currently exist and opportunities to increase walking and biking are significant. New pedestrian and bicycle facilities are particularly key for providing first- and last-mile connections to high-capacity transit.

TPB expects that the list of high-priority station areas identified through this effort will receive priority consideration for funding by the TPB's member jurisdictions and agencies. In addition, projects at these station areas will receive priority consideration for funding through the Transportation Land-Use Connections (TLC) Program, grant funding from the Transportation Alternatives Set-Aside Program (TAP), and other potential regionally-oriented funding programs and opportunities.

BACKGROUND

The TPB's seven endorsed initiatives, which are featured in the Aspirational Element of Visualize 2045, include an initiative titled "Improve Walk and Bike Access to Transit." The initiative noted that there are still too many station areas in our region where people drive to transit because walking and biking are too time-consuming, too unpleasant, or too unsafe. Investments to remedy these conditions should be considered regionally significant because they will not simply serve local

circulation needs but will also improve access to regional transit systems, including Metrorail, commuter rail, light rail, and bus rapid transit.

In the fall of 2018, as Visualize 2045 was nearing adoption, TPB Chairman Charles Allen advised staff to work with appropriate subject-matter experts to identify specific implementation actions that TPB members could take—individually and collectively—to move the aspirational initiatives forward. In response, TPB staff engaged subcommittees at the TPB and COG in discussions about how the TPB’s aspirational initiatives can be effectively pursued and implemented.

During these discussions, members of the Bicycle and Pedestrian Subcommittee and TPB staff noted that the “Improve Walk and Bicycle Access to Transit” initiative was largely conceptual and did not identify specific locations associated with the initiative. They determined that the next step in moving the initiative forward should focus on providing geographic specificity to the concept. Such an effort would build upon the studies that the TPB and WMATA have conducted to promote station access.¹ However, rather than identifying specific pedestrian and bike projects, the Subcommittee determined it would be most appropriate in this new effort to more broadly identify high-capacity station areas where such improvements could have a significant impact. Specific project identification will be left to local and state implementing agencies.

In October of 2018, the Bicycle and Pedestrian Subcommittee called upon the TPB to develop a limited list of transit station areas that are regionally prioritized for pedestrian and bicycle access investments. The recommendation explained: “These prioritized locations will be places where critical gaps in pedestrian and bicycle infrastructure currently exist and where demand is great for walking and biking to transit.” This recommendation was included in a memo on November 8 to the TPB that summarized the recommendations of all subcommittees regarding the seven initiatives.

On December 19, the TPB approved Resolution R10-2019 to “take action on recommended project, program, and policy ideas that would implement the TPB’s aspirational initiatives identified in its Visualize 2045 plan.”

Among other activities, the resolution directed TPB staff to:

“Identify a set of regionally prioritized high capacity transit stations where pedestrian/ bicycle access improvements have the greatest potential to utilize available capacity and increase transit ridership, by building on the previous work by the TPB and WMATA, and report on progress by end of June 2019.”

¹ The TPB’s 2015 study “Improving Bicycle and Pedestrian Access at Select Rail Stations” (funded through the federal Transportation, Community, and Systems Preservation grant program) identified station access improvements at 25 rail stations. In 2016, WMATA followed up with the “Metrorail Station Investment Strategy” which identified station access improvements for all remaining stations (91 total stations).

PROCESS

Staff work on this project began with the development and application of a methodology to select a draft regional list of priority stations and will be followed by targeted outreach to the TPB's member jurisdictions to ensure the list complements the jurisdictions' own policies and priorities.

TASKS

I. DEVELOP AND APPLY AN INITIAL SELECTION METHODOLOGY

Beginning in the fall of 2018, staff has taken iterative steps to develop and apply a methodology to identify a draft list of priority station areas. Some of these actions are tentatively completed, while others are still underway. A status report is included beneath each step.

A. Identify an initial list of station areas for analysis

The starting point for this analysis was the development of an initial list of station areas that were selected based on the following baseline criteria:

- *Stations deemed "high-capacity"*: The list only includes "high-capacity transit stations," which are defined by the TPB to include Metrorail, commuter rail, bus rapid transit, light rail, and streetcar lines.
- *Cutoff year²*: The analysis is considering stations that are currently built or will be in place by 2025 according to the Constrained Element of Visualize 2045.
- *Activity Center designation*: The initial list will only include stations that are within a half mile of one of the region's 141 Activity Centers.

Status:

- Using the baseline criteria above, staff has preliminarily determined that a total of 199 stations will serve as the starting point for analysis.

B. Analyze the initial list of station areas based upon key factors

Three key factors, described below, are being used to assess station areas where it is difficult to walk/bike and where there is current/anticipated demand for walking or biking.

1. Where is it difficult to walk or bike to transit?

Use a walkshed analysis to identify stations with deficient pedestrian and bicycle infrastructure.

² At the beginning of this project in the fall of 2018, staff proposed making 2030 the cutoff year for inclusion on the list. However, feedback from the TPB Technical Committee and others strongly suggested focusing on stations that are already constructed or will be in the near future. Therefore, the cutoff year has been changed to 2025.

An analysis of “walksheds” will be used to identify those locations where walking and biking to transit is relatively difficult.³ A walkshed is a catchment area in which the outer perimeter represents the distance that people can be expected to walk to a central destination. Planners generally assume that one half mile—a 10-minute walk on average— is the maximum distance we can expect people to walk to a train station. As the crow flies, the outer limits of a half-mile walk would form a perfect circle with the station at the center. But in reality, a half mile of walking is often much longer than the geometric radius. Blocks are sometimes very long, sidewalks may be missing, or a natural or man-made barrier may obstruct a direct path. As routes become more circuitous, the distance covered by a half mile walk from a transit station to a final location— the actual walkshed— is often much tighter than the half-mile radius would suggest. Constrained walksheds can be expanded by bridging barriers, creating new connections, and enhancing existing connections to transit stations.

The walkshed analysis for this project includes the development of maps and associated data for each station area using GIS. To develop the walksheds, staff performed geospatial analysis using ArcGIS software utilizing the Network Analyst extension, specifically using the Service Area analysis option. Service areas define an area of network facilities (e.g. streets, trails, and other elements) that can be traversed in a prescribed time or distance. Staff developed a methodology for creating walksheds for each identified high-capacity transit station that would best reflect the opportunities and deficiencies around each station area.

For the purposes of this analysis, the key walkshed product will be the development of a table with percentage figures indicating the amount of the half-mile radius around a station that is covered by the walkshed.

Status:

- Staff has identified the walksheds for all 199 station areas selected for this analysis and calculated the percent of walkshed coverage within a half mile for each station area. Additionally, staff prepared a draft table containing this information; the table is currently being reviewed to provide a comparative ranking of each station’s walkshed coverage.
- Staff developed an additional product (geospatial feature class) of walksheds for all existing high-capacity transit stations. This product will be made available through TPB’s Regional Transportation Data Clearinghouse.

³ At the beginning of this project in the fall of 2018, staff proposed using an analysis of intersection density to identify stations with relatively poor ped/bike infrastructure. In January, members of the TPB Technical Committee recommended that a walkshed analysis be performed and used to support this project instead of intersection analysis.

2. ***Where is there significant potential demand for walking and biking?***
Screen stations to identify locations with high employment/population density

The station areas selected for analysis have also been screened to focus on stations with the highest population and employment densities forecast for 2025. (It is important to note that this project will seek to ensure the final draft list is regionally balanced, i.e., stations will be compared on a jurisdictional basis. Outer jurisdictions will not be expected to have the same levels of population density as core jurisdictions to be included.)

Status:

- Staff have identified the Traffic Analysis Zones (TAZ) associated with stations and summarized the combined population and employment density for 2025.

3. ***Where are vulnerable populations concentrated?***
Identify station areas that are in Equity Emphasis Areas

The station areas selected for analysis will be screened to identify whether they are in Equity Emphasis Areas (EEAs), which are small geographic areas that are home to relatively high concentrations of minority and low-income communities. The EEAs have been approved by the TPB to be the primary tool for the regional Environmental Justice analysis. For the purposes of this study, it is important to note that the people living in these areas are more likely to be transit-dependent than the general population.

Status:

- A preliminary analysis has determined that out of the 199 station areas selected for analysis, 155 are in Equity Emphasis Areas.

C. Develop a draft priority list based upon regional analysis

The initial draft list of priority station areas will be based upon a regional analysis that will be conducted prior to outreach to individual jurisdictions. This initial draft list will be developed as follows:

1. ***Develop a composite score for each station***

Composite regional scores will be developed for each station under analysis using the three factors described above: 1) deficient ped/bike infrastructure (walkshed analysis); 2) demand for walking & biking (high population/employment density); and 3) vulnerable populations (Equity Emphasis Areas).

Status:

- Staff is currently examining options for combining the three factors to develop composite regional scores.

2. Select priority stations for each jurisdiction

Using the composite scores, the stations with the highest scores in each jurisdiction will be flagged. The number of priority stations for each jurisdiction will be established through an agreed-upon method that is yet to be determined. Staff anticipate that the draft list of priority station areas will include approximately 30-50 stations in total. Further, it is anticipated that each jurisdiction with one or more high-capacity transit stations will have at least one station included on the draft list of priority stations.

Status:

- Staff is currently examining options for using the regional scores to identify a draft list of priority stations in each jurisdiction.

// SEEK JURISDICTIONAL BUY-IN

After developing an initial draft list of priority station areas using the methodology described above, staff will meet with key stakeholders from the jurisdictions to discuss how the stations on the draft regional list compare to jurisdiction priorities. Staff will consider adjustments to the list based upon the feedback received.

/// SEEK TPB APPROVAL

Incorporating feedback received during the jurisdiction outreach described above, staff will develop a final draft list of walk-bike access priority station areas, which will be presented to the TPB for approval.

NEXT STEPS

In July, staff will provide an overview of the approach used for Task I to the TPB. Later this summer and in the fall, staff will meet with jurisdiction staff, as described in Task II.

For more information, contact:

- John Swanson, 202-962-3295, jswanson@mwkog.org
- Nicole McCall, 202-962-3341, nmccall@mwkog.org
- Charlene Howard, 202-962-3384, charlene@mwkog.org



MEMORANDUM

TO: Transportation Planning Board
FROM: Michael Farrell, TPB Transportation Planner
SUBJECT: TPB Initiative to Expand the National Capital Trail – Status Report
DATE: June 13, 2019

BACKGROUND

In Fall 2018 the Bicycle and Pedestrian Subcommittee recommended expanding the National Capital Trail into a regional trails plan. The Subcommittee's recommendations were presented to the TPB in November 2018, and included in the adoption of TPB Resolution R10-2019 in December 2019.

Resolution R10-2019 directed staff to expand the TPB-endorsed National Capital Trail to provide connectivity to other major trails in the region, thereby creating a regional trail network that extends into all TPB member jurisdictions. Staff is to build on previous work done by TPB and others, and to report on progress by end of June 2019, including as practicable, a report on potential sources of funding.

Projects that are part of this regional trail network could receive priority consideration for Transportation-Land Use Connections (TLC) funding, as well as Transportation Alternatives Set-Aside Program (TAP) funding. The TPB Technical Committee was briefed on this project at their January and June 2019 meetings, and this memorandum summarizes progress since January 2019.

PROCESS

TPB Staff is working with the Bicycle and Pedestrian Subcommittee, and the outer jurisdictions to expand the National Capital Trail into a regional trails plan. Using the trails network, [goals](#) and [Criteria for Network Inclusion](#) that the Capital Trails Coalition has developed as a starting point, the network will be extended to include all the TPB member jurisdictions.

Continued on next page...

PROGRESS

Task	Status
Identify needed resources, including planner and GIS staff time	Completed. Staff time is available.
Meet with the Capital Trails Coalition to be briefed on the data gathering process	Completed. A successful information exchange meeting with the Coalition was held on March 8.
TPB will agree to house the trails data	Agreed. COG/TPB will gather and house trails data.
Bike/Ped Subcommittee will review and approve the work plan, goals statement, and Criteria for Network Inclusion	Completed. B/P Subcommittee reviewed and approved the work plan in January, adopted the goals statement and Capital Trails Coalition network at the March meeting, and approved the Criteria for Network Inclusion at the May meeting.
Carry out site visits to the outer jurisdictions	Site visits held in Frederick County, Prince William County, and Loudoun County. Met with Charles County staff at COG; site visit anticipated in the near future.
Gather GIS data on existing and planned trails and other bike facilities	In progress.
The Subcommittee chair will make a progress report to the TPB	July 2019, or as per TPB's schedule.
In consultation with the relevant jurisdictions, staff will identify trails for inclusion in the regional trails network, using the approved goals and selection criteria	Summer 2019
Subcommittee endorsement of the expanded regional trails network	Fall 2019
TPB Approval	Fall 2019

NEXT STEPS

Staff will continue to gather GIS layers for trails and other bicycle facilities. When this work is complete, staff will apply the Criteria for Network Inclusion to create a draft network, which will be vetted by the outer jurisdictions prior to review and endorsement by the Bicycle and Pedestrian Subcommittee. Subcommittee endorsement and TPB approval of the expanded network are anticipated for Fall 2019.



MEMORANDUM

TO: Transportation Planning Board
FROM: Michael Farrell, TPB Transportation Planner
SUBJECT: Summary of May 30 Dockless Bike and Electric Scooter Share Workshop
DATE: June 13, 2019

MAY 30 DOCKLESS WORKSHOP

On May 30, 2019 the TPB hosted its third in a series of regional workshops on dockless electric scooter and bicycle sharing. Representatives from the District Department of Transportation, Montgomery County, Arlington, and Baltimore City presented on their pilot programs, to an audience of over sixty planners, consultants, public officials, and members of the general public.

The main purpose of the workshop was to allow the agencies tasked with regulating these new modes of transportation to share lessons from pilot programs, and discuss their plans going forward.

TAKE-AWAYS

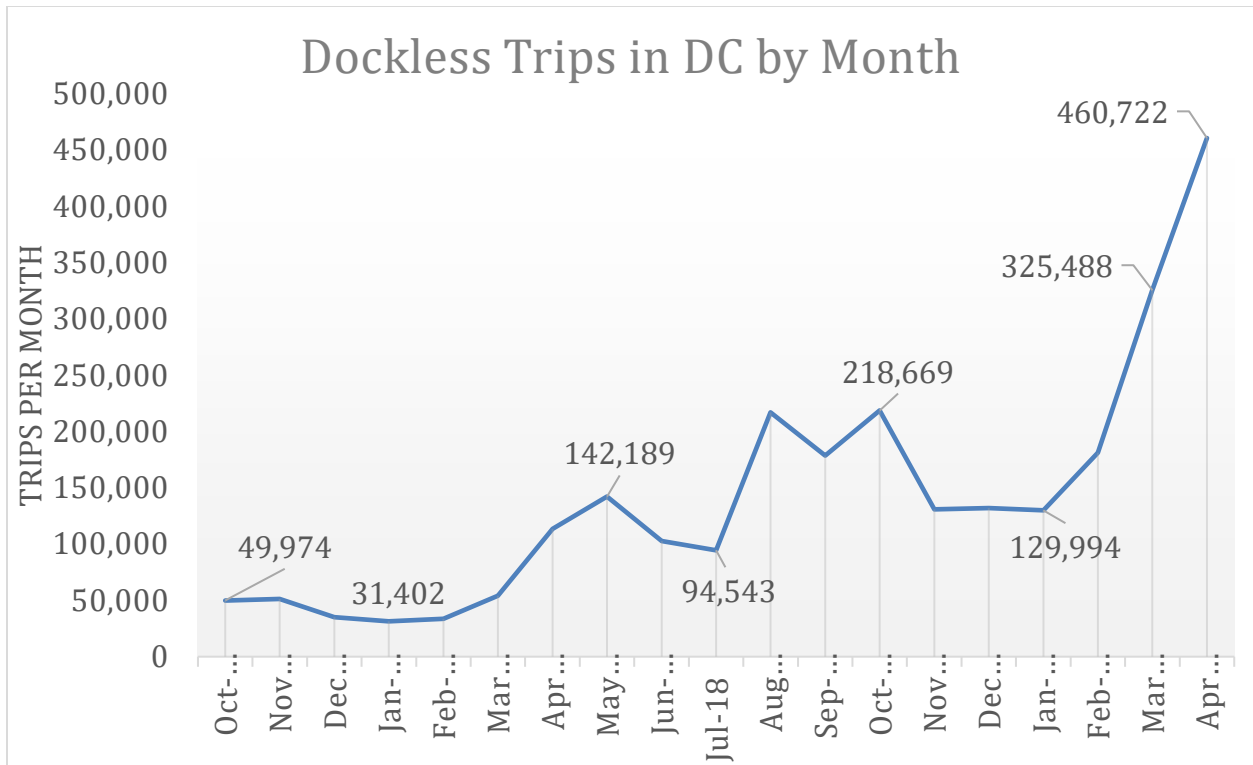
- Electric scooters are booming in the Washington-Baltimore region yet with the boom, concerns about safety and equity have bubbled up from both users and non-users alike.
- It was reported that, according to a City of Portland survey, about half of e-scooter trips are diverted from some form of motor vehicle trip, usually a ride-hailing or taxi trips, which would mean fewer car trips, and less pollution and carbon emissions.
- Electric scooters are likely to be part of the transportation scene for the foreseeable future and deliver significant benefits to the region in the form of congestion mitigation and emissions reductions.

WHAT ARE DOCKLESS ELECTRIC SCOOTERS?

The term dockless originally referred to bikeshare programs that allowed people to rent and leave a bike anywhere within a certain jurisdiction, within certain rules. In a short time (since mid-2018), however, dockless bikesharing has mostly given way to dockless electric scooters.

DOCKLESS IN WASHINGTON AND BALTIMORE

At the workshop DC and Baltimore representatives reported data they had on e-scooter usage. In April 2019 there were over 460,000 dockless trips in the District of Columbia, up from 119,000 trips in the cold-weather month of January.



Baltimore had 723,252 trips between August 15, 2018 and January 31, 2019. The Baltimore representative reported that the number of rides-per-vehicle deployed in Baltimore have been among the highest in the nation – peaking at nearly seven riders per scooter per day in late September 2018. It is expected that more people will be using them over the summer months.

DC and Baltimore’s results indicate that the e-scooters are popular with users and are commercially successful for the operators. The operators can charge higher fees with e-scooters than was possible with dockless bikes, while maintaining a use rate of roughly three trips per day per vehicle, fueling a transition from dockless bikes to dockless e-scooters.

ARLINGTON AND MONTGOMERY

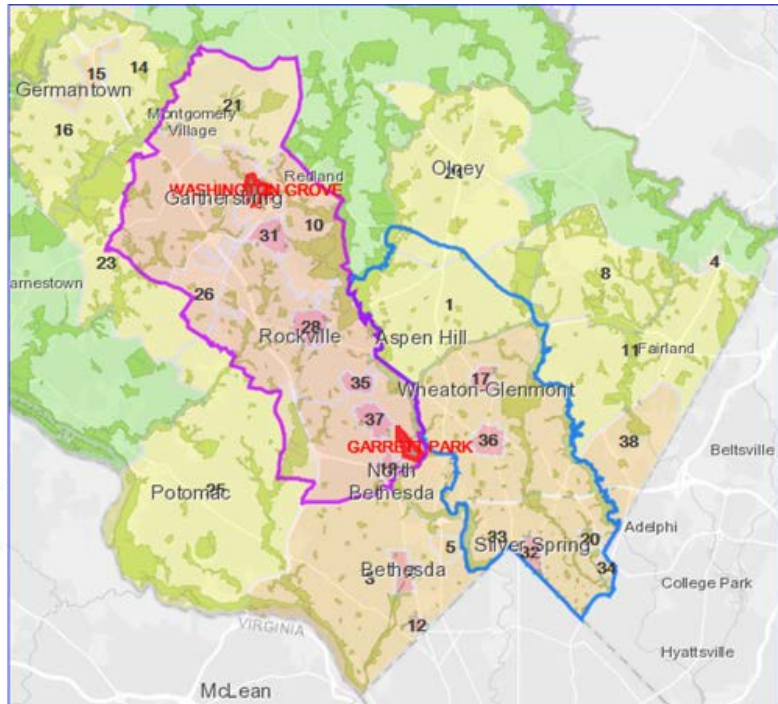
Arlington will likely extend its current e-scooter demonstration project through the end of the year.

Montgomery County will launch a pilot e-scooter program shortly, which will include much more of the County than does the current dockless bike share system.

**MCDOT Dockless Vehicle
Demonstration Project
Service Areas ***
Spring 2019

- West County Service Area
- East County Service Area
- Jurisdictions within Service Areas
Not Participating

The Montgomery County Parks Department is adopting their own program regarding use of dockless vehicles in County parks. Please visit their website for further information: www.montgomeryparks.org



DOCKLESS SCOOTERS AND EQUITY

It was reported at the workshop that electric scooters have been more successful than bikeshare at attracting low-income and minority users. Women, and people whose jobs require formal clothing, are more likely to use e-scooters than dockless bikes. Riders do not get as sweaty or mess up their clothing using an electric scooter. E-scooter operators charge per trip, which is helpful for people who may not have the cash on hand for an annual membership.

In Baltimore the e-scooters have been popular in the low-income neighborhoods near downtown, which are close to major job centers but lack rail transit, or direct, frequent bus service. Equity zones in Baltimore showed 21% of vehicles in the zones in the morning, 17.4% of total trips originating there, and 28% of vehicles ending up in the equity zones.

ACCESS FOR ALL COMMITTEE FEEDBACK

TPB Access for All Committee Chair Kacy Kostiuk presented at the workshop, following discussion of dockless vehicles at a recent AFA meeting. The AFA identified a number of issues and possible solutions for consideration by the agencies at the workshop. Major issues identified by the AFA included:

- Sidewalk obstruction by improperly parked vehicles
- Speed and sidewalk riding
- Safety issue for people who are blind or have visual impairments – may not hear approaching bike/scooter
- Accessibility and affordability

- Availability and equity of distribution
- Education and outreach
- Regionwide coordination

Chair Kostiuik also presented some ideas for solutions identified by the AFA, such as requiring docking and/or charging fines for not docking (in-app fee or other structure); bright colors and/or reflective tape to make scooters more visible; and more designated bike/scooter lanes with required use.

SCOOTERS AND SAFETY

At previous dockless workshops, participants identified some major issues including safety, conflicts with pedestrians and people with disabilities, and improper parking. Those problems are real, but the agencies believe that they are manageable. Studies and data on e-scooter safety are still rare for this new technology, but some information is available from studies in Baltimore and Austin, Texas, and was discussed at the workshop.

For example, the Baltimore City DOT and its partners evaluated their programs by tracking related injuries, analyzing data submitted by vendors. According to the Baltimore City Health Department, from August 15, 2018 to February 6, 2019, there were 63 emergency visits related to scooters, which translates to 0.87 ER visits per 10,000 scooter rides. There were no fatalities.

Based on the numbers gathered so far, the agencies do not believe that safety has been enough of a problem to justify shutting down or significantly curtailing the e-scooter programs. The main agency safety response so far has been to limit e-scooter operating speeds. Since most scooter collisions are reported to be single-vehicle crashes, lower speeds usually mean a less serious injury in the event of a crash. While federal rules allow a 20 miles per hour speed for e-bikes, and the State of Maryland limits e-scooters to 20 miles per hour, the City of Baltimore has limited e-scooter speeds to 15 miles per hour, as is the plan for Montgomery County. The District of Columbia and Arlington allow only ten mph.

WHAT'S NEXT?

Due to the rapidly changing character of the field of shared “micromobility,” and expressed need for information sharing and cross-jurisdictional coordination, we expect to continue dockless mobility workshops regularly, for as long as our members find it useful. Presentations and agendas from all workshops have been posted on the Bicycle and Pedestrian Subcommittee web site. We will also explore other means of information sharing and coordination.



MEMORANDUM

TO: Transportation Planning Board
FROM: Matthew Gaskin, TPB Transportation Planner
SUBJECT: 2019 TPB Annual Private Providers Forum on Public Transit - Highlights
DATE: June 13, 2019

This memorandum provides highlights of the 2019 Annual Private Providers Forum on Public Transit held on June 11. Convened under the auspices of the TPB's Regional Public Transportation Subcommittee, the purpose of the annual forum is to bring together representatives from the private transportation sector and local jurisdictions to discuss mutual regional transportation interests. Over 40 persons attended, including representatives from local jurisdictions, public bus operators, and private providers of public transportation, including taxicab, paratransit, and bus companies. This event has been held annually since 1990.

FORUM AGENDA ITEMS

The agenda featured three guest speakers, an update by TPB staff, and finished with a roundtable discussion among the attendees on regional projects and business opportunities.

The first presentation was given by Danyell Diggs, with the Federal Transit Administration (FTA) Office of Research, Demonstration, and Innovation (TRI). The focus of this presentation was the FTA's 5-year Strategic Transit Automation Research (STAR) Plan. This research plan leverages the core strengths of academia and the public and private sectors and is organized around three complementary work areas: Enabling Research, Integrated Demonstrations, and Strategic Partnerships. Ms. Diggs also highlighted the Integrated Mobility Innovation Notice of Funding Opportunity (NOFO) recently announced. Several demonstration projects related to automation were described. Research and demonstration projects are designed to complement each other and collectively advance FTA and U.S. Department of Transportation (USDOT) goals in automation.

The second presentation was given by Deanna Archery, Montgomery County Department of Transportation (MCDOT), who provided a presentation on FLEX, a new microtransit service pilot under the Ride On services umbrella, launching this summer. FLEX will provide corner-to-corner on-demand bus service within a designated zone. This service will use wheelchair accessible vehicles within two designated zones, Rockville and Glenmont/Wheaton. To access the service, users will download an app using a smartphone to request a trip between locations within each zone. The virtual stops within the zones will be identified on the app and estimated pick up times will be provided at the completion of the booking process. The standard Ride On bus fare will apply to this service. The span of service could vary depending on the zone during this testing phase.

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

There was one presentation by TPB staff: Sergio Ritacco provided a presentation in preparation for the 2019 Enhanced Mobility Solicitation with information on anticipated funding, the solicitation launch, and a timeline for application and award.

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

All documents for the meeting are available on the MWCOG website, available at:
<https://www.mwcog.org/events/2019/5/28/tpb-regional-public-transportation-subcommittee/>



MEMORANDUM

TO: Transportation Planning Board
FROM: Abigail Zenner, TPB Communications Specialist
SUBJECT: Activities related to the Blue and Yellow Line summer 2019 Metro station closures
DATE: June 13, 2019

The Washington Metropolitan Area Transit Authority (WMATA) has been fixing its outdoor Metrorail platforms to bring them to a state of good repair. Ten platforms have already been rebuilt and WMATA has identified 20 more in need of repairs. To complete this work as quickly as possible, WMATA planned to close the stations and suspend service within the area where the work is being performed. As part of this on-going Platform Improvement Project, six stations and service along the Blue and Yellow Lines south of National Airport were closed on May 25 and plan to be reopened on September 8, 2019.

The following memo details Transportation Planning Board (TPB) and Metropolitan Washington Council of Governments' (COG) activities to support the shutdown through coordinating activities, compiling data, and commuter support through Commuter Connections. It also highlights other activities from members and partners.

COMMUTER CONNECTIONS ACTIVITIES

COG/TPB's Commuter Connections has formed a WMATA Platform Shutdown Transportation Demand Management Work Group which meets on a regular basis to exchange information on commuting solutions during this year's and future year Metrorail station shutdowns related to the platform work.

Specifically related to the summer station shutdown, Commuter Connections' outreach program included two pop-up events that occurred in May. The first event occurred on Wednesday, May 8 at the Huntington Metro station during the evening rush. The City of Alexandria, Fairfax County, Commuter Connections, and 94.7 FM radio station participated in the event to help Metrorail riders identify solutions for their summer commute. Commuter Connections hosted a similar event on Tuesday, May 14 at the Van Dorn Metro station also during the evening rush. The City of Alexandria, DASH, Fairfax County, Commuter Connections, and WTOP staffed the event. Approximately 1,000 commuters were reached between both events. Commuters were given information as they were exiting the station and both events were promoted through Facebook boosted posts.

Commuter Connections has been promoting the CarpoolNow dynamic ridesharing mobile app, along with the entire suite of Transportation Demand Management (TDM) program services, at the pop-up events and through other means. The Commuter Connections spring employer newsletter featured a frontpage story on the shutdown. Targeted digital ads are being used around the affected Metrorail stations. COG/TPB staff also sent targeted email announcements regarding the shutdown and

suggested commuting solutions to approximately 5,800 commuters and to 1,000 employers around the affected stations.

Commuter Connections created a standalone website for commuting options during the shutdown at commuterconnections.org/metro-station-shutdown.

COG/TPB DATA COLLECTION AND ANALYSIS

What impact does the shutdown have on the region's traffic congestion, and what impact does the region's traffic congestion have on the shuttle and supplementary bus services being run in the area? COG/TPB staff are compiling congestion data along major commuter routes. Vehicle probe data shows speeds along these routes which can flag any anomalies along shuttle bus routes or major commuting areas. These data can show if speeds are slower or faster than normal, potentially helping advise adjustments to supplementary bus services.

The data collection will also be useful after the shutdown period is complete to analyze how the system responded. This type of analysis can be useful for operations planning for future transit disruptions. Over the coming months, staff will also look at other data sources (as data become available) to analyze shutdown impacts such as transit ridership, shifting travel patterns, and traffic volume changes.

COG REGIONAL COORDINATION

Aside from the Department of Transportation Planning, COG staff have also assisted in coordination calls with Public Information Officers (PIO) and COG public safety committees. These coordination calls helped the region's local jurisdictions, transit agencies, public safety, and other agencies prepare, share information, and monitor and respond to concerns. COG's Office of Communications issued a press release that reminded Metrorail riders about the shutdown and provided information about resources available from Commuter Connections.

COG/TPB continues to support and provide information to numerous partner agencies during the shutdown, including on public outreach, operations planning, and public safety planning.

WMATA ACTIVITIES

WMATA has been coordinating with regional jurisdictions and partners since May 2018. The transit agency held regular conference calls and partnered with the Northern Virginia Transportation Commission (NVTC). This coordination included state and local representatives including COG, Metropolitan Washington Airports Authority (MWAA), the Pentagon, Virginia Railway Express (VRE), OmniRide, the District Department of Transportation, Virginia State Police, congressional offices, and many more.

WMATA also organized its own PIO group to share information and coordinate on outreach, press releases, press conferences, communications materials, and other messaging. WMATA representatives participated in COG's PIO communications call to share its outreach efforts. The agency has a dedicated team focusing on communications on the platform improvement project. This communications team created signage, website updates, information at events, and more. The

team has also provided presentations at community groups, business groups, for elected officials, and government agencies including the TPB Technical Committee. WMATA also used social media and paid advertising to get the word out. Two weeks before the shutdown, outreach teams handed out brochures at each of the affected stations.

WMATA is providing shuttle buses throughout the affected areas for those who need to travel through the Blue and Yellow Lines. Free parking is available at Franconia-Springfield, Huntington, and Van Dorn St. Temporary bicycle parking is also available at all six closed stations.



WMATA has a dedicated website with information about the project at wmata.com/platforms.

NVTC, CITY OF ALEXANDRIA, VRE, AND OTHER ACTIVITIES

NVTC worked with WMATA to organize a Northern Virginia stakeholder group, bringing together transit operators, communications specialists, and other government agencies to plan, conduct meetings, and coordinate in advance of the station and service shutdown. Over the course of the shutdown, NVTC and WMATA will continue to coordinate check-ins with local jurisdictions to analyze and adjust for shifting travel patterns, communications, and operational changes.

Once the shutdown work is complete, NVTC is planning a marketing effort to bring back riders when the affected Blue and Yellow Line stations and service reopen. Under this project, NVTC will implement a multi-pronged marketing effort to persuade former and potential riders to return to Metrorail and other local public transportation options.

The City of Alexandria has provided a website with an extensive list of options for commuters during the shutdown. The page includes information about WMATA shuttle buses, DASH buses, links to

Commuter Connections to find a carpool or vanpool, information on biking, and how to receive a subsidy for the water taxi. People interested in using the water taxi may fill out a form for the subsidized rate. The water taxi runs between Old Town Alexandria and the Southwest Waterfront in the District of Columbia.

A commuter tools website also explains that there is free commuter parking available at Franconia-Springfield, Huntington, and Van Dorn St and that temporary bike parking will also be available at all the closed Metrorail stations. For transit riders using the DASH bus mobile app, introductory fares are available for \$1. The City of Alexandria also leased 200 parking spaces at Landmark Mall to facilitate carpooling and ridesharing during the shutdown. Permits for these spaces were handed out on May 28 but there is an option for people who are interested to be placed on a waitlist as spaces become available. The City of Alexandria is also offering discounted rates in city garages.

On its site, the City of Alexandria offers numerous alternative options including those mentioned above and provides more detailed maps from WMATA showing each of the shuttle bus routes. The website can be found at: alexandriava.gov/goalex/info/default.aspx?id=109697

VRE has also reached out to Virginia Metro riders in advance of the shutdown. VRE provided a dedicated website specifically to Metro riders to explain the VRE option. VRE representatives were also available in Alexandria to answer any questions Metro riders may have about using VRE. In an agreement with Amtrak, VRE riders can also use select Amtrak trains with a VRE ticket and there are discounted rates available during the shutdown. These options may alleviate crowding on VRE trains.

More information for Metro riders interested in using VRE as an option can be found at: vre.org/service/vre-isnt-just-for-long-distance-commutes/

Other jurisdictions including Fairfax and Arlington have also provided information on dedicated websites providing links to help their residents find alternate commuting options. Many jurisdictions have shared information across social media platforms, using the coordinated messages. Some bus routes in the counties are also adding some additional service.

While this year's station shutdown is focused on the Blue and Yellow Lines, future stations will be shutdown as part of this on-going project. Next year, stations and service along the Orange Line will be shutdown to repair platforms there. The region will need to prepare for those shutdowns and may learn lessons from this summer's work.

Attachments: WMATA maps showing bus and alternative routes in the affected area.



Convenient Bus Options

metrobus \$2

8Z Bus service with stops between **Quaker Lane** and **Pentagon** Station

10A Bus service with stops between **Huntington** and **Pentagon** stations

10E Bus service with stops between **Hunting Point** and **Pentagon** Station

11Y Bus service with stops between **Mount Vernon*/Hunting Point** and **Potomac Park**
*Service to **Mount Vernon** only during rush hours
**\$4.25 fare during rush hours

21A Bus service with stops between **Landmark** and **Pentagon** station

M metroway \$2

Limited-stop bus service with stops between **Braddock Rd** and **Pentagon City** stations

C closed
May 25-Sept 8, 2019

No Blue or Yellow Line rail service south of National Airport





Free Shuttle Service

- Franconia-Pentagon Express
- Blue Line Shuttle
- Landmark-Pentagon Express
- Huntington-Pentagon Express
- Yellow Line Shuttle

Convenient Bus Options

- metrobus**
- M metroway**

closed
May 25-Sept 8, 2019

- No Blue or Yellow Line rail service south of National Airport





Free Shuttle Service

Franconia-Pentagon Express

Express shuttle between **Franconia-Springfield** and **Pentagon** stations

Blue Line Shuttle

Shuttle between **Franconia-Springfield, Van Dorn St, King St-Old Town,** and **National Airport** stations

Does not stop at **Braddock Rd

Landmark-Pentagon Express

Express shuttle between **Landmark Mall** and **Pentagon** stations

**Morning and evening rush hour service only



Free Shuttle Service

Huntington-Pentagon Express

Express shuttle between **Huntington** and **Pentagon** stations

Yellow Line Shuttle

Shuttle between **Huntington, Eisenhower Ave, King St-Old Town, Braddock Rd,** and **Crystal City** stations

****Does not stop at National Airport**



Convenient Bus Options

metrobus \$2

8Z

Bus service with stops between **Quaker Lane** and **Pentagon** Station

10A

Bus service with stops between **Huntington** and **Pentagon** stations

10E

Bus service with stops between **Hunting Point** and **Pentagon** Station

11Y

Bus service with stops between **Mount Vernon*/Hunting Point** and **Potomac Park**

*Service to **Mount Vernon** only during rush hours

**\$4.25 fare during rush hours

21A

Bus service with stops between **Landmark** and **Pentagon** station

M metroway \$2




Limited-stop bus service with stops between **Braddock Rd** and **Pentagon City** stations

 **closed**
May 25-Sept 8, 2019



 No Blue or Yellow Line rail service
 south of National Airport

Northern Virginia Supplemental Service




Alexandria/DASH

-  Enhanced AT3 & AT4 Service
-  Expanded King Street Trolley and Water Taxi Service
-  Bus & HOV changes on Washington St



Fairfax Connector

-  Additional 393/394 Express Bus Service
-  Promotion of existing Connector routes and Fairfax commuter options

OmniRide/PRTC

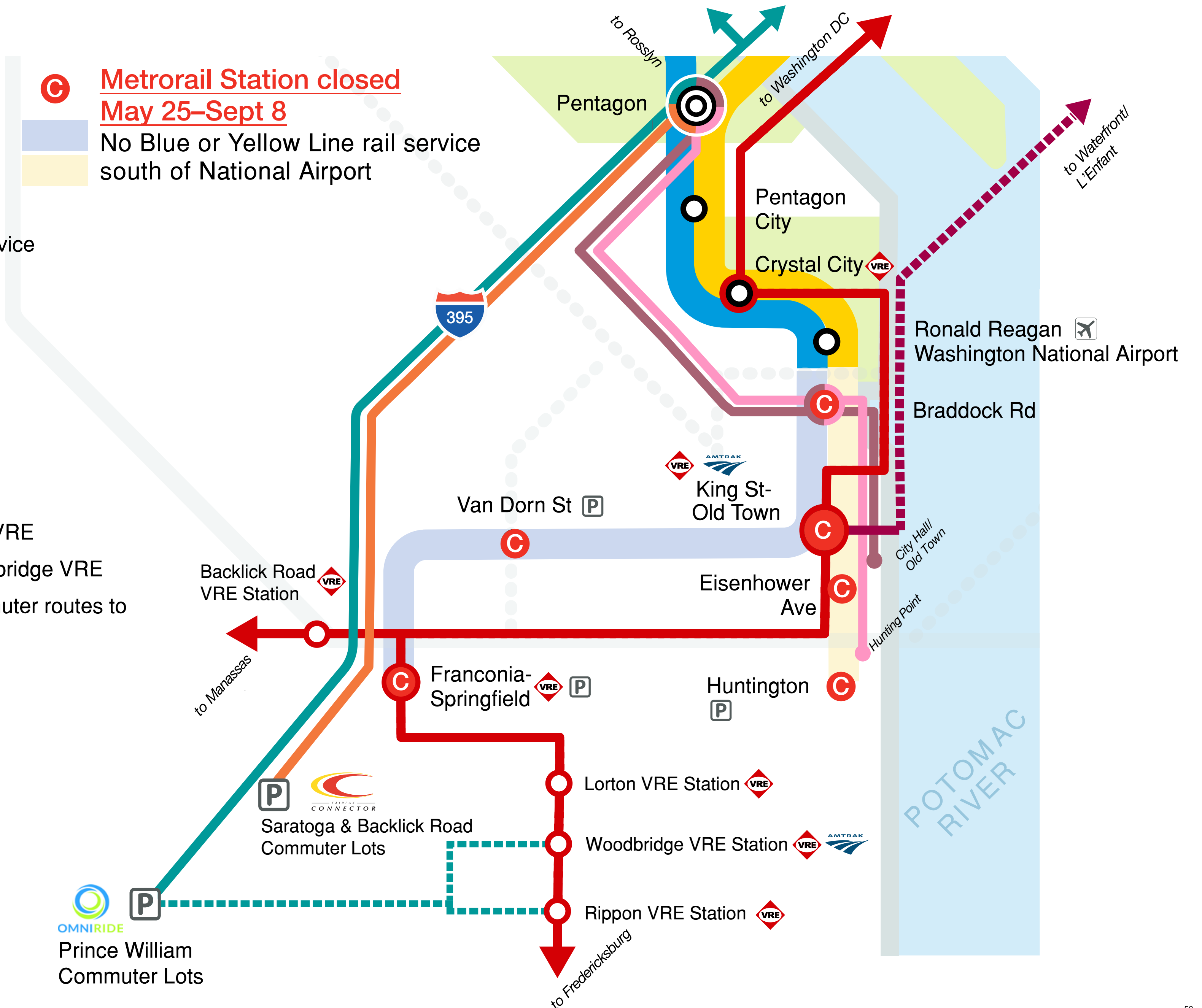
-  Free Shuttle - Dale City Commuter Lot to Rippon VRE
-  Free Shuttle - Lake Ridge Commuter Lot to Woodbridge VRE
-  Promotion of existing, underutilized express commuter routes to Pentagon, Rosslyn, DC

Virginia Railway Express (VRE)

-  Utilization/promotion of existing train capacity at Franconia-Springfield and King-Street/Old Town Stations
-  Subsidized Amtrak step-up fare available



Source: CTB Supplemental Service Plan





MEMORANDUM

TO: Transportation Planning Board
FROM: John Swanson, Transportation Planner
SUBJECT: Pre-Application Deadline in Virginia for the Transportation Alternatives Set-Aside Program
DATE: June 13, 2019

This memorandum is a reminder that the pre-application deadline is July 1, 2019 at 5:00 p.m. for the next round of funding in Virginia for the federal Transportation Alternatives Set-Aside (TA Set-Aside) Program.

This year for the first time, the Virginia Department of Transportation (VDOT) is requiring applicants to submit a pre-application. The full applications will be due on October 1.

Virginia conducts the TA Set-Aside Program in two-year cycles. Applications that are submitted this fall will be eligible for funding for FY 2021-2022. Funding recipients for this upcoming round will be selected in the spring of 2020.

BACKGROUND AND THE TPB'S ROLE IN THE PROGRAM

The TA Set-Aside Program was established by federal law to fund a variety of smaller-scale transportation projects such as trails and paths, sidewalks and other pedestrian/bicycle safety improvements, and safe routes to school (SRTS) projects.

The state departments of transportation administer the TA Set-Aside Program in each state, but the TPB is responsible for selecting TA Set-Aside projects using portions of the program funding that are sub-allocated to our metropolitan region. Past recipients of technical assistance through the TPB's Transportation Land Use Connections (TLC) Program are encouraged to consider seeking funding through the program. The TPB also encourages TA Set-Aside applications that support policies highlighted in Visualize 2045, our region's recently adopted long-range transportation plan.

CONTACT INFORMATION

Potential applicants in Virginia are encouraged to visit:
www.virginiadot.org/business/prehancegrants.asp.

For more information about the TPB's role in this program, please contact John Swanson at jswanson@mwkog.org or 202-962-3295.

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
777 NORTH CAPITOL STREET, NE
WASHINGTON, DC 20002**

**RESOLUTION SUPPORTING REAUTHORIZATION OF THE PASSENGER RAIL INVESTMENT AND
IMPROVEMENT ACT AND INCREASING FEDERAL FUNDING FOR METRO**

WHEREAS, the Metropolitan Washington Council of Governments (COG) is comprised of 24 jurisdictions of the National Capital Region's local governments and their governing officials, plus area members of the Maryland and Virginia legislatures and the U.S. Senate and House of Representatives, and COG provides a focus for action on issues of regional concern; and

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

WHEREAS, in 2018, the region's local governments and states worked together to pass unprecedented legislation in the District of Columbia, the State of Maryland, and the Commonwealth of Virginia to establish dedicated funding for the Washington Metropolitan Area Transit Authority (WMATA). Collectively committing an additional \$500 million a year to fund essential capital improvements to the Metro system; and

WHEREAS, WMATA is making progress on returning the system to a state of good repair, however without continued and increased investment by the federal government, that goal will not be reached; and

WHEREAS, the Passenger Rail Investment and Improvement Act of 2008 (PRIIA) will expire in September 2019 and federal dedicated funding is critical to the safety and reliability of the system.

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

The board strongly urges the federal government to extend and increase its existing funding commitment to Metro as proposed by the region's congressional delegation. The board directs the Executive Director, or his designee, to send a letter to leadership of the appropriate congressional committees stating COG's support of continued and increased federal funding for Metro.

I HEREBY CERTIFY THAT the foregoing resolution was adopted by the COG Board of Directors on June 12, 2019.

Laura Ambrosio, COG Communications Specialist



June 12, 2019

Approved PRIIA Funding Letter

Senator/Representative
Title
Address
Washington, DC 20002

Re: Support of Metro Safety, Accountability, and Investment Act of 2019 (S.1663) and Metro
Accountability and Investment Act (H.R.2520)

Dear Senator/Representative:

The metropolitan Washington region is appreciative of federal government's commitment to support and fund the Metro system. The federal Passenger Rail Investment and Improvement Act of 2008 (PRIIA) providing \$1.5 billion over a 10-year period with equal contributions from the District of Columbia, Maryland, and Virginia governments is critical, but continued and increased federal funding is needed to maintain the Metro system in a state of good repair.

In 2018, our local and state governments, with the strong support of the Metropolitan Washington Council of Governments (COG) and a coalition of business and civic organizations, worked together to pass unprecedented legislation in the District of Columbia, State of Maryland, and Commonwealth of Virginia providing additional dedicated funding for the Washington Metropolitan Area Transit Authority (WMATA). Collectively, the region is committing an additional \$500 million a year to fund essential capital improvements to the Metro system.

As a valued partner in our Metro system, the federal government needs to continue to provide dedicated funding critical to the safety and reliability of the system. As the current 10-year \$1.5 billion commitment under the PRIIA is set to expire in less than one year, COG **strongly urges the federal government to extend and increase existing funding commitments for Metro** as proposed by the region's congressional delegation.

WMATA is critical to the federal government. More than half of Metrorail stations serve federal facilities and approximately 40 percent of morning peak-period customers are federal employees. Metrorail also allows for the evacuation of more than 120,000 people per hour during an emergency. Federal funding – together with the region's commitment – will support the major maintenance and capital rehabilitation activities that are necessary to restore and improve the aging transit system.

Addressing WMATA's long-term capital funding needs continues to be a top priority for COG and the jurisdictions in Metro's Compact. Your collaboration is essential to securing the additional funding our region needs to keep Metro safe and our economy thriving. We appreciate your leadership on this initiative and look forward to hearing your next steps to continue federal funding for Metro.

Sincerely,

Robert C. White, Jr.
Chair, Board of Directors

Derrick L. Davis
Vice Chair, Board of Directors

Christian Dorsey
Vice Chair, Board of Directors