



## **TRANSPORTATION PLANNING BOARD**

Wednesday, January 17, 2018

12:00 - 2:00 P.M.

Walter A. Scheiber Board Room

### **AGENDA**

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

## **ACTION ITEMS**

- 12:50 P.M.**    **7. APPROVAL OF 2018 APPOINTMENTS TO THE TPB CITIZENS ADVISORY COMMITTEE**  
*Charles Allen, TPB Chair*  
*Bryan Hayes, TPB Transportation Planner*
- The TPB Participation Plan calls for the appointment of 15 individuals to serve as members of the CAC for each calendar year: Six members designated by the current CAC and nine members nominated by the TPB officers. In December, the 2017 CAC elected six individuals to serve on the 2018 CAC. On January 17, 2018, the three TPB officers will each nominate three individuals to serve as CAC members. The TPB officers will also nominate individuals to serve as alternate members. In addition, Chairman Allen will announce the appointment of the 2018 CAC chairman.
- Action: Appoint members and alternates to the 2018 CAC.**
- 12:55 P.M.**    **8. VISUALIZE 2045: REVIEW OF COMMENTS RECEIVED AND APPROVAL OF THE CONSTRAINED ELEMENT PROJECT SUBMISSIONS FOR THE AIR QUALITY CONFORMITY ANALYSIS FOR VISUALIZE 2045 AND THE FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM**  
*Lyn Erickson, TPB Plan Development and Program Coordination Director*  
*R. Earl Lewis, Maryland Department of Transportation*  
*Andrew Austin, TPB Transportation Planner*
- The constrained element of Visualize 2045 identifies all regionally significant transportation investments the region can demonstrate to afford between now and 2045. Federal law requires that this collection of projects and programs be analyzed to ensure that future vehicle-related emissions remain below approved regional limits.
- At the December 20 meeting, the board was briefed on the project submissions and the draft scope of work, which were released for a 30-day public comment period that ended January 13, 2018.
- MDOT/SHA will brief the board on their major project submissions.
- The board will also be briefed on the comments received and recommended responses, and asked to approve the project submissions for inclusion in the air quality conformity analysis for Visualize 2045 and the FY 2019-2024 TIP.
- Action: Adopt Resolution R9-2018 to approve the project submissions for inclusion in the Air Quality Conformity Analysis for Visualize 2045 and the FY 2019-2024 TIP.**
- 1:20 P.M.**    **9. VISUALIZE 2045: APPROVAL OF THE SCOPE OF WORK FOR THE AIR QUALITY CONFORMITY ANALYSIS FOR VISUALIZE 2045 AND THE FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM**  
*Jane Posey, TPB Transportation Engineer*
- At the December 20 meeting, the board was briefed on the project submissions and the draft scope of work, which were released for a 30-day public comment period that ended January 13, 2018.
- Action: Approve the scope of work for the Air Quality Conformity Analysis for Visualize 2045 and the FY 2019-2024 TIP.**

**1:25 P.M. 10. PERFORMANCE BASED PLANNING AND PROGRAMMING: HIGHWAY SAFETY TARGETS**

*Jon Schermann, TPB Transportation Planner*

The board will be asked to approve regional highway safety targets for 2018 for the National Capital Region, which are consistent with the target setting approaches of Maryland, Virginia, and the District of Columbia. A draft set of highway safety targets for the region was presented in December.

**Action: Adopt Resolution R10-2018 to approve regional highway safety targets.**

**1:40 P.M. 11. APPROVAL OF FUNDING RECOMMENDATIONS FOR THE SECTION 5310 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM AND AN AMENDMENT OF THE FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO INCLUDE THE PROJECTS**

*Charles Allen, Enhanced Mobility Grant Selection Committee Chair  
Wendy Klancher, TPB Transportation Planner*

COG is the designated recipient of the Federal Transit Administration's (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program funding for the Washington DC-VA-MD Urbanized Area. A grant solicitation for Enhanced Mobility funds was conducted from August 14 to November 3, 2017. A selection committee, chaired by Mr. Allen, reviewed the grant applications and recommended projects to be presented to the TPB for approval. The board will be briefed on the solicitation and selection process and asked to approve the projects for funding and inclusion in the TIP.

**Action: Approve Resolution R11-2018 to approve funding recommendations for the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program and to approve an amendment of the FY 2017-2022 Transportation Improvement Program (TIP) to include these projects.**

**1:50 P.M. 12. NON-MOTORIZED PRIORITY INITIATIVES**

*John Swanson, TPB Transportation Planner*

The board will be briefed on a package of pedestrian and bicycle initiatives that have been identified for inclusion in the unfunded aspirational element of Visualize 2045. The package will feature two components: 1) the National Capital Trail and 2) high-capacity transit station access improvements.

**Action: Approve Resolution R12-2018 to endorse the Non-Motorized Priority Initiatives.**

**INFORMATION ITEMS**

**1:55 P.M. 13. REVIEW OF OUTLINE AND PRELIMINARY BUDGET FOR THE FY 2019 UNIFIED PLANNING WORK PROGRAM (UPWP)**

*Lyn Erickson, TPB Plan Coordination and Program Director*

The board will be briefed on an outline and preliminary budget for the Unified Planning Work Program (UPWP) for FY 2019 (July 1, 2018 through June 30, 2019). A complete draft of the FY 2019 UPWP will be presented to the board for review at its February 21 meeting.

**2:00 P.M. 14. ADJOURN**

The next meeting is scheduled for February 21, 2018.

**MEETING AUDIO**

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listen to recorded audio from past meetings at:

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**TRANSPORTATION PLANNING BOARD**  
**MEETING MINUTES**  
December 20, 2017

**MEMBERS AND ALTERNATES PRESENT**

Charles Allen, DC Council  
Bob Brown, Loudoun County  
Ron Burns, Frederick County  
Chris Conklin, Montgomery County  
Allison Davis, WMATA  
Marc Elrich, Montgomery County  
Dan Emerine, DC Office of Planning  
Dennis Enslinger, City of Gaithersburg  
Jay Fisette, Arlington County  
Dannielle Glaros, Prince George's County  
Jason Groth, Charles County  
Rene'e Hamilton, VDOT  
Sydney Hawthorne, DC Council  
Neil Harris, City of Gaithersburg  
Konrad Herling, City of Greenbelt  
Cathy Hudgins, Fairfax County Board of Supervisors  
John D. Jenkins, Prince William County  
Julia Koster, NCPC  
Shyam Kannan, WMATA  
R. Earl Lewis, Jr., MDOT  
Tim Lovain, City of Alexandria  
Dan Malouff, Arlington County  
Ron Meyer, Loudoun County  
Jackson H. Miller, Virginia House of Delegates  
Bridget Donnell Newton, City of Rockville  
Martin Nohe, Prince William County  
Nichole Opkins, DC Council  
Mark Rawlings, DC-DOT  
Kelly Russell, City of Frederick  
Linda Smyth, Fairfax County Board of Supervisors  
David Snyder, City of Falls Church  
Brandon Todd, DC Council  
Victor Weissberg, Prince George's County  
Sam Zimbabwe, DDOT

**MWCOG STAFF AND OTHERS PRESENT**

Ron Milone  
Lyn Erickson  
Tim Canan  
John Swanson  
Dusan Vuksan  
Rich Roisman  
Jon Schermann  
Ken Joh  
Mark Moran  
Lori Zeller

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Abigail Zenner	
Sergio Ritacco	
Arianna Koudounas	
Debbie Leigh	
Deborah Etheridge	
Wendy Klancher	
Stuart Freudberg	COG/EO
Paul DesJardin	COG/DCPS
Steve Waltz	COG/DEP
Paul DesJardin	COG/DCPS
Bill Orleans	Hack
Nydia Blake	Prince William County
Paolo Belita	Prince William County
Ramiro Alberto Rios	City of Alexandria
Dan Malouff	Arlington County
Jane Peters	Prince William County
Rob Whitfield	Fairfax County Taxpayers Alliance
Lisa Webb	MDOT
Stewart Schwartz	Coalition for Smarter Growth
Josh Veverka	Northern Virginia Transportation Coalition
Beth Zgoda	ICF
Regina Moore	VDOT
Norman Whitaker	VDOT
Maria Sinner	VDOT
Andrew Mawry	Loudoun County
Mike Lake	Fairfax County DOT
Monica Backmon	NVTA
Andrea Lasker	Prince George's County DPW&T
Anthony G. Bigio	GWU

## 1. PUBLIC COMMENT ON TPB PROCEDURES AND ACTIVITIES

Mr. Buchanan, from the 2030 Group, commended the board for reviewing meaningful priorities for the region's transportation system. He said that if the region is going to attract and retain a talented workforce the transit and highway system needs investment. He said that the northern river crossing is an example of a project that should be further explored. He said that it is important the region be seen as being proactive in addressing the challenges of transportation and housing affordability. He said that expanding the American Legion Bridge and building a new river crossing are both needed.

Mr. Rybeck congratulated the TPB on the work of the Long-Range Plan Task Force. He said that the big question is how to implement the strategies and programs that go beyond the level of the funding expected for the future. Regarding the land-use balance, he said that the way in which money is raised is as important as how much is raised. He said that different funding mechanisms will come with their own incentive effects that influence travel and land-use decisions. He said that by choosing a balanced array of funding mechanisms TPB jurisdictions can assure more optimal travel and land use choices. He added that a balanced array of funding mechanisms can also have beneficial impacts on housing affordability, job creation, environmental quality, and health.

Mr. Veverka, from the Northern Virginia Transportation Coalition and the Northern Virginia Association of Realtors, encouraged the board to combine the northern river crossing initiative with the express lane initiative for further analysis. He said that to ensure the region's economic future, security, and qualitative life it is essential that the region consider a northern Potomac river crossing. He said that

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this crossing should be considered as an integral part of the regional framework.

Mr. Chase, from the Northern Virginia Transportation Alliance, said that the Long-Range Plan Task Force tested projects in clusters, ranging in size from 13 to 70 projects. He said that the northern river crossing was tested as a stand-alone project. He said that it was no surprise that the initiatives with improvements in multiple corridors tested better than a single project in one part of the region. He said that the analysis includes lots of assumptions. He said that the analysis was only conducted over a few months and with not much detail. He wondered if this level of analysis is sufficient. He said that choices and assumptions determine outcomes. He said that he hopes that the TPB will have the courage to conduct more detailed studies that include a new Potomac River crossing in conjunction with an expansion of the American Legion Bridge.

Mr. Schwartz, from the Coalition for Smarter Growth, said that his group submitted a letter along with 13 other organizations highlighting that the TPB's analysis shows that the balance of land-use and transportation demand scenarios performed better than the other scenarios. He said that bus rapid transit and Metro core capacity also performed better. He said that the northern river crossing performed poorly, and that it has been studied a number of times. He said that one such study in 2015 showed that the American Legion Bridge and the Rosslyn Tunnel were the sites of the greatest need and greatest demand. He said that the recommendations made by the Long-Range Plan Task Force match the findings of other scenario work completed by the TPB over the last two decades. He thanked the board and the task force for their work.

## **2. APPROVAL OF MINUTES OF THE NOVEMBER 15, 2017 MEETING**

A motion was made to approve the minutes from the November 15 TPB meeting. The motion was seconded and approved.

## **3. REPORT OF THE TECHNICAL COMMITTEE**

Mr. Davis said that the Technical Committee met on December 1. He said that the committee reviewed the Long-Range Plan Task Force recommendations. He said that the committee was briefed on project submissions for the constrained element Visualize 2045 as well as the draft scope of work for the air-quality conformity analysis. He said that a 30-day public comment period will run from December 14 to January 13. He said that there was also a presentation on the financial component of the constrained element of Visualize 2045. He said that the committee was also briefed on the federally required performance-based planning and programming draft highway safety targets, as well as a package of pedestrian and bicycle initiatives that have been identified for inclusion in the unfunded aspirational element of Visualize 2045.

Mr. Davis said that the committee also heard about the National Capital Planning Commission parking study and the Metropolitan Area Transportation Operations Coordination, also known as MATOC.

Mr. Davis added that he attended a COG luncheon in which Chairman Newton received the Elizabeth and David Scull Metropolitan Public Service Award. He also thanked TPB staff for their guidance and assistance of the last year.

## **4. REPORT OF THE CITIZEN ADVISORY COMMITTEE**

Mr. Martin said that the Citizens Advisory Committee met on December 14. He said that the committee was briefed on the Long-Range Plan Task Force and the effort put into developing a resolution for the board. He said the committee discussed the overlap and difference between the committee recommendations and the recommendations from the Task Force. He said that the committee was briefed on the non-motorized regional priority projects. He said that the committee finished the meeting by starting a discussion about CAC accomplishments and missed opportunities for the 2017 term.

Mr. Allen said that the Access for All Advisory Committee met on November 30 to discuss three items.

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The first covered the Long-Range Plan Task Force. The committee discussed suggestions to pass on to the task force. The second item covered Metro's Abilities-Ride program, which offers Metro Access, customer subsidized taxis rides in Prince George's and Montgomery Counties. He said that the third item discussed was Montgomery County's mobility management efforts.

Mr. Allen said that this is his last report as AFA chair and that he enjoyed working with staff and the members of the committee.

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

Mr. Srikanth said that the Steering Committee met on December 14 to approve one amendment to the TIP and another for the Commuter Connections work program. He said that the TIP amendment added approximately \$11 million for a bridge replacement and rehabilitation project in Prince George's County. The details are on pages 5 through 11 of the report. He said that the Commuter Connections work program added about \$23,000 to expand the current pool rewards program that pays money to new carpools and vanpools. He said the program is being expanded to include I-395. The details can be found on pages 13 through 2- of the report.

Mr. Srikanth said that there were four letters sent and received. He said that all four letters were related Long-Range Plan Task Force activities. He said that there was a letter from the McLean Citizens Association, one from the Montgomery County Council President. There were also letters from the Coalition for Smarter Growth and the Audubon Naturalists Society. These letters can be found on pages 24 through 38 of the report.

Mr. Srikanth said that the announcements and updates section of the report includes a memo, on page 41, about a pilot program offered by Commuter Connections that offers commuters with flexible schedules information about congestion on their travel routes during peak periods. If commuters change their travel times to avoid congestion in response to the information, they would be eligible for a cash prize. He said that Commuter Connections is working on this pilot jointly with the University of Maryland. He said that page 43 to 46 is a memo he wrote to the TPB with an update on COG's Metro Strategy Group work. He said that the memo provides an outline for where the region stands in its efforts to secure additional dedicated funding to meet WMATA's funding needs. He said that this work going well.

Mr. Srikanth said that there were several other items received after the director's report was distributed. These include a copy of a letter from the Northern Virginia Transportation Alliance and other organizations urging the TPB to combine the new northern Potomac River crossing initiative with the Regional Express Lane Network initiative when the board acts on the task force's recommendation. There was also a copy of a letter from the Federal Highway Administration approving the revisions to the air-quality conformity analysis that were made several months ago. He added that the schedule of meetings for 2018 has been distributed.

## **6. CHAIRMAN'S REMARKS**

Chairman Newton said that this is her last remarks as chairman and that she will use the time to recognize contributions and to thank colleagues. She thanked Mr. Davis for his work as chairman of the Technical Committee. She recognized Mr. Martin who served as chairman of the Citizens Advisory Committee. Both men were presented with certificates and receive a round of applause.

Chairman Newton recognized the board members that are not returning in 2018. These include Mr. Schwartz from Fauquier County, Mr. Miller from Virginia's House of Delegates, and Mr. Herling from Greenbelt. She said that Mr. Fiset from Arlington County is also stepping down. She recognized his service as a TPB officer and as chairman of the Long-Range Plan Task Force, and as a member of the COG, MWAQC, CEEPC, and Region Forward. She presented a certificate to Mr. Fiset. There was another round of applause.

Chairman Newton also thanked the board. She said it has been an amazing experience and that she



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feels like the board has accomplished a lot. She also thanked Mr. Srikanth and his staff for their professionalism, expertise, and wisdom.

Mr. Allen said that Chairman Newton has done a phenomenal job leading the board in a conversation about transportation that keeps all of the regional perspectives and goals in mind. He presented the Chairman with a certificate. There was applause.

## **ACTION ITEMS**

### **7. REPORT OF THE NOMINATING COMMITTEE FOR YEAR 2018 TPB OFFICERS**

Chairman Newton said that the terms for the three TPB officers are completed at the end of December. She thanked Mr. Lovain, Mr. Mendelson, and Ms. Gaines for serving on the committee to nominate new officers for 2018.

Mr. Lovain said that the nominating committee met on December 7 and submits the following nominations to serve as TPB officers for 2018. Mr. Allen, from the District of Columbia, was selected to serve as Chairman. Mr. Nohe, from Prince William County, was selected to serve as First Vice-Chair, and that Ms. Russell, from the City of Frederick, was selected to serve as Second Vice-Chair.

A motion was made and seconded to approve the nominations. The nominations were approved. There was applause.

### **8. LONG-RANGE PLAN TASK FORCE: BRIEFING ON RECOMMENDED INITIATIVES FOR TPB ENDORSEMENT**

Mr. Fisetite thanked Ms. Newton and Mr. Allen for their support and leadership of the task force. He then thanked all members of the task force and noted what was being presented to the board was the culmination of a lot of time and effort by members of the task force. He also thanked staff and the consultants who, he said, worked well with staff and with the task force, and added value.

Mr. Fisetite then noted that the task force did have a lot of challenges including being open to numerous ideas to improve transportation and coming up with a method to winnow them down in way that, in the end, was fair. He noted that right from the beginning there was one issue that generated lots of discussion, which was the northern river crossing. He said that the task force worked collectively to include and incorporate this idea in its work. He noted that the idea of a northern river crossing has been and will remain a polarizing issue, as it seems to be seen either as a good thing or a really bad thing. He said that he trusts the board will find that the task force's work in examining this issue was conducted relatively effectively.

Speaking to the task force's process, he said that the memo and the resolution, which were included in the read-ahead packet, provide a good summary of the background of the task force's work to-date. He said he believed the task force's process was transparent, deliberate, and was fact-based. He said the membership was balanced, with effort to ensure that various viewpoints and a balanced geographic representation were included. He also noted that the task force had built on the past work of the TPB on regional mobility and accessibility studies and the direction from the task force to the staff was, "don't start from scratch. Build on what we know, and if there are new realities, take those into account."

Mr. Fisetite noted that the technical analysis was done by professionals on staff and with the consultant team. He noted that the task force spent a fair amount of time discussing and agreeing to the assumptions that would be used in the analysis. He said that he believed that everyone on that task force agreed that the process was fair and deliberative, and there was a lot of opportunity for input into the assumptions that were used in the analysis.

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He explained how the task force had agreed on how the various initiatives being analyzed would be measured – what performance measures would be used and what they were being measured against. He noted that the initiatives analyzed were not being measured against one person's special goal or another person's priorities but rather they were measured against regionally adopted goals and priorities.

Mr. Fisetto noted how the task force spent time discussing and agreeing to a process by which the different initiatives analyzed would be evaluated against a set of priorities using the previously agreed-upon set of performance measures. All of this was done before the task force members knew how the initiatives would fare in the analysis. This was done so that the evaluation of alternative ideas would not be biased.

Mr. Fisetto said that when the task force began the work of trying to select from the ten initiatives to recommend to the board, it had not decided how many initiatives to choose. The process would have allowed ending up with just one recommended initiative, and it also would have allowed all ten initiatives to be recommended. He said that it was really to the credit of the task force that the recommendations before the board was not only a consensus, it was unanimous. He said that the initiatives being recommended were five big things and task force members felt that it covered both the non-construction, non-project options with the TDM and the land use, as well as including new capacity with transit and roadway projects. He noted how the set of five initiatives appear to have included the best of each of those areas of opportunity that were before the task force.

Mr. Fisetto said that he saw the board meeting as a milestone in this work activity. He then read the resolved clauses from the resolution, and made a motion to adopt resolution R8-2018. The motion was seconded and further discussion ensued.

Mr. Elrich explained his support of the resolution. He said that this is an important milestone and that the TPB can lead and coordinate efforts to move these ideas along. He noted that there were two big challenges, funding these ideas and getting political support. He said he hoped that this launches us into a better place where we actually work and talk about policies we can each enact in our own jurisdictions that are consistent with this and actually get us where I think we're going or trying to go. He also explained that he was concerned that none of the ideas are new and many are already being done but that he saw room for more progress and was happy to support the resolution.

Mr. Snyder also spoke in support of the resolution. He said he still had concerns about the way the group was put together and was surprised that technology for incident management did not make it in the list but that he hoped that new technology would be incorporated in the region in different ways.

Mr. Groth praised the way the jurisdictions collaborated and worked together through this effort. He wondered why the recommendations explicitly specified Bus Rapid Transit rather than including street car or light rail systems as well. He said he would prefer this initiative to be more inclusive, with BRT being presented as an example.

Mr. Fisetto explained that the discussion is ongoing and just because it was not included on this list does not mean it was forgotten. He asked Mr. Srikanth to talk about the transitways and BRT question.

Mr. Srikanth explained that though the resolution leads with regional Bus Rapid Transit, it includes Transitways such as light rails. He said that the idea for this initiative all along was to have it represent high-capacity transit and that would be clarified in the report.

Mr. Lewis explained that MDOT is working with various groups to look at connected and autonomous vehicles and intelligent transportation systems as well as electric vehicles. He said this work is ongoing and will continue, and that it is not just a focus for the National Capital Region, but for the entire state of Maryland.

Mr. Herling said he supported the resolution but that he did have some concerns about toll lanes and affordability in terms of transportation. He was concerned that those who could afford the lanes could

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use them and those who could not would not be able to use them. He also asked what happens after the TPB action.

Mr. Srikanth emphasized that this would be an endorsement of ideas that could help the region meet its goals. He explained that once endorsed it would be up to each jurisdiction in the region to work collectively, and when appropriate individually, to take up the ideas and come up with projects, programs, and policy actions to implement them. Making them happen for the TPB means making these ideas part of the regional long-range transportation plan. He also explained that the TPB could also serve as a technical resource for the region and that it could provide technical assistance on these ideas.

Mr. Fisetete added that it is up to the TPB to educate and inform, explain, coordinate, and introduce these concepts in a way that ultimately show up in the region's development and in the long-range plan.

Mr. Meyer explained that he would be supporting the resolution. He said it was a step in the right direction. He noted that he prefers carrot methods over stick methods for TDM but that it would largely depend on how these ideas would be implemented. He also noted that one idea, the Potomac River Crossing performed better than the bus rapid transit idea and that dozens of bus lines did not perform as well as the bridge. He also said he would not ask for an amendment but he wanted to continue talking about it in the future. He said he felt that overall the process focused on things that impact the city and the inner suburbs more than the outer jurisdictions but that in the future, jobs and businesses would be moving to the outer jurisdictions. He also expressed interest in maximizing access to BWI and Dulles since the Reagan National Airport is smaller. He also noted there was only one road project on the list and it was a toll road expansion. He said he would support the list but that he expected there would be more and bigger conversations to come.

Ms. Smyth noted that one of the goals of this process was to prioritize what would be the best investments for the future. She noted that extending Metrorail to Loudoun and Dulles Airport will be happening, but she noted that Metro still needs funding and support. She also said she was happy to see the extension of toll lanes across the American Legion Bridge and on the Maryland side as it would help address congestion all the way around the Beltway. She said that addressing the Beltway and American Legion Bridge would alleviate the need for a northern river crossing.

Mr. Allen thanked Mr. Fisetete for leading the task force and getting it to this point. He explained that when the process started the words "game changer" came up a lot and then later that phrase was not used. He explained that these ideas use all modes and that how they are implemented will be a big challenge. He also noted that the AFA really helped in thinking about issues of equity. He then said that the important next step will be what happens after the TPB endorses these ideas and how to get the lawmakers, policy makers into the same room to find the political will to make it happen.

Mr. Elrich explained that for Maryland that there is support for fixes for the American Legion Bridge and for reversible lanes on I-270 and that some of the easier things could begin to be implemented now.

Ms. Hudgins thanked the task force and Mr. Fisetete for his leadership. She said that the important thing is to make the solutions that the region needs to have. She noted that all of these ideas can work together so the region can accomplish its goals.

Mr. Shaw said he was excited to see land-use as one of the first initiatives. He also noted that other groups like ULI can also help coordinate with the TPB on regional land-use issues.

Mr. Harris also thanked Mr. Fisetete. He said that he would have liked to see more initiatives go forward but that the task force did a good job of picking ones that were practical and productive. He also said that it is now up to the elected officials to spread the gospel and talk about how important these initiatives are for the benefit of the region.

Mr. Weissberg said he was pleased that the land use initiative moved forward along with the TDM and transitway initiatives. He also said he hopes these ideas are flexible especially for the transitway item.

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Mr. Kannan said that he wanted to highlight the way the task force worked with a regional focus and did not revert to parochial interests. He said the initiatives reflect a variety of ideas, and included both roadway and transit improvements. He said that although not everyone believes that the ultimate package of five is one hundred percent in alignment with their individual jurisdictional interests, the package does meet regional interests.

Mr. Herling noted some concerns about the toll lane approach for the BW Parkway. He said that Greenbelt and a number of municipalities have come out in opposition to this idea and they have sent correspondence to the governor expressing their opposition. He said that he was comfortable with the first four initiatives, but the fifth gave him grave concerns.

Mr. Srikanth explained that these are broad ideas and that there would need to be more detailed study of any specific projects. He explained that there will be plenty of time to address any specific concerns on any individual action that comes under any of these five concepts.

The board voted to approve Resolution R8-2018 to endorse five initiatives recommended by the Long-Range Plan Task Force.

## **INFORMATION ITEMS**

### **9. VISUALIZE 2045: BRIEFING ON PROJECT SUBMISSIONS FOR THE CONSTRAINED ELEMENT AND ON THE DRAFT SCOPE OF WORK FOR THE AIR-QUALITY CONFORMITY ANALYSIS FOR VISUALIZE 2045 AND THE FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM**

Ms. Erickson said that Visualize 2045 is the federally required long-range transportation for the National Capital Region. She said that it will identify all regionally significant transportation investments planned through 2045 and provide detailed analysis to help decision-makers and the public visualize the region's future under current plans. She provided an overview of the work that is currently underway, or already completed, for this plan, including new components like the aspirational element and the performance-based planning and programming requirements.

Ms. Erickson said that this item will cover the constrained element, formally known as the CLRP. She said that the board will be asked to approve the projects and scope of work for the analysis. She said that the project submissions and scope of work for the air-quality conformity analysis were released for public comment on December 14. Referring to those materials she said that all 152 pages contain project submission information. She added that minor corrections were distributed on blue sheets at the board meeting.

Ms. Erickson summarized the federal requirements. She said that the plan needs to demonstrate that funding is reasonably expected to be available, and to demonstrate that all future vehicle-related emissions of criteria pollutants remain below the regional emissions budgets. She said that the constrained element includes new projects in addition to projects already in the old CLRP. She said that the region anticipates \$300 billion to fund expansion, maintenance, operations, and state of good repair for the region's transportation network. She said that 19-member agencies submitted financial forecasts and over 650 conformity records that will be modeled over eight to nine months.

Ms. Erickson said that public comment is open for the project submissions. Referring to the public comment information packet, she said it includes highlights some of the changes that are proposed by agencies in the region. She referred to her presentation and showed new projects for the District of Columbia, Maryland, and Virginia.

Ms. Posey said that the scope of work outlines the tasks necessary to complete the air-quality conformity analysis in time to be included in Visualize 2045. She said that the whole scope of work was included in the public comment packet. She also referred to her presentation and said that the table summarizes the scope. She said that staff will analyze the pollutants, VOC, and NOx using the EPA's MOVES 2014

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model. She said that the region must show that the projects that are going into the long-range plan do not cause pollution that exceeds the region's mobile budgets. She said that MWAQC recently approved a maintenance plan that included new mobile budgets. She said that those new budgets will be shared with the states, and that once they are approved by the EPA, those new budgets will be used in the final conformity analysis. She said that since there is uncertainty about whether or not the EPA will approve the new budgets, the analysis will be conducted for both existing and new budgets. She said that new fleet information will be included in the analysis, along with data from the new Cooperative Forecast.

Ms. Erickson said that all the information that the board members need is available on the TPB website. She asked that the board members get their constituents to comment. She said that a summary of comments will be shared at the January meeting. She said the deadline for public comment is January 13. She said that next steps include: approving project submissions for inclusion in the air-quality conformity analysis; conducting the air-quality conformity analysis, and a final public comment period in September. She said that the whole plan is expected to be up for approval in October.

Ms. Smyth said that there some projects that need to be change or eliminated because they've been superseded by changes to I-66. She said that she will talk to the representative of VDOT about those changes.

Mr. Meyer said that Route 15 is being expanded because there are no new bridges.

Mr. Zimbabwe asked when the board will be briefed on the new fleet information.

Mr. Srikanth said that the presentation will be ready in the first half of 2018.

## **10. PERFORMANCE BASED PLANNING AND PROGRAMMING: HIGHWAY SAFETY TARGETS**

Mr. Schermann described the highway safety performance measures and target setting requirements for MPOs. Referring to his handout he said that it contains additional information about the process for target setting. He said that at the January meeting the board will be asked to pass a resolution passing these targets for the National Capital Region. He said that there are two ways an MPO can satisfy federal target setting requirements. First, the MPO could agree to plan and program projects to contribute toward accomplishing the DOT targets. The second is to establish quantifiable safety targets for a planning area. He said that staff have developed quantifiable safety targets. He said that MPOs are required to report their targets within 180 days of the state DOT setting its targets. He said that the TPB's deadline is February 27. He said that regulation requires MPOs to coordinate with state partners. He said that state partners have been involved in the TPB's process.

Mr. Schermann listed the five highway safety measures: number of fatalities; the fatality rate per 100 million VMT; number of serious injuries; the rate of serious injuries per 100 million VMT; and the number of non-motorist fatalities and serious injuries. He said that the District of Columbia, Maryland, and Virginia have different safety targets that are detailed in the handout. He said that the methodologies developed by each state were used to determine the targets for the portion of that state that is part of the TPB. Referring to his presentation he listed the specific targets for each state and described the historical corresponding data.

Mr. Schermann said that staff plans to finalize the regional safety targets before the January TPB meeting. He encouraged the board to provide feedback to staff.

Mr. Fiset mentioned that the safety measures around non-motorist fatalities and serious injuries has some parallels with the Long-Range Plan Task Force.

Mr. Allen said that the District council has adopted Vision Zero plan and that the Vision Zero is separate from the targets. He said that in the future he'd be happy to talk about how these targets relates to the District's broader safety program.

## **11. NON-MOTORIZED PRIORITY PROJECTS**

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There was not enough time for this item, so it was postponed to a future meeting.

**OTHER ITEMS**

**12. ADJOURN**

No other business was brought before the board. The meeting adjourned at 2:04 p.m.

### **Meeting Highlights: TPB Technical Committee, January 5, 2018**

The Technical Committee met on January 5, 2018 in the Walter A. Scheiber Board Room at COG. The following items were reviewed for inclusion on the TPB's January 17 agenda:

- **TPB agenda items 8 and 9**

The committee was updated on the process for approving the project submissions for the constrained element of Visualize 2045, the long-range plan scheduled for approval in October of 2018. On December 20, 2017 the submissions were released for a 30-day public comment period that was scheduled to end on January 13, 2018. At its January meeting, the TPB will be briefed on comments received and will be asked to approve the project submissions. Following that approval, the new projects will be included in the air quality conformity assessment that will be conducted this spring.

As part of this agenda item at the Technical Committee meeting, staff from MDOT made a presentation about the projects from the Traffic Relief Plan that were submitted for the constrained element of Visualize 2045. This presentation generated considerable discussion among Technical Committee members.

- **TPB agenda item 10**

Staff provided a briefing on highway safety targets required under the federally required performance-based planning and programming (PBPP) process. Under that process, the region is required to adopt highway safety targets for the National Capital Region, consistent with the target setting approaches of Maryland, Virginia, and the District of Columbia. The TPB will be asked to approve final targets at its January 17 meeting. An explanation was given as to why one target actually was higher than current conditions.

- **TPB agenda item 11**

Staff provided a status report on the 2017 solicitation for grant applications under the Federal Transit Administration's Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program. COG is the designated recipient of funding under this program for the Washington DC-VA-MD Urbanized Area. The committee was briefed on the 2017 solicitation which was conducted from August 14 to November 3, 2017, and on the status of the competitive selection process. At its January 17 meeting the TPB will be asked to approve funding recommendations.

- **TPB agenda item 12**

Staff briefed the committee on revisions to the package of pedestrian and bicycle initiatives that have been identified for inclusion in the unfunded aspirational element of Visualize 2045. The package will feature two components: 1) the National Capital Trail and 2) high-capacity transit station access improvements. Changes were made to the draft document as a result of Technical Committee comments at the previous meeting. The TPB will be asked to endorse the initiatives at its January 17 meeting.

- **TPB agenda item 12**

Staff provided a briefing on an outline and preliminary budget for the Unified Planning Work Program (UPWP) for FY 2019 (July 1, 2018 through June 30, 2019). A complete draft of the FY 2019 UPWP will be presented to the TPB for review at its February 21 meeting.

The following items were presented for information and discussion:

- **Long-Range Task Force Next Steps**

Staff informed the committee that the TBP at its meeting on December 20 approved the set of five initiatives that had been recommended by the Long-Range Task Force. In the coming months, the initiatives will be woven into the development of Visualize 2045. In addition, the TPB and staff will be working with member jurisdictions to identify methods for moving the initiatives toward implementation.

- **PBPP Letters of Agreement**

The committee was briefed on the requirement in the new federal planning regulations for agreement and written documentation of federal performance based planning and programming (PBPP) responsibilities. State DOTs, MPOs, providers of public transportation and any National Highway System (NHS) asset owner must sign an agreement; the latter two categories apply to almost every jurisdiction in the region. Staff are proposing a Letter of Agreement (LOA) for the TPB to sign with each individual DOT, agency, or jurisdiction, depending upon the functions carried out by each body. Comments were requested on the draft LOA by the end of the month.

- **MDOT Presentation on Transportation Asset Management Plan (TAMP)**

Staff from the Maryland State Highway Administration briefed the committee on the TAMP, which state DOTs are required to develop under the federal performance based planning and programming rule. The TAMP is a plan to manage pavement and bridge assets across the state, considering conditions, lifespan, financial resources, and risks. The deadline for developing the TAMP is June 30, 2019. State DOTs must submit initial plans describing asset management plan processes by April 30, 2018. The District DOT and Virginia DOT are working on similar plans, which may be briefed to the committee at future meetings.



**TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES  
ATTENDANCE – January 5, 2018**

DISTRICT OF COLUMBIA

DDOT Mark Rawlings  
DCOP Sakina Khan

MARYLAND

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

VIRGINIA

Alexandria -----  
Arlington County -----  
City of Fairfax Chloe Ritter  
Fairfax County Malcolm Watson  
Falls Church -----  
Fauquier County -----  
Loudoun County Robert Brown  
Manassas Chloe Delhomme  
NVTA Sree Nampoothiri  
NVTC Patricia Happ  
Prince William County George Phillips  
PRTC Betsy Massie  
VRE Sonali Soneji  
VDOT Norman Whitaker  
Regina Moore  
Clinton Edwards  
VDRPT  
NVPDC -----  
VDOA -----  
WMATA Allison Davis

FEDERAL/REGIONAL

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

COG STAFF

Kanti Srikanth, DTP  
Lyn Erickson, DTP  
Ron Milone, DTP  
Tim Canan, DTP  
Andrew Meese, DTP  
Andrew Austin, DTP  
Michael Farrell, DTP  
Matthew Gaskin, DTP  
Charlene Howard, DTP  
Ken Joh, DTP  
Wendy Klancher, DTP  
James Li, DTP  
Jessica Mirr, DTP  
Mark Moran, DTP  
Jane Posey, DTP  
Eric Randall, DTP  
Sergio Ritacco, DTP  
Rich Roisman, DTP  
Jon Schermann, DTP  
Dusan Vuksan, DTP  
Lori Zeller, DTP  
Abigail Zenner, DTP

OTHER

Meredith Hill, MDOT SHA  
Jeff Folden, MDOT SHA  
Lisa Choplin, MDOT SHA  
Andrea Lasker, Prince George’s County  
Alex Brun, MDE  
Bill Orleans



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Steering Committee Actions and Report of the Director  
**DATE:** January 11, 2018

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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:** January 11, 2018

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At its meeting on January 5, the TPB Steering Committee approved the following resolution:

- **SR11-2018:** To amend the FY 2017-2022 Transportation Improvement Program to include \$3.948 million in state funding for planning and engineering for the VA Route 7/VA Route 690 Interchange project, as requested by the Virginia Department of Transportation. Funding for planning and engineering is exempt from the air quality conformity requirement. The amendment also revised the cost estimate for the Rolling Road widening project from \$35 million to \$51 million and reduced the amount currently programmed by \$328,000. This project is included in the Air Quality Conformity Analysis of the 2016 CLRP and the FY 2017-2022 TIP.

The Steering Committee also reviewed and approved \$25,000 in funding from the FY 2018 UPWP, along with an associated transmittal letter, for the TPB's 2018 membership in the Association of Metropolitan Planning Organizations (AMPO).

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

- SR11-2018
- AMPO invoice



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

**RESOLUTION ON AN AMENDMENT TO THE FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR THE ROLLING ROAD AND ROUTE 7/ROUTE 690 INTERCHANGE PROJECTS, AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)**

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

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

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

**WHEREAS**, in the attached letters of January 4, VDOT has requested that the FY 2017-2022 TIP be amended to include \$3.948 million in advanced construction (AC) funding in FY 2018 for planning and engineering for the VA Route 7/ VA Route 690 Interchange project (TIP ID 6618), and to revise the total cost estimate for the Rolling Road project (TIP ID 6247) from \$35.1 million to \$51.2 million and to reduce the currently programmed funding by \$328,000, as described in the attached materials; and

**WHEREAS**, funding for planning and engineering on the Route 7/Route 690 Interchange project is exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012, and the Rolling Road project is included in the Air Quality Conformity Analysis of the 2016 CLRP Amendment and the FY 2017-2022 TIP (CON ID 302, VSF10a);

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2017-2022 TIP to include \$3.948 million in AC funding in FY 2018 for planning and engineering for the VA Route 7/ VA Route 690 Interchange project (TIP ID 6618), and to revise the total cost estimate for the Rolling Road project (TIP ID 6247) from \$35.1 million to \$51.2 million and to reduce the currently programmed funding by \$328,000, as described in the attached materials.

**Adopted by the Transportation Planning Board Steering Committee at its regular meeting on January 5, 2018.**





# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive  
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.  
COMMISSIONER

January 4, 2018

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

RE: National Capital Region FY 2017-2022 Transportation Improvement Program Amendments for the  
VA 7/VA 690 Interchange, Loudoun County, VA (UPC# 111666)

Dear Mr. Allen:

The Virginia Department of Transportation (VDOT) requests an amendment to the FY 2017-2022 Transportation Improvement Program (TIP) to add the VA 7 / VA 690 Interchange (Harry Byrd Highway / Hillsboro Road) in Loudoun County as a new project. The interchange will provide additional access to the town of Purcellville. It will include four ramps and a shared use path on Route 690 over Route 7. VDOT is adding \$3,948,000 in Advance Construction funding to FY 2018 of the TIP for preliminary engineering.

This interchange is listed in the 2016 CLRP as a Study. Accordingly, only preliminary engineering funds are currently being programmed into the TIP. Construction of the project, which will be regionally significant for the purposes of air quality conformity analysis, will be included in the Visualize 2045 air quality conformity analysis. Funding for the right-of-way and construction phases will be programmed after Visualize 2045 is adopted later this year. The interchange is fully funded in VDOT's Six Year Improvement Plan, and the 2014 CLRP Financial Analysis anticipates the funding sources being utilized.

VDOT requests that this amendment be placed on the agenda of the Transportation Planning Board's Steering Committee at its meeting on January 5, 2018. VDOT's representative will attend the meeting and will be available to answer any questions.

Thank you for your consideration of this request.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Helen Cuervo'.

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



cc:

Ms. Ms. Rene'e Hamilton, VDOT  
Ms. Maria Sinner, P.E., VDOT  
Mr. Farid Bigdeli, P.E., VDOT  
Mr. Norman Whitaker, AICP, VDOT



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive  
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.  
COMMISSIONER

January 4, 2018

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

RE: National Capital Region FY 2017-2022 Transportation Improvement Program Amendment for the Rolling Road Widening, Fairfax County, VA (UPC# 5559)

Dear Mr. Allen:

The Virginia Department of Transportation (VDOT) requests amendments to the FY 2017-2022 Transportation Improvement Program (TIP) to update the cost estimate and revise the funding for the Rolling Road Widening in Fairfax County. This project will reduce congestion and improve safety by widening Rolling Road between Fairfax County Parkway and Old Keene Mill Road from two lanes to four lanes, with left and right turn lanes, storm-water management facilities and accommodations for pedestrians and bicyclists.

The amendment reflects the latest estimates, funding plans and priorities of the Commonwealth Transportation Board. The project was already included in the 2017-2022 TIP. The total project cost estimate has been increased from \$35.1 million to approximately \$51.2 million and the completion date has been moved out to 2025. The funding program has been revised as noted in the Program Notes section of the TIP table, with a net current reduction of \$328,000. Funding sources include Advance Construction, RSTP, CMAQ, local, and Surface Transportation Block Grant. Additional funding needed to complete the project will be programmed at a later date.

The required funding sources were anticipated in the 2014 CLRP Financial Plan. The project is included in the 2016 CLRP Air Quality Conformity Analysis as a regionally significant project.

VDOT requests that this amendment be placed on the agenda of the Transportation Planning Board's Steering Committee at its meeting on January 5, 2018. VDOT's representative will attend the meeting and will be available to answer any questions.

Thank you for your consideration of this request.

Sincerely,

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

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

**cc:**

**Ms. Ms. Rene'e Hamilton, VDOT**  
**Ms. Allison Richter, PMP, VDOT**  
**Ms. Maria Sinner, P.E., VDOT**  
**Mr. Norman Whitaker, AICP, VDOT**

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

**FY 2017 - 2022**

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
<b>TIP ID: 6247</b>		<b>Agency ID: 5559</b>		<b>Title: Rolling Road</b>				<b>Project Cost: \$51,210</b>		<b>Complete: 2025</b>	
Facility: VA 638 Rolling Road	AC	80/20/0			4,599 b					4,599	
From: VA 286 Fairfax Co. Pkwy (0.369 mi N. of Pkw	AC 1	100/0/0						1,580 c		1,580	
To: VA 644 Old Keene Mill Road	AC Conversion	80/20/0				1,457 b				1,457	
	AC Conversion 1	68/32/0					3,142 b			3,142	
	CMAQ	80/20/0		560 a	560 a					1,120	
	Local	0/0/100	5,000 a		10,766 b			8,734 c		19,500	
	REVSH	0/100/0	141 a 4,856 b								
	RSTP	80/20/0			1,858 a 1,500 b					3,358	
	STBG	80/20/0			204 b					204	
<b>Total Funds:</b>										<b>34,960</b>	

Description: Widening to 4 lanes.

<b>Modification: ADMIN MOD UPC 5559</b>	<b>Approved on: 9/28/2017</b>
FFY17-28 STIP ADJ - MOVE \$448,360 (CM) from FFY16 to FFY17, add \$1,279,240 (RSTP) FFY17, release \$799,524 (REVSH) FFY16 PE phase.	
<b>Amendment: Change Funding and Increase Project Cost</b>	<b>Approved on: 1/5/2018</b>
TIP AMD - add \$31,640 (CM) Prev, move \$448,360 (CM) & \$1,279,240 (RSTP) from Prev to FFY18 & add an addit'l \$206,883 (RSTP), release \$141,047 (REVSH) Prev PE phase; move \$4,855,750 (REVSH) from Prev to FFY18 & add an addit'l \$527,246, add \$1,200,000 (RSTP) & \$163,202 (EB/STBG) FFY18, add \$3,678,930 (AC-RSTP) FFY18, add \$1,165,600 (ACCRSTP) FFY19 & \$2,513,330 (ACC-RSTP) FFY20 RW phase; move \$4,203,679 (REVSH) from Prev to FFY21 & add an addit'l \$163,325, release \$2,800,000 (RSTP) & \$4,878,930 (AC-RSTP) FFY18 CN phase	

	Source	Fed/St/Loc		FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
<b>TIP ID: 6618</b>		<b>Agency ID: 111666</b>		<b>Title: ROUTE 7/ROUTE 690 INTERCHANGE #SMART18</b>				<b>Project Cost: \$36,165</b>		<b>Complete: 2025</b>	
Facility: VA 7 Harry Byrd Highway	AC	100/0/0			3,948 a					3,948	
From: VA 690 Hillsboro Road											
To:											
<b>Total Funds:</b>										<b>3,948</b>	

Description: This new Interchange at RT 7 and RT 690 will include a shared use path and four ramps.

<b>Amendment: Add Project</b>	<b>Approved on: 1/5/2018</b>
Amend project into the FY 2017-2022 TIP with \$3.948 million in advanced construction funding in FY 2018 for planning and engineering.	



Association of Metropolitan Planning. Org.  
 444 N. Capitol St. NW  
 Suite 345  
 Washington, DC 20001  
 202-624-3680

# Invoice



Date
1/1/2018

Invoice #
2018-92

Kanti Srikanth  
 Metropolitan Washington COG  
 777 N. Capitol St., NE  
 Suite 300  
 Washington, DC 20002



ASSOCIATION OF  
 METROPOLITAN  
 PLANNING  
 ORGANIZATIONS

Description	Amount
AMPO Membership Dues 2018 - Restricted	20,000.00
AMPO Membership Dues Unrestricted - 2018	5,000.00
<div style="border: 1px solid black; padding: 5px;"> <p>Please indicate below what percent of your dues come from federal funds IF IT IS NOT 80% and return a copy of this invoice with your payment.</p> <p>Our percent of federal funds is _____.</p> </div>	
<b>Total</b>	<b>\$25,000.00</b>





**MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Letters Sent/Received  
**DATE:** January 11, 2018

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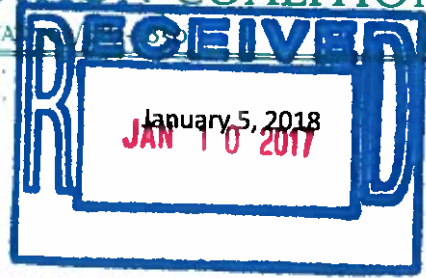
The attached letters were sent/received since the last TPB meeting.





# NORTHERN VIRGINIA TRANSPORTATION COALITION

PO BOX 6149, MCLEAN, VA 22106-6149 703/883-1830 FAX 703/883-1831



Mr. Kanti Srikanth  
Transportation Planning Board/MWCOG  
777 North Capitol Street, N.E., Suite 300  
Washington, DC 20002

Dear Mr. Srikanth:

The Northern Virginia Transportation Coalition is a group of chambers of commerce and industry organizations throughout Northern Virginia that share a common belief that greater investment in regional transportation infrastructure is essential to sustained regional prosperity.

In view of our region's changing economy and the importance that improvements to our transportation framework will have on shaping it, Coalition members have endorsed the following statement.

**2018 Policy Statement:  
A Strong Economy, Regional Security and High Quality of Life  
Require a Robust and Well-Connected Regional Transportation Framework**

We, the undersigned organizations representing the vast majority of businesses and employees of Northern Virginia's private sector and non-profit workforce, believe that a strong, efficient regional transportation network is essential to our region's future economic competitiveness, security, and quality of life. We believe that unlocking Northern Virginia's transportation grid requires a strategic regional approach.

We believe that achieving the best solutions to our transportation challenges requires a big picture perspective – regionally as well as statewide. Therefore, we believe the focus of the Commonwealth Transportation Board and the Northern Virginia Transportation Authority, our region's designated transportation planning body, should be on the investment of regional, state, federal, and private sector transportation dollars for highway and transit improvements, and intelligent transportation systems that will:

- Move the greatest number of people throughout the region;
- Reduce congestion and travel time between major regional employment centers and communities;
- Increase network reliability region-wide while producing the best long-term return on investment;
- Promote regional economic development and growth; and
- Enhance regional security.

We support amending the law requiring that the long-term benefits of Northern Virginia's regional funds be distributed proportionally among jurisdictions to enable the regional Authority to better address the region's most critical transportation needs. We also support protection of the Transportation Trust Fund through passage of a Constitutional amendment that limits usage of those funds on non-transportation purposes.

We applaud new construction to add capacity on I-66 inside and outside the Beltway and new I-395 and I-95 Express Lanes, and believe future regional transportation funds should be primarily focused and leveraged, where appropriate, with federal, state, and private funds on projects of large-scale regional significance. These include:

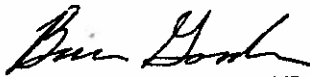
- Metro -- Improve maintenance, operations, and safety of the rail fleet.
- New Potomac River Crossing -- Constructed northwest of the American Legion Bridge.
- American Legion Bridge -- Add new express/managed lanes in each direction.
- Bi-County and/or Tri-County Parkway -- Connect Route 234 in Prince William County with US Route 50 in Loudoun County.
- Route 28 -- Upgrade to eight lanes between Route 7 and I-66.
- Fairfax County Parkway -- Convert to limited-access facility.

- Regional Express Bus network -- Implement in I-66, I-95, I-395, I-495, the Dulles Toll Road and other major regional corridors.

We believe that a well-maintained, safe, reliable and fiscally sustainable Metrorail system is essential to Northern Virginia and the Commonwealth's economic competitiveness. Therefore, we support establishing a sustainable Metrorail funding source tied to implementation of appropriate operational, funding and governance reforms, including establishment of a Reform Board to stabilize Metro as issues of governance, operations, funding and safety are resolved, as recommended in the LaHood Report and Metro Now.

We support efforts to address the looming statewide transit capital fiscal cliff and to correct the oversight in HB 2313 (2013 session) by enacting legislation that provides for predictable revenues for local and regional transportation needs as originally intended.

We support performance-based statewide and regional transportation plans that focus on new and existing corridors of regional and statewide significance, the evaluation of highway and public transit projects utilizing the same criteria, and the prioritization of investments first and foremost on the ability to reduce congestion and improve travel time.



Brian M. Gordon, MPA, VP of Government Affairs  
Apartment and Office Building Association



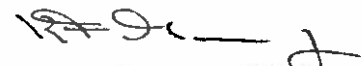
Dennis Drinkard, President  
Committee for Dulles



John Boylan, President & CEO  
Dulles Regional Chamber of Commerce



Nancy-jo Manney, President & CEO  
Greater Springfield Chamber of Commerce



Ken Garrison, Executive Director  
Heavy Construction Contractors Association



Holly Hicks Dougherty, Executive Director  
Mount Vernon Lee Chamber of Commerce



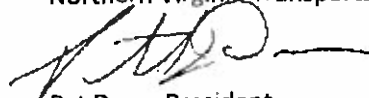
Lorraine Arora, Chairman of the Board  
Northern Virginia Association of Realtors



Jim Corcoran, President & CEO  
Northern Virginia Chamber of Chamber Commerce



G. Evan Pritchard, Chairman of the Board  
Northern Virginia Transportation Alliance



Pat Dean, President  
Associated Builders and Contractors - VA



Mark S. Ingrao, President & CEO  
Greater Reston Chamber of Commerce



Anthony Howard, President & CEO  
Loudoun County Chamber of Commerce



Martha D. Marks, President  
NAIOP - Northern Virginia: The Commercial Real Estate Development Assoc.



Jon W. Lindgren, Executive Director  
Northern Virginia Building Industry Association



Deborah Jones, President & CEO  
Prince William Chamber of Commerce



Keith Merlin, President  
Washington Airports Task Force



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Announcements and Updates  
**DATE:** January 11, 2018

---

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





## MEMORANDUM

**TO:** Kanti Srikanth, Director, Department of Transportation Planning  
**FROM:** Mark S. Moran, Manager, Models Development, COG/DTP  
**SUBJECT:** Planned COG/TPB staff participation at the 2017 Annual Meeting of the Transportation Research Board  
**DATE:** December 29, 2016  
**CC:** Ronald Milone, Director, Travel Forecasting and Emissions Analysis, COG/DTP

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The 96th Annual Meeting of the Transportation Research Board (TRB) will be held from January 8-12, 2017 at the Walter E. Washington Convention Center in Washington, D.C. This conference is expected to attract about 12,000 transportation professionals and will include about 5,000 presentations in over 800 sessions.<sup>1</sup> This memo documents the planned COG/TPB staff participation at the upcoming TRB Annual Meeting. A similar memo was written for the 2016 Annual Meeting.<sup>2</sup>

This memo includes three tables of information:

- Table 1 COG/TPB staff who plan to attend the 2017 TRB Annual Meeting
- Table 2 COG/TPB staff presentations, papers, posters, or session moderations at the 2017 TRB Annual Meeting
- Table 3 COG/TPB staff membership on TRB standing committees during the 2017 TRB Annual Meeting.

TRB standing committees typically meet during the Annual Meeting. Committee members and friends are responsible for conducting much of the work undertaken by TRB, such as reviewing papers and planning other conferences, although this work is typically done outside of the annual meeting.

The information in this memo was solicited from all COG Department of Transportation Planning (DTP) staff via two e-mails, sent on December 20 and 27, 2016. Meeting “attendance” is defined as any reported attendance, which could vary from one session/workshop to attending several days of the conference.

According to Table 1, 24 staff plan to attend the annual meeting. Last year, 16 staff attended (for the 2015 meeting, 25 staff attended). According to Table 2, there will be two posters presented at TRB by TPB staff, on Monday, Jan. 9 and Tue., Jan. 10. However, TPB staff are not presenting any papers or moderating/presiding at any sessions. Last year, TPB staff made one presentation and moderated/presided at two sessions (one poster session and one lectern session). According to

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<sup>1</sup> “Welcome to the 2017 TRB Annual Meeting,” *Transportation Research Board*, December 2016, <http://www.trb.org/AnnualMeeting/AnnualMeeting.aspx>.

<sup>2</sup> Mark S. Moran to Kanti Srikanth and Ronald Milone, “Planned COG/TPB Staff Participation at the 2016 Annual Meeting of the Transportation Research Board,” Memorandum, (January 6, 2016).

Table 3, there are 12 examples of TPB staff being either a member or “friend” of a TRB standing committees. Last year, this number was 7.

**Table 1 COG/TPB staff who plan to attend the 2017 TRB Annual Meeting**

- Lyn Erickson
- Michael J. Farrell
- Yu Gao
- Ben Hampton
- Charlene Howard
- Kenneth Joh
- Wendy Klancher
- Arianna Koudounas
- Andrew Meese
- Ronald Milone
- Jessica Mirr
- Mark Moran
- Erin Morrow
- Dzung Ngo
- Jinchul (JC) Park
- Sergio Ritacco
- Rich Roisman
- Jon Schermann
- Meseret Seifu
- Ho Jun (Daniel) Son
- John Swanson
- Dusan Vuksan
- Feng Xie
- Lori Zeller

**Table 2 COG/TPB staff presentations, papers, posters, or session moderations at the 2017 TRB Annual Meeting**

Session Number	Title of Session, Paper, Presentation	COG/TPB Staff Role
Poster Session 359, Mon., Jan. 9, 1:30 PM to 3:15 PM	<b>Session:</b> “Innovative Big Data Solutions for Transportation Challenges” <b>Poster:</b> “State of Transportation in a Day Without Metro in Washington, D.C., Region” (#17-00132)	Wenjing Pu* (primary author), Nicole McCall,** Meseret Seifu, Benjamin Hampton, Ronald Milone, Robert Griffiths, and Andrew J. Meese (co-authors)
Poster Session 692, Tue., Jan. 10, 3:45 PM to 5:30 PM	<b>Session:</b> “Fresh Ideas for Statewide Multimodal Planning: Innovative Partnerships Toward Shared Goals” <b>Poster:</b> “Creating Regional Traffic Narratives with Big Data”	Benjamin Hampton and Wenjing Pu* (poster authors)

\* Currently affiliated with FHWA; formerly with COG/TPB staff.

\*\* Currently with COG/Dept. of Community Planning and Services; formerly with COG/TPB staff.

**Table 3 COG/TPB staff membership on TRB standing committees during the 2017 TRB Annual Meeting**

Standing Committee	COG/TPB Staff	Role
ABE60: Accessible Transportation and Mobility Committee	Kenneth Joh	Secretary
ADB40: Transportation Demand Forecasting	Mark Moran	Member
ADB50: Transportation Planning Applications	Erin Morrow	Member
ADB50(1): Transportation Planning Applications Conference Planning Subcommittee	Erin Morrow	Conference Chair, presiding
ABJ35-(3): Bicycle and Pedestrian Data Subcommittee	Kenneth Joh	Friend
ABJ60: Geographic Information Science and Applications	Charlene Howard	Member
ADC20: Standing Committee on Transportation and Air Quality	Jinchul (JC) Park	Attendee

<b>Standing Committee</b>	<b>COG/TPB Staff</b>	<b>Role</b>
ADD30: Standing Committee on Transportation and Land Development	Lori Zeller	Member
ANF10: Standing Committee on Pedestrians	Lori Zeller	Friend
ANF20: Standing Committee on Bicycle Transportation	Charlene Howard	Friend
APO60: Standing Committee on Paratransit	Wendy Klancher	Member
AV010: Intergovernmental Relations in Aviation	Rich Roisman	Member



**ITEM 8 – Action**  
January 17, 2018

Visualize 2045: Review of Comments Received  
And Approval of the Constrained Element Project Submissions  
For the Air Quality Conformity Analysis for Visualize 2045 and  
The FY 2019-2024 Transportation Improvement Program

**Staff Recommendation:** Adopt Resolution R9-2018 to approve the project submissions for inclusion in the Air Quality Conformity Analysis for Visualize 2045 and the FY 2019-2025 TIP.

**Issues:** None

**Background:** The constrained element of Visualize 2045 identifies all regionally significant transportation investments the region can demonstrate to afford between now and 2045. Federal law requires that this collection of projects and programs be analyzed to ensure that future vehicle-related emissions remain below approved regional limits.

At the December 20 meeting, the board was briefed on the project submissions and the draft scope of work, which were released for a 30-day public comment period that ended January 13, 2018.

MDOT/SHA will brief the board on their major project submissions.

The board will also be briefed on the comments received and recommended responses, and asked to approve the project submissions for inclusion in the air quality conformity analysis for Visualize 2045 and the FY2019-2024 TIP.

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

**RESOLUTION ON INCLUSION OF PROJECT SUBMISSIONS IN THE AIR  
QUALITY CONFORMITY ANALYSIS FOR THE CONSTRAINED ELEMENT OF VISUALIZE 2045  
AND THE FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

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

**WHEREAS**, the Statewide and Metropolitan Transportation Planning rule as published in the May 27, 2016 Federal Register by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) requires that the long-range transportation plan be reviewed and updated at least every four years; and

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

**WHEREAS**, on October 15, 2014 the TPB adopted resolution R6-2015 to approve the last quadrennial update to the Financially Constrained Long-Range Transportation Plan (CLRP) which was developed as specified in the Federal Planning Regulations; and

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

**WHEREAS**, on October 18, 2017 the TPB issued the Technical Inputs Solicitation document for the constrained element and conformity analysis of Visualize 2045; and

**WHEREAS**, the transportation implementing agencies in the region have submitted inputs for the constrained element of Visualize 2045, which have been reviewed by the Technical Committee at its meetings on December 1, 2017 and January 5, 2018; and

**WHEREAS**, on the evening of December 14, 2017, the submissions for the constrained element of Visualize 2045 were released for a 30-day public comment and interagency consultation period which ended January 13, 2018; and

**WHEREAS**, the TPB was briefed on the submissions for the constrained element of Visualize 2045 at its December 20, 2017 meeting, and at the January 17, 2018 meeting the TPB was briefed on the public comments received on the submissions and the responses provided to the comments; and

**WHEREAS**, the adoption of Visualize 2045 and the FY 2019-2024 TIP by the TPB is scheduled for October 17, 2018 upon completion of a 30-day public comment period including interagency consultation on the results of the regional air quality conformity analysis of Visualize 2045 and the FY 2019-2024 TIP; and

**WHEREAS**, the project submissions for the constrained element of Visualize 2045 have been developed to meet the financial constraint requirements in the Metropolitan Planning Rules and show the consistency of the proposed projects with already available and projected sources of transportation revenues;

**NOW, THEREFORE, BE IT RESOLVED THAT:** the National Capital Region Transportation Planning Board approves for inclusion in the air quality conformity analysis of the constrained element of Visualize 2045 and the FY 2019-2024 TIP, the project submissions as described in the attached memorandum.



## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Lyn Erickson, TPB Plan Development and Coordination Program Director  
**SUBJECT:** Projects Proposed for Inclusion in the Air Quality Conformity Analysis of the Constrained Element of Visualize 2045 and the and the FY 2019-2024 Transportation Improvement Program  
**DATE:** January 11, 2018

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The project submissions for inclusion in the Air Quality Conformity Analysis of the Constrained Element of Visualize 2045 and the FY 2019-2024 Transportation Improvement Program were released for public comment on December 14, 2017. The attached materials summarizing the major new projects and changes to existing major projects included in this year's submissions were presented to the board at its December 20 meeting. The board will be asked to approve the project submissions for inclusion in the Air Quality Conformity Analysis of the Constrained Element of Visualize 2045 and the FY 2019-2024 Transportation Improvement Program on January 17.

The public comment period ends on January 13. The board will be presented with a summary and compilation of the comments received and the responses provided by the implementing agencies and TPB staff. The comments and responses will be included in the formal documentation of Visualize 2045. Comments can be submitted and reviewed online at [www.mwcog.org/TPBcomment](http://www.mwcog.org/TPBcomment)

## CHANGES AND CORRECTIONS MADE TO PROJECT INPUTS

During the course of the 30-day comment and inter-agency review period, several implementing agencies have provided updates to project information and technical corrections to the Air Quality Conformity Network Inputs table:

- Benning Rd. Streetcar extension in DC (CONID 613) Change completion date from 2020 to 2023
- Union Station/Georgetown Streetcar in DC (CONID 610) – change completion date from 2028 to 2025
- DC Circulator Route Union Station to Georgetown- remove extension to National Cathedral
- DC Circulator Route Navy Yard – change project limits from “Union Station to Navy Yard Route” to “Navy Yard Route Realignment” and change completion date from 2017 to 2018
- DC Circulator route Rosslyn to Dupont Circle ext to U St/Howard University (CONID 794) – change completion date from 2017 to 2018
- DC Circulator Route Potomac Ave to Skyland- add realignment in 2018
- 16th St. Bus Priority Improvements in DC – change completion date from 2021 to 2020
- Monocacy Blvd widening in Frederick County (CONID 651) Change project completion date from 2017 to 2019
- 3 segments of MD 180 in Frederick (CONID 924 648 857) Change in project limits and completion dates
- Widen VA 638 Rolling Rd. in Fairfax County (CONID 302 | Project ID VSF10a) - change completion date from 2020 to 2025

- VA 7 interchange at VA 690 west of Leesburg (CONID 653) – change project from “study/ not coded” to “construct in 2025”

More information on these projects can be found in the Air Quality Conformity Network Inputs table.

## SUMMARY OF PROJECT SUBMISSIONS

This memo highlights fourteen new or updated significant projects with “at a glance” profiles and matrices detailing how the projects support regional transportation goals and federal planning factors. This memo also lists significant projects that have been reduced in scope or are proposed for removal from the Constrained Element. Complete project description forms and the Visualize 2045 Air Quality Conformity Network Inputs tables can be found online at [www.mwcog.org/TPBcomment](http://www.mwcog.org/TPBcomment).

In the **District of Columbia**, DDOT is proposing to expand its bicycle lane network with six additional segments. DDOT has also requested that three segments of the planned streetcar network be removed from the Constrained Element: the Anacostia Initial Line, Anacostia Extension and the M St. SE/SW line.

In **Maryland**, MDOT is proposing to add two elements of its Traffic Relief Plan which would add managed toll lanes to I-495 and I-270. MDOT has also proposed reconstruction and widening projects on US 301, MD 201, and MD 97. MDOT has also requested that the widening of MD 29 be reduced in scope and that a widening of MD 27 be removed from the Constrained Element. Montgomery County is proposing to add four segments to its Bus Rapid Transit (BRT) network on Randolph Road, a North Bethesda Transitway, MD 355, and Veirs Mill Road.

In **Virginia**, VDOT is proposing to add a southbound auxiliary lane on I-95 and to widen US 15. VDOT is also proposing changes to the I-495 HOT Lanes project which has been in the long-range plan since 2005. The proposed changes would advance the completion date to 2025 and increase the number of HOT lanes in each direction between the George Washington Parkway and the American Legion Bridge from one to two to complement MDOT’s project over the bridge. VDOT has proposed to remove the planned Virginia Railway Express extension to Gainesville and Haymarket.

The **Washington Metropolitan Area Transit Authority** has submitted a set of improvements that would add significant capacity to the Metrorail system by running 100% 8-car trains during the peak travel periods. This would require additional improvements to be made to stations in the core and some supporting infrastructure upgrades and facilities.

## REGIONAL POLICY FRAMEWORK FOR DEVELOPMENT OF VISUALIZE 2045

The Technical Inputs Solicitation document encouraged agencies to consider regional goals, priorities and needs as they developed and selected projects to submit for inclusion in the Constrained Element of Visualize 2045. The project description form asked agencies to explain how their new projects support the goals laid out in the Regional Transportation Priorities Plan (RTPP).

The agencies’ responses to those questions have been compiled in Table 1 on page 9 of the attachment, along with the agencies’ responses to how projects support the federal Planning Factors on Table 2. Additionally, staff developed individual project profile sheets that provide readers with “at a glance” information, as well as a narrative describing how the proposed major project supports the RTPP and other regional goals. A Project Profile has been created for each of the fourteen major projects proposed for inclusion or updating in the air quality analysis.

## MATERIALS FOR PUBLIC COMMENT

The following materials were released for public comment on December 14, 2017:

- Summary of RTPP Goals and Visualize 2045 project description form questions\*
- Table 1: Visualize 2045 Constrained Element Projects and the RTPP Goals\*
- Table 2: Visualize 2045 Constrained Element Projects and federal Planning Factors\*
- Profiles for the following projects:\*

  - DC Dedicated Bicycle Lanes on Multiple Street Segments Throughout City
  - I-270 Toll Lanes from I-495 to I-70/US 40
  - I-495 Toll Lanes from American Legion Bridge to Woodrow Wilson Bridge
  - US 301 Widening from Harry Nice Bridge to US 50/I-595
  - MD 201 Widening from I-495 to US 1 north of Muirkirk Road
  - MD 97 Reconstruction from 16<sup>th</sup> Street to Forest Glen Road
  - Randolph Road BRT from US 29 to MD 355
  - North Bethesda Transitway BRT from Montgomery Mall Transit Center to White Flint Metrorail Station
  - MD 355 BRT from Bethesda to Clarksburg
  - Veirs Mill Road BRT from MD 355 to MD 97
  - I-495 HOT Lanes Northern Extension from Old Dominion Drive to American Legion Bridge
  - I-95 Southbound construction of auxiliary lane from VA 123 to VA 294
  - US 15 Widening from Battlefield Parkway to VA 661
  - Metro Capacity Improvements

- Complete CLRP Project Description Forms for each project listed above†
- Draft Visualize 2045 Air Quality Conformity Network Inputs Table†
- Scope of Work for Air Quality Conformity†
  - \* Attached to this document
  - † Found online at: [www.visualize2045.org](http://www.visualize2045.org).

## NEXT STEPS

Following the TPB approval of the project inputs on January 17, the Air Quality Conformity Analysis will be conducted between February and August. Draft results will be published along with a plan performance analysis and assessment of regional goals in September at the commencement of a second public comment period. After that comment period, the TPB will be asked to approve the Air Quality Conformity Analysis and the Constrained Element of Visualize 2045, and the FY 2019-2024 Transportation Improvement Program in October 2018.





# Assessing Visualize 2045 Constrained Element Project Submissions against the Regional Transportation Priorities Plan and FAST Act

The Visualize 2045 constrained element project description form includes a set of questions under the Regional Policy Framework section. These questions are intended to examine how projects support the goals set forth in the Regional Transportation Priorities Plan (RTPP). The six RTPP goals are described here and are matched up with the corresponding questions from the project description form. The responses provided by the submitting agencies for all new projects proposed for inclusion in the constrained element of Visualize 2045 have been summarized in the attached table, along with their responses as to how the projects support the federal planning factors prescribed under the FAST Act.



## Goal 1

### Provide a Comprehensive Range of Transportation Options

- Question 22
- Please identify all travel mode options that this project provides, enhances, supports, or promotes.
  - Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?)



## Goal 2

### Promote a Strong Regional Economy, Including a Healthy Regional Core and Dynamic Activity Centers

- Question 23
- Does this project begin or end in an Activity Center?
  - Does this project connect two or more Activity Centers?
  - Does this project promote non-auto travel within one or more Activity Centers?



## Goal 3

### Ensure Adequate System Maintenance, Preservation, and Safety

- Question 24
- Does this project contribute to enhanced system maintenance, preservation, or safety?



## Goal 4

### Maximize Operational Effectiveness and Safety of the Transportation System

- Question 25
- Does this project reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)?
  - Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists?



## Goal 5

### Enhance Environmental Quality, and Protect Natural and Cultural Resources

- Question 26
- Is this project expected to contribute to reductions in emissions of criteria pollutants?
  - Is this project expected to contribute to reductions in emissions of greenhouse gases?



## Goal 6

### Support Inter-Regional and International Travel and Commerce

- Question 27
- Please identify all freight carrier modes that this project enhances, supports, or promotes.
  - Please identify all passenger carrier modes that this project enhances, supports, or promotes.



### TABLE 1 VISUALIZE 2045 TECHNICAL INPUTS AND THE REGIONAL TRANSPORTATION PRIORITIES PLAN GOALS

This matrix provides a visual summary of the responses provided by the relevant implementing agencies as to how their proposed projects support the goals identified in the RTPP.

MAJOR PROJECTS*	Estimated Cost	Projected Completion	Goal 1													Goal 2			Goal 3		Goal 4		Goal 5			Goal 6							
			SOV	HOV	MetroRail	Commuter Rail	Streetcar/ LT- Rail	BRT	Exp. Bus	Metrobus	Local Bus	Bicycling	Walking	Other	Disadvantaged Groups	Begin/End in AC	Connect ACs	Non-Auto w/ in AC	Maintenance	Reduce Time w/ o Capacity	Enhance Safety	Criteria Pollutants	Greenhouse Gases	Long Haul Truck	Local Delivery	Freight Rail	Freight Air	Air Passenger	Amtrak	Intercity Bus			
1. Dedicated Bike Lanes	\$28 million	2018, 2023									<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>														
2. I-270 Toll Lanes	\$350 million	2030	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>						<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>						<input checked="" type="checkbox"/>		
3. I-95/I-495 Toll Lanes	\$4.3 billion	2025	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>						<input checked="" type="checkbox"/>		
4. US 301	\$4.6 billion	2045	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>						<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>						<input checked="" type="checkbox"/>		
5. MD 201	\$1 billion	2045	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>								<input checked="" type="checkbox"/>								
6. MD 97	\$52 million	2025	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>							
7. Randolph Road BRT	\$102 million	2040			<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>									
8. North Bethesda BRT	\$115 million	2035			<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>									
9. MD 355 BRT	\$1.08 billion	2045			<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>									
10. Veirs Mill Road BRT	\$80 million	2030			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>									
11. I-495 HOT Lanes (North)	\$500 million	2025	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>							<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>								
12. I-95 Southbound	\$33 million	2025	<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>						<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>						<input checked="" type="checkbox"/>		
13. US 15	\$33 million	2025	<input checked="" type="checkbox"/>								<input checked="" type="checkbox"/>									<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>							

\* Major projects are defined as changes to interstates, major arterials, and expressways or freeways with at-grade intersections, as well as dedicated transit facilities.

## TABLE 2 VISUALIZE 2045 PROJECT SUBMISSIONS AND THE FEDERAL PLANNING FACTORS

This matrix provides a visual summary of the responses provided by the relevant implementing agencies as to how their proposed projects support the planning factors set forth in the FAST Act

MAJOR PROJECTS*	Estimated Cost	Projected Completion	Economic Vitality	Safety	Homeland Security	Accessibility/Mobility People	Accessibility/Mobility Freight	Environment	Integration/Connectivity	Management & Operation	Preservation	Resiliency & Stormwater Impact	Tourism
1. Dedicated Bike Lanes	\$28 million	2018, 2023	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓
2. I-270 Toll Lanes	\$3.4 billion	2030	✓	✓	✓	✓	✓	✓	✓	✓			
3. I-495 Toll Lanes	\$4.2 billion	2025	✓	✓	✓	✓	✓	✓	✓	✓			
4. US 301	\$4.6 billion	2045	✓		✓	✓	✓		✓	✓			
5. MD 201	\$1 billion	2045	✓		✓	✓	✓	✓	✓				
6. MD 97	\$52 million	2025	✓	✓	✓	✓	✓	✓	✓				
7. Randolph Road BRT	\$102 million	2040	✓	✓		✓	✓	✓	✓			✓	
8. North Bethesda BRT	\$115 million	2035	✓	✓		✓	✓	✓	✓			✓	
9. MD 355 BRT	\$1.08 billion	2045	✓	✓		✓	✓	✓	✓				
10. Veirs Mill Road BRT	\$80 million	2030	✓	✓		✓	✓	✓	✓				
11. I-495 HOT Lanes (North)	\$500 million	2025	✓		✓	✓	✓	✓	✓	✓		✓	
12. I-95	\$27.5 million	2025	✓	✓	✓	✓	✓	✓	✓	✓	✓		
12. US 15	\$33 million	2025	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓
12. Metro Capacity Improv.	\$5.4 billion	2045	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓

### Federal Planning Factors

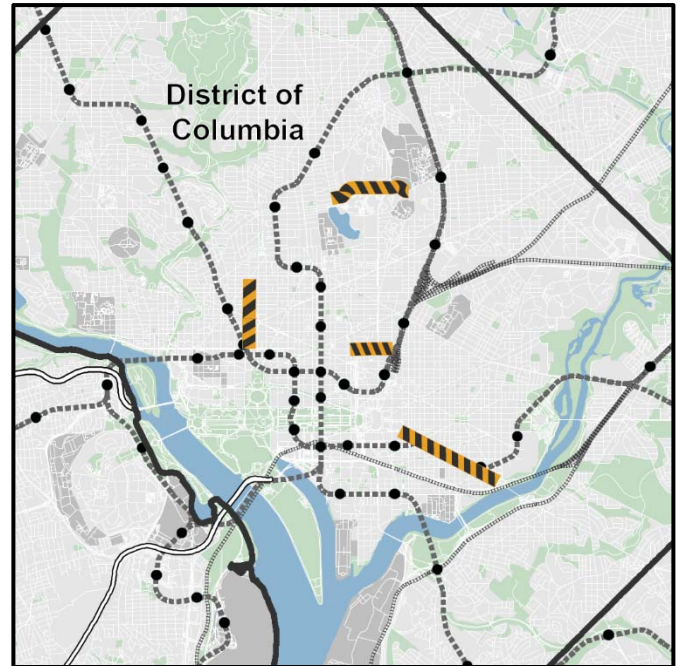
- Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the **safety** of the transportation system for all motorized and non-motorized users.
- Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.
- Increase accessibility and mobility of **people**.
- Increase accessibility and mobility of **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.
- Improve the **resiliency** and reliability of the transportation system and reduce or **mitigate** stormwater impacts of surface transportation
- Enhance travel and **tourism**

\* Major projects are defined as changes to interstates, major arterials, and expressways or freeways with at-grade intersections, as well as dedicated transit facilities.

## Various Locations Districtwide

### Basic Project Information

Project Length.....**6 Miles**  
 Anticipated Completion.....**2018, 2023**  
 Estimated Cost of Construction.....**\$28 million**  
 Submitting Agency.....**District DOT**  
 Anticipated Funding Sources.....  
 Federal  State  Local  Private  Bonds  Other  
 CEID.....**multiple**



### NOW AVAILABLE FOR COMMENT

December 14, 2017-January 13, 2018  
 See reverse for details, or visit [www.mwcog.org/TPBcomment](http://www.mwcog.org/TPBcomment).

### Project Description

DDOT is proposing adding six new segments to its existing bicycle path network. The following projects will remove one or more traffic lanes to allow for separated bicycle lanes.

- Pennsylvania Ave. SE from 2<sup>nd</sup> St./Independence Ave. to Barney Circle (1.3 miles)
- 17<sup>th</sup> St. NW from New Hampshire Ave. to K St. (<1 mile)
- K St. from 7<sup>th</sup> St. NW to 1<sup>st</sup> St. NE (<1 mile)
- K St. from 1<sup>st</sup> St. NE to Florida Ave. NE (<1 mile)
- Irving St. from Warder St. NW to Michigan Ave. NE (1 mile)
- New York Ave. NE from Florida Ave. to Bladensburg Rd. (2.3 miles)

### Existing Support for this Project

This project has been reviewed at the local, state, and/or sub-regional levels and is included in the following approved plans:

- Move DC

See official Visualize 2045 Project Description Forms for more information about these projects.



**Goal 1:** Provide a Range of Transportation Options



**Goal 2:** Promote Dynamic Activity Centers



**Goal 3:** Ensure System Maintenance, Preservation, and Safety



**Goal 4:** Maximize Operational Effectiveness and Safety



**Goal 5:** Protect and Enhance the Natural Environment



**Goal 6:** Support Interregional and International Travel and Commerce

See reverse side for more information about how this project advances regional goals and addresses certain federal planning requirements.

## How this project supports or advances goals in the Regional Transportation Priorities Plan

Making bicycling safer and easier represents an expansion of transportation options (Goal 1). This will be advanced by implementing six bike-lane projects in the District. These projects are particularly supportive of the Priorities Plan's call for improved non-motorized circulation within Activity Centers (Goal 2) to make bicycle travel more efficient and safer (Goals 3 and 4). The project further supports emissions reductions (Goal 5).



### Goal 1: Provide a Range of Transportation Options

Provides, enhances, supports, or promotes the following travel mode options:

- Single Driver (SOV)  Carpool/HOV  Metrorail  Commuter Rail
- Streetcar/Light Rail  BRT  Express/Commuter Bus  Metrobus  Local Bus
- Bicycling  Walking  Other
- Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)



### Goal 2: Promote Dynamic Activity Centers

- Begins or ends in an Activity Center
- Connects two or more Activity Centers
- Promotes non-auto travel within one or more Activity Centers



### Goal 3: Ensure System Maintenance, Preservation, and Safety

- Contributes to enhanced system maintenance, preservation, or safety



### Goal 4: Maximize Operational Effectiveness and Safety

- Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)
- Enhances safety for motorists, transit users, pedestrians, and/or bicyclists



### Goal 5: Protect and Enhance the Natural Environment

- Expected to contribute to reductions in emissions of:
- Criteria Pollutants (NOx, VOCs, PM2.5)  Greenhouse Gases



### Goal 6: Support Interregional and International Travel & Commerce

- Enhances, supports, or promotes the following freight carrier modes:
- Long-haul Truck  Local Delivery  Rail  Air
- Enhances, supports, or promotes the following passenger carrier modes:
- Air  Amtrak Intercity Passenger Rail  Intercity Bus

## Addressing Federal Planning Factors

This project addresses the following federal planning factors designed to guide development of Visualize 2045:

- Support Economic Vitality
- Increase Safety for All Users
- Support Homeland and Personal Security
- Increase Accessibility and Mobility of People and/or Freight
- Protect and Enhance the Environment
- Enhance Integration and Connectivity
- Promote Efficient System Management and Operation
- Emphasize System Preservation
- Improve Resiliency or Mitigate Stormwater
- Enhance Travel and Tourism

## Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

- Transportation demand management measures (including growth management and congestion pricing)
- Traffic operational improvements
- Public transportation improvements
- Intelligent Transportation Systems (ITS) technologies
- Other congestion management strategies
- Not applicable – This project does not increase SOV capacity or is exempt from consideration of alternatives.
- Not yet Available – Agencies have until March 2, 2018 to complete the required Congestion Management Documentation.

Information about how projects advance regional goals and address federal planning requirements is self-reported by the agencies submitting projects for inclusion in Visualize 2045.

The information on this form was last updated on December 12, 2017.

## Comment on this project or on Visualize 2045

**December 14, 2017-January 13, 2018** Comment on the projects before they are included in the federally required Air Quality Conformity Analysis

**September 13-October 13, 2018** Comment on projects and any other aspect of the draft Visualize 2045 plan before final TPB adoption.

Visualize2045.org | [tpbcomment@mwcoq.org](mailto:tpbcomment@mwcoq.org) | (202) 962-3262  
777 North Capitol St. NE, Suite 300, Washington, DC 20002

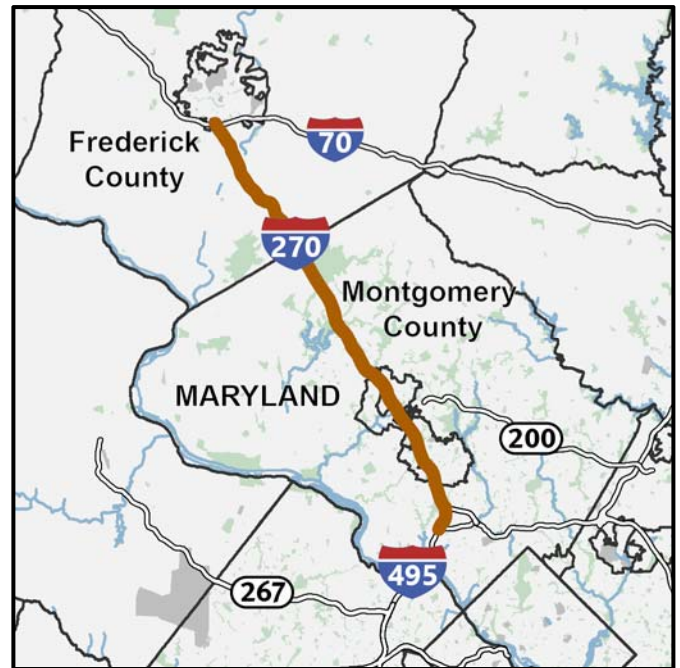
# I-270 TOLL LANES

PROPOSED MAJOR ADDITION  
VISUALIZE 2045

From I-495, Capital Beltway to I-70/US 40

## Basic Project Information

Project Length.....**34 Miles**  
 Anticipated Completion.....**2020-2025\***  
 Estimated Cost of Construction.....**\$4 billion**  
 Submitting Agency.....**Maryland DOT**  
 Anticipated Funding Sources.....  
 Federal  State  Local  Private  Bonds  Other  
 CEID.....**1186**



## NOW AVAILABLE FOR COMMENT

December 14, 2017-January 13, 2018  
 See reverse for details, or visit [www.mwcog.org/TPBcomment](http://www.mwcog.org/TPBcomment).

## Project Description

The I-270 component of MDOT’s “Traffic Relief Plan” project will add two new managed toll lanes in each direction along I-270 between the Capital Beltway (I-495) and I-70/US 40.

\*Actual completion year will depend on awarded contract. For air quality conformity modeling purposes, the completion date is presumed to be 2025.

## Existing Support for this Project

This project has undergone review at the local, state, and/or sub-regional levels and is included in the following approved plans:

- Montgomery County 2017 Transportation Priority Letter
- MDOT/SHA Traffic Relief Plan

See official Visualize 2045 Project Description Form for more information about this project.



**Goal 1:** Provide a Range of Transportation Options



**Goal 2:** Promote Dynamic Activity Centers



**Goal 3:** Ensure System Maintenance, Preservation, and Safety



**Goal 4:** Maximize Operational Effectiveness and Safety



**Goal 5:** Protect and Enhance the Natural Environment



**Goal 6:** Support Interregional and International Travel and Commerce

See reverse side for more information about how this project advances regional goals and addresses certain federal planning requirements.

## How this project supports or advances goals in the Regional Transportation Priorities Plan

The Priorities Plan called upon the region to use tolling and pricing mechanisms to manage road congestion and raise revenue. This project adds a key corridor to the region's express lane network and will expand transportation choices (Goal 1) by adding toll lanes that will be dynamically managed to ensure free-flowing travel for drivers and express bus services. The 34-mile project connects numerous Activity Centers, which are the region's primary engines for economic growth and opportunity (Goal 2).



### Goal 1: Provide a Range of Transportation Options

Provides, enhances, supports, or promotes the following travel mode options:

- Single Driver (SOV)  Carpool/HOV  Metrorail  Commuter Rail
- Streetcar/Light Rail  BRT  Express/Commuter Bus  Metrobus  Local Bus
- Bicycling  Walking  Other
- Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)



### Goal 2: Promote Dynamic Activity Centers

- Begins or ends in an Activity Center
- Connects two or more Activity Centers
- Promotes non-auto travel within one or more Activity Centers



### Goal 3: Ensure System Maintenance, Preservation, and Safety

- Contributes to enhanced system maintenance, preservation, or safety



### Goal 4: Maximize Operational Effectiveness and Safety

- Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)
- Enhances safety for motorists, transit users, pedestrians, and/or bicyclists



### Goal 5: Protect and Enhance the Natural Environment

- Expected to contribute to reductions in emissions of:
- Criteria Pollutants (NOx, VOCs, PM2.5)  Greenhouse Gases



### Goal 6: Support Interregional and International Travel & Commerce

- Enhances, supports, or promotes the following freight carrier modes:
- Long-haul Truck  Local Delivery  Rail  Air
- Enhances, supports, or promotes the following passenger carrier modes:
- Air  Amtrak Intercity Passenger Rail  Intercity Bus

## Addressing Federal Planning Factors

This project addresses the following federal planning factors designed to guide development of Visualize 2045:

- Support Economic Vitality
- Increase Safety for All Users
- Support Homeland and Personal Security
- Increase Accessibility and Mobility of People and/or Freight
- Protect and Enhance the Environment
- Enhance Integration and Connectivity
- Promote Efficient System Management and Operation
- Emphasize System Preservation
- Improve Resiliency or Mitigate Stormwater
- Enhance Travel and Tourism

## Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

- Transportation demand management measures (including growth management and congestion pricing)
- Traffic operational improvements
- Public transportation improvements
- Intelligent Transportation Systems (ITS) technologies
- Other congestion management strategies
- Not applicable – This project does not increase SOV capacity or is exempt from consideration of alternatives.

*See the Congestion Management Documentation form for more information.*

Information about how projects advance regional goals and address federal planning requirements is self-reported by the agencies submitting projects for inclusion in Visualize 2045.

The information on this form was last updated on December 14, 2017.

## Comment on this project or on Visualize 2045

**December 14, 2017-January 13, 2018** Comment on the projects before they are included in the federally required Air Quality Conformity Analysis

**September 13-October 13, 2018** Comment on projects and any other aspect of the draft Visualize 2045 plan before final TPB adoption.

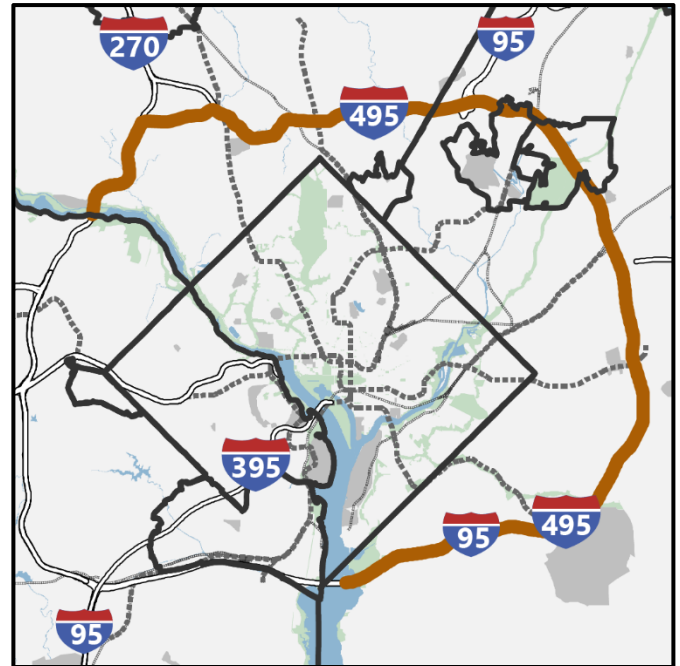
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777 North Capitol St. NE, Suite 300, Washington, DC 20002



## From the American Legion Bridge to the Woodrow Wilson Bridge

### Basic Project Information

Project Length.....**22 Miles**  
 Anticipated Completion.....**2020-2025\***  
 Estimated Cost of Construction.....**\$4.3 billion**  
 Submitting Agency.....**Maryland DOT**  
 Anticipated Funding Sources.....  
 Federal  State  Local  Private  Bonds  Other  
 CEID.....**1182, 3281**



### NOW AVAILABLE FOR COMMENT

December 14, 2017-January 13, 2018  
 See reverse for details, or visit [www.mwcog.org/TPBcomment](http://www.mwcog.org/TPBcomment).

### Project Description

The I-495 component of MDOT’s “Traffic Relief Plan” project will add two new managed toll lanes in each direction along the Capital Beltway between the Virginia end of the American Legion Bridge to the Maryland end of the Woodrow Wilson Bridge.

\*Actual completion year will depend on awarded contract. For air quality conformity modeling purposes, the completion date is presumed to be 2025.

### Existing Support for this Project

This project has been reviewed at the local, state, and/or sub-regional levels and is included in the following approved plans:

- Montgomery County 2017 Transportation Priority Letter
- 2009 Prince George’s County Master Plan of Transportation (MPO)
- 1990 Heights Sector Plan

See official Visualize 2045 Project Description Form for more information about this project.



**Goal 1:** Provide a Range of Transportation Options



**Goal 2:** Promote Dynamic Activity Centers



**Goal 3:** Ensure System Maintenance, Preservation, and Safety



**Goal 4:** Maximize Operational Effectiveness and Safety



**Goal 5:** Protect and Enhance the Natural Environment



**Goal 6:** Support Interregional and International Travel and Commerce

See reverse side for more information about how this project advances regional goals and addresses certain federal planning requirements.

## How this project supports or advances goals in the Regional Transportation Priorities Plan

New toll lanes on the entire 42-mile length of Maryland’s Capital Beltway will dramatically expand transportation choices (Goal 1) in the region by adding dynamically managed lanes to ensure free-flowing travel for drivers and for express bus services. Along with the I-270 Toll Lanes, this project significantly expands the region’s network of recent and forthcoming priced-lane projects. The project will connect numerous Activity Centers (Goal 2), the region’s focal points for economic growth.



### Goal 1: Provide a Range of Transportation Options

Provides, enhances, supports, or promotes the following travel mode options:

- Single Driver (SOV)  Carpool/HOV  Metrorail  Commuter Rail
- Streetcar/Light Rail  BRT  Express/Commuter Bus  Metrobus  Local Bus
- Bicycling  Walking  Other
- Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)



### Goal 2: Promote Dynamic Activity Centers

- Begins or ends in an Activity Center
- Connects two or more Activity Centers
- Promotes non-auto travel within one or more Activity Centers



### Goal 3: Ensure System Maintenance, Preservation, and Safety

- Contributes to enhanced system maintenance, preservation, or safety



### Goal 4: Maximize Operational Effectiveness and Safety

- Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)
- Enhances safety for motorists, transit users, pedestrians, and/or bicyclists



### Goal 5: Protect and Enhance the Natural Environment

- Expected to contribute to reductions in emissions of:
- Criteria Pollutants (NOx, VOCs, PM2.5)  Greenhouse Gases



### Goal 6: Support Interregional and International Travel and Commerce

- Enhances, supports, or promotes the following freight carrier modes:
- Long-haul Truck  Local Delivery  Rail  Air
- Enhances, supports, or promotes the following passenger carrier modes:
- Air  Amtrak Intercity Passenger Rail  Intercity Bus

## Addressing Federal Planning Factors

This project addresses the following federal planning factors designed to guide development of Visualize 2045:

- Support Economic Vitality
- Increase Safety for All Users
- Support Homeland and Personal Security
- Increase Accessibility and Mobility of People and/or Freight
- Protect and Enhance the Environment
- Enhance Integration and Connectivity
- Promote Efficient System Management and Operation
- Emphasize System Preservation
- Improve Resiliency or Mitigate Stormwater
- Enhance Travel and Tourism

## Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

- Transportation demand management measures (including growth management and congestion pricing)
- Traffic operational improvements
- Public transportation improvements
- Intelligent Transportation Systems (ITS) technologies
- Other congestion management strategies
- Not applicable – This project does not increase SOV capacity or is exempt from consideration of alternatives.

*See the Congestion Management Documentation form for more information.*

Information about how projects advance regional goals and address federal planning requirements is self-reported by the agencies submitting projects for inclusion in Visualize 2045.

The information on this form was last updated on December 14, 2017.

## Comment on this project or on Visualize 2045

**December 14, 2017-January 13, 2018** Comment on the projects before they are included in the federally required Air Quality Conformity Analysis

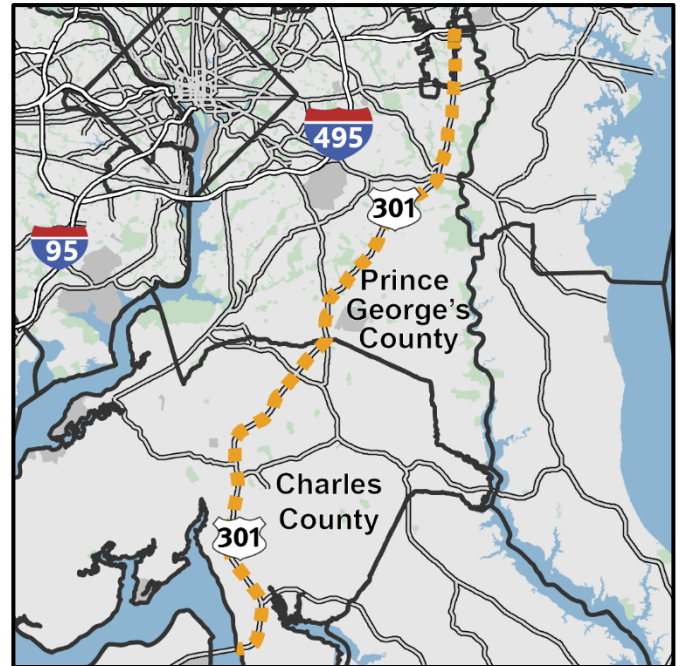
**September 13-October 13, 2018** Comment on projects and any other aspect of the draft Visualize 2045 plan before final TPB adoption.

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777 North Capitol St. NE, Suite 300, Washington, DC 20002

## From the Governor Harry Nice Bridge to US 50/I-595

### Basic Project Information

Project Length.....**48 Miles**  
 Anticipated Completion.....**2045**  
 Estimated Cost of Construction.....**\$4.6 billion**  
 Submitting Agency.....**Maryland DOT**  
 Anticipated Funding Sources.....  
 Federal  State  Local  Private  Bonds  Other  
 CE ID.....**1004**



### NOW AVAILABLE FOR COMMENT

December 14, 2017-January 13, 2018  
 See reverse for details, or visit [www.mwcog.org/TPBcomment](http://www.mwcog.org/TPBcomment).

### Project Description

Widen Crain Highway, US 301 from 4 to 6 lanes between the Governor Harry Nice Bridge at the Potomac River to the John Hanson Highway, US 50/I-595.

### Existing Support for this Project

This project has been reviewed at the local, state, and/or sub-regional levels and is included in the following approved plans:

- Pending

See official CLRP Project Description Form for more information about this project.



**Goal 1:** Provide a Range of Transportation Options



**Goal 2:** Promote Dynamic Activity Centers



**Goal 3:** Ensure System Maintenance, Preservation, and Safety



**Goal 4:** Maximize Operational Effectiveness and Safety



**Goal 5:** Protect and Enhance the Natural Environment



**Goal 6:** Support Interregional and International Travel and Commerce

See reverse side for more information about how this project advances regional goals and addresses certain federal planning requirements.

## How this project supports or advances goals in the Regional Transportation Priorities Plan

This 48-mile road widening project will expand transportation options for drivers, carpoolers and transit riders (Goal 1). The project will connect three Activity Centers (Bowie, Waldorf, and La Plata) (Goal 2) and will enhance freight movement (Goal 6).



### Goal 1: Provide a Range of Transportation Options

Provides, enhances, supports, or promotes the following travel mode options:

- Single Driver (SOV)  Carpool/HOV  Metrorail  Commuter Rail
- Streetcar/Light Rail  BRT  Express/Commuter Bus  Metrobus  Local Bus
- Bicycling  Walking  Other
- Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)



### Goal 2: Promote Dynamic Activity Centers

- Begins or ends in an Activity Center
- Connects two or more Activity Centers
- Promotes non-auto travel within one or more Activity Centers



### Goal 3: Ensure System Maintenance, Preservation, and Safety

- Contributes to enhanced system maintenance, preservation, or safety



### Goal 4: Maximize Operational Effectiveness and Safety

- Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)
- Enhances safety for motorists, transit users, pedestrians, and/or bicyclists



### Goal 5: Protect and Enhance the Natural Environment

- Expected to contribute to reductions in emissions of:
- Criteria Pollutants (NOx, VOCs, PM2.5)  Greenhouse Gases



### Goal 6: Support Interregional and International Travel and Commerce

- Enhances, supports, or promotes the following freight carrier modes:
- Long-haul Truck  Local Delivery  Rail  Air
- Enhances, supports, or promotes the following passenger carrier modes:
- Air  Amtrak Intercity Passenger Rail  Intercity Bus

## Addressing Federal Planning Factors

This project addresses the following federal planning factors designed to guide development of Visualize 2045:

- Support Economic Vitality
  - Increase Safety for All Users
- Support Homeland and Personal Security
- Increase Accessibility and Mobility of People and/or Freight
  - Protect and Enhance the Environment
- Enhance Integration and Connectivity
- Promote Efficient System Management and Operation
  - Emphasize System Preservation
  - Improve Resiliency or Mitigate Stormwater
  - Enhance Travel and Tourism

## Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

- Transportation demand management measures (including growth management and congestion pricing)
- Traffic operational improvements
- Public transportation improvements
- Intelligent Transportation Systems (ITS) technologies
- Other congestion management strategies
- Not applicable – This project does not increase SOV capacity or is exempt from consideration of alternatives.
- Not yet Available – Agencies have until March 2, 2018 to complete the required Congestion Management Documentation.

Information about how projects advance regional goals and address federal planning requirements is self-reported by the agencies submitting projects for inclusion in Visualize 2045.

The information on this form was last updated on December 5, 2017.

## Comment on this project or on Visualize 2045

**December 14, 2017-January 13, 2018** Comment on the projects before they are included in the federally required Air Quality Conformity Analysis

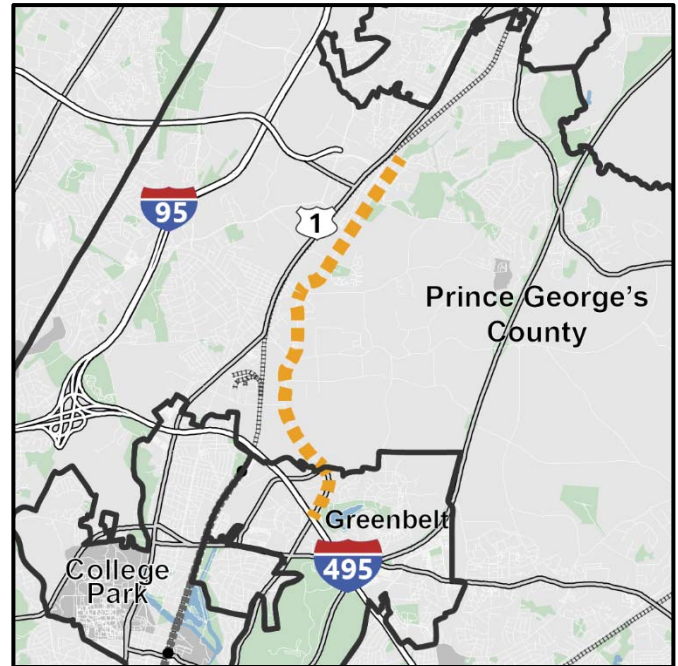
**September 13-October 13, 2018** Comment on projects and any other aspect of the draft Visualize 2045 plan before final TPB adoption.

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777 North Capitol St. NE, Suite 300, Washington, DC 20002

## From I-495, Capital Beltway to US 1 North of Muirkirk Road

### Basic Project Information

Project Length.....**4.5 Miles**  
 Anticipated Completion.....**2045**  
 Estimated Cost of Construction.....**\$1 billion**  
 Submitting Agency.....**Maryland DOT**  
 Anticipated Funding Sources.....  
 Federal  State  Local  Private  Bonds  Other  
 CEID.....**1204**



### NOW AVAILABLE FOR COMMENT

December 14, 2017-January 13, 2018  
 See reverse for details, or visit [www.mwcog.org/TPBcomment](http://www.mwcog.org/TPBcomment).

### Project Description

This project will widen MD 201 to four lanes between north of I-495, Capital Beltway to Ammendale Way. It will also extend the Maryland Route 201 designation from its current end-point at Powder Mill Road to continue along Edmonston Road and Old Baltimore Pike. Additionally, it will construct a four-lane extension from Muirkirk Road to US 1. Bicycle and pedestrian access will be considered as part of this project.

### Existing Support for this Project

This project has been reviewed at the local, state, and/or sub-regional levels and is included in the following approved plans:

- 2017 Prince George's County Priority Letter
- 2009 Prince George's County Master Plan of Transportation
- 1993 Subregion I Sector Plan

See official Visualize 2045 Project Description Form for more information about this project.



**Goal 1:** Provide a Range of Transportation Options



**Goal 2:** Promote Dynamic Activity Centers



**Goal 3:** Ensure System Maintenance, Preservation, and Safety



**Goal 4:** Maximize Operational Effectiveness and Safety



**Goal 5:** Protect and Enhance the Natural Environment



**Goal 6:** Support Interregional and International Travel and Commerce

See reverse side for more information about how this project advances regional goals and addresses certain federal planning requirements.

## How this project supports or advances goals in the Regional Transportation Priorities Plan

This four-mile road widening of Edmonston Road/Old Baltimore Pike will expand travel options (Goal 1) by enhancing the facility for drivers and buses, while expanding options for walking and biking. It will connect the Greenbelt Activity Center to the Konterra Activity Center (Goal 2) and will promote local freight movement (Goal 6).



### Goal 1: Provide a Range of Transportation Options

Provides, enhances, supports, or promotes the following travel mode options:

- Single Driver (SOV)  Carpool/HOV  Metrorail  Commuter Rail
- Streetcar/Light Rail  BRT  Express/Commuter Bus  Metrobus  Local Bus
- Bicycling  Walking  Other
- Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)



### Goal 2: Promote Dynamic Activity Centers

- Begins or ends in an Activity Center
- Connects two or more Activity Centers
- Promotes non-auto travel within one or more Activity Centers



### Goal 3: Ensure System Maintenance, Preservation, and Safety

- Contributes to enhanced system maintenance, preservation, or safety



### Goal 4: Maximize Operational Effectiveness and Safety

- Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)
- Enhances safety for motorists, transit users, pedestrians, and/or bicyclists



### Goal 5: Protect and Enhance the Natural Environment

- Expected to contribute to reductions in emissions of:
- Criteria Pollutants (NOx, VOCs, PM2.5)  Greenhouse Gases



### Goal 6: Support Interregional and International Travel and Commerce

- Enhances, supports, or promotes the following freight carrier modes:
- Long-haul Truck  Local Delivery  Rail  Air
- Enhances, supports, or promotes the following passenger carrier modes:
- Air  Amtrak Intercity Passenger Rail  Intercity Bus

## Addressing Federal Planning Factors

This project addresses the following federal planning factors designed to guide development of Visualize 2045:

- Support Economic Vitality
  - Increase Safety for All Users
- Support Homeland and Personal Security
- Increase Accessibility and Mobility of People and/or Freight
- Protect and Enhance the Environment
- Enhance Integration and Connectivity
  - Promote Efficient System Management and Operation
  - Emphasize System Preservation
  - Improve Resiliency or Mitigate Stormwater
  - Enhance Travel and Tourism

## Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

- Transportation demand management measures (including growth management and congestion pricing)
- Traffic operational improvements
- Public transportation improvements
- Intelligent Transportation Systems (ITS) technologies
- Other congestion management strategies
- Not applicable – This project does not increase SOV capacity or is exempt from consideration of alternatives.
- Not yet Available – Agencies have until March 2, 2018 to complete the required Congestion Management Documentation.

Information about how projects advance regional goals and address federal planning requirements is self-reported by the agencies submitting projects for inclusion in Visualize 2045.

The information on this form was last updated on December 14, 2017.

## Comment on this project or on Visualize 2045

**December 14, 2017-January 13, 2018** Comment on the projects before they are included in the federally required Air Quality Conformity Analysis

**September 13-October 13, 2018** Comment on projects and any other aspect of the draft Visualize 2045 plan before final TPB adoption.

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777 North Capitol St. NE, Suite 300, Washington, DC 20002

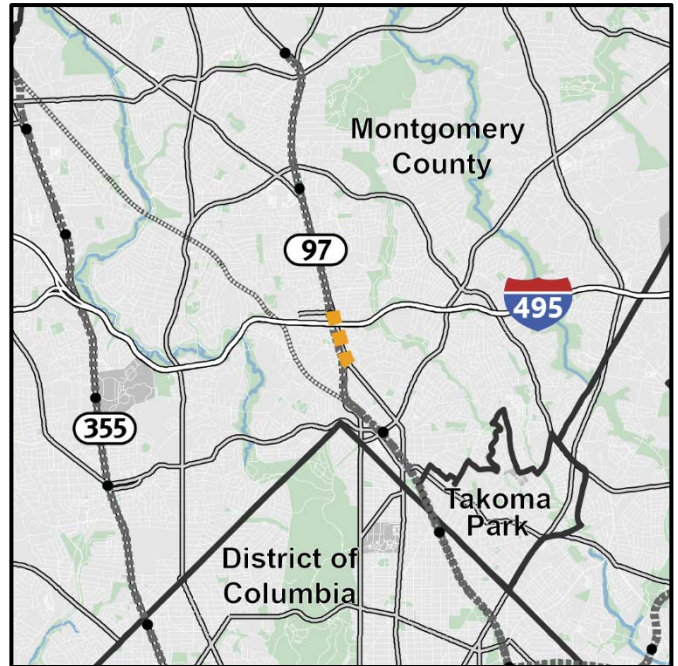
# MD 97 RECONSTRUCTION

PROPOSED MAJOR ADDITION  
VISUALIZE 2045

From 16<sup>th</sup> Street to Forest Glen Road

## Basic Project Information

Project Length.....<1 Mile  
 Anticipated Completion.....2025  
 Estimated Cost of Construction.....\$52 million  
 Submitting Agency.....Maryland DOT  
 Anticipated Funding Sources.....  
 Federal  State  Local  Private  Bonds  Other  
 CLRP ID.....2618



## NOW AVAILABLE FOR COMMENT

December 14, 2017-January 13, 2018  
 See reverse for details, or visit [www.mwcog.org/TPBcomment](http://www.mwcog.org/TPBcomment).

## Project Description

This project will reconstruct and widen MD 97, Georgia Avenue from six or seven lanes to seven or eight lanes on either side of I-495, Capital Beltway between 16<sup>th</sup> Street and Forest Glen Road. Sidewalks and accommodations for bicycles will be included where appropriate.

## Existing Support for this Project

This project has been reviewed at the local, state, and/or sub-regional levels and is included in the following approved plans:

- Montgomery County 2017 Transportation Priority Letter

See official CLRP Project Description Form for more information about this project.



**Goal 1:** Provide a Range of Transportation Options



**Goal 2:** Promote Dynamic Activity Centers



**Goal 3:** Ensure System Maintenance, Preservation, and Safety



**Goal 4:** Maximize Operational Effectiveness and Safety



**Goal 5:** Protect and Enhance the Natural Environment



**Goal 6:** Support Interregional and International Travel and Commerce

See reverse side for more information about how this project advances regional goals and addresses certain federal planning requirements.

## How this project supports or advances goals in the Regional Transportation Priorities Plan

Motivated by safety considerations (Goal 3), this project will widen approximately one mile of this heavily trafficked portion of Georgia Avenue crossing under the Beltway. It will provide pedestrian accommodations where feasible to promote access for all transportation modes (Goal 1), promote better circulation in the Silver Spring Activity Center (Goal 2), and facilitate local goods movement (Goal 6).



### Goal 1: Provide a Range of Transportation Options

Provides, enhances, supports, or promotes the following travel mode options:  
 Single Driver (SOV)  Carpool/HOV  Metrorail  Commuter Rail  
 Streetcar/Light Rail  BRT  Express/Commuter Bus  Metrobus  Local Bus  
 Bicycling  Walking  Other  
 Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)



### Goal 2: Promote Dynamic Activity Centers

Begins or ends in an Activity Center  
 Connects two or more Activity Centers  
 Promotes non-auto travel within one or more Activity Centers



### Goal 3: Ensure System Maintenance, Preservation, and Safety

Contributes to enhanced system maintenance, preservation, or safety



### Goal 4: Maximize Operational Effectiveness and Safety

Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)  
 Enhances safety for motorists, transit users, pedestrians, and/or bicyclists



### Goal 5: Protect and Enhance the Natural Environment

Expected to contribute to reductions in emissions of:  
 Criteria Pollutants (NOx, VOCs, PM2.5)  Greenhouse Gases



### Goal 6: Support Interregional and International Travel and Commerce

Enhances, supports, or promotes the following freight carrier modes:  
 Long-haul Truck  Local Delivery  Rail  Air  
 Enhances, supports, or promotes the following passenger carrier modes:  
 Air  Amtrak Intercity Passenger Rail  Intercity Bus

## Addressing Federal Planning Factors

This project addresses the following federal planning factors designed to guide development of Visualize 2045:

- Support Economic Vitality
- Increase Safety for All Users
- Support Homeland and Personal Security
- Increase Accessibility and Mobility of People and/or Freight
- Protect and Enhance the Environment
- Enhance Integration and Connectivity
- Promote Efficient System Management and Operation
- Emphasize System Preservation
- Improve Resiliency or Mitigate Stormwater
- Enhance Travel and Tourism

## Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

- Transportation demand management measures (including growth management and congestion pricing)
- Traffic operational improvements
- Public transportation improvements
- Intelligent Transportation Systems (ITS) technologies
- Other congestion management strategies
- Not applicable – This project does not increase SOV capacity or is exempt from consideration of alternatives.
- Not yet Available – Agencies have until March 2, 2018 to complete the required Congestion Management Documentation.

Information about how projects advance regional goals and address federal planning requirements is self-reported by the agencies submitting projects for inclusion in Visualize 2045.

The information on this form was last updated on December 8, 2017.

## Comment on this project or on Visualize 2045

**December 14, 2017-January 13, 2018** Comment on the projects before they are included in the federally required Air Quality Conformity Analysis

**September 13-October 13, 2018** Comment on projects and any other aspect of the draft Visualize 2045 before final TPB adoption.

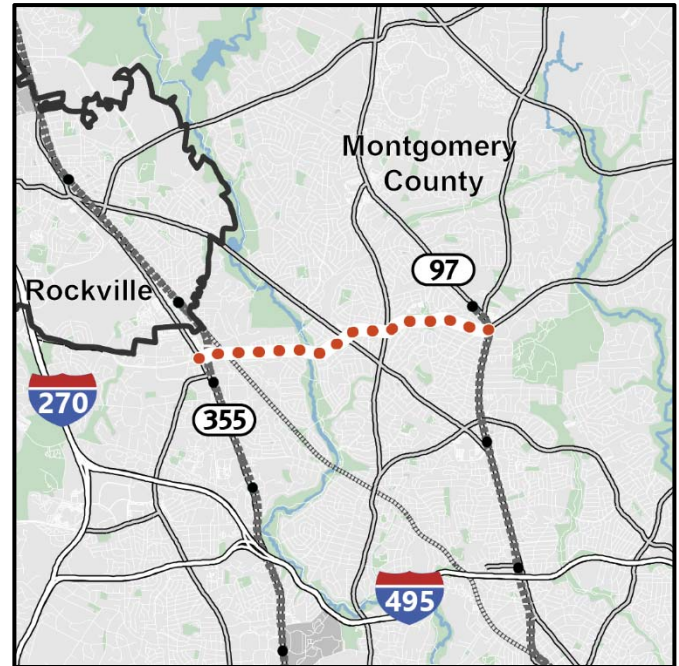
Visualize2045.org | [tpbcomment@mwcoq.org](mailto:tpbcomment@mwcoq.org) | (202) 962-3262  
 777 North Capitol St. NE, Suite 300, Washington, DC 20002



From US 29 to MD 355

## Basic Project Information

Project Length.....10 Miles  
 Anticipated Completion.....2040  
 Estimated Cost of Construction.....\$102 million  
 Submitting Agency.....Montgomery County  
 Anticipated Funding Sources.....  
 Federal  State  Local  Private  Bonds  Other  
 CEID.....3662



## NOW AVAILABLE FOR COMMENT

December 14, 2017-January 13, 2018  
 See reverse for details, or visit [www.mwcog.org/TPBcomment](http://www.mwcog.org/TPBcomment).

## Project Description

This project will implement a Bus Rapid Transit (BRT) route on Randolph Road between the White Flint Metro Station to US 29, Columbia Pike. The buses will run in mixed-traffic.

## Existing Support for this Project

This project has been reviewed at the local, state, and/or sub-regional levels and is included in the following approved plans:

- Countywide Transit Corridors Functional Master Plan

See official Visualize 2045 Project Description Form for more information about this project.



**Goal 1:** Provide a Range of Transportation Options



**Goal 2:** Promote Dynamic Activity Centers



**Goal 3:** Ensure System Maintenance, Preservation, and Safety



**Goal 4:** Maximize Operational Effectiveness and Safety



**Goal 5:** Protect and Enhance the Natural Environment



**Goal 6:** Support Interregional and International Travel and Commerce

See reverse side for more information about how this project advances regional goals and addresses certain federal planning requirements.

## How this project supports or advances goals in the Regional Transportation Priorities Plan

The Priorities Plan specifically called for cost-effective transit alternatives, like bus rapid transit (BRT), that approach the speed, frequency and reliability of heavy rail but at a fraction of the cost. This project is a component of a wider BRT network planned for Montgomery County that will expand travel options (Goal 1), connect Activity Centers (Goal 2), maximize the use of existing infrastructure without adding new capacity (Goal 4), and reduce emissions (Goal 5).



### Goal 1: Provide a Range of Transportation Options

Provides, enhances, supports, or promotes the following travel mode options:

- Single Driver (SOV)  Carpool/HOV  Metrorail  Commuter Rail
- Streetcar/Light Rail  BRT  Express/Commuter Bus  Metrobus  Local Bus
- Bicycling  Walking  Other
- Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)



### Goal 2: Promote Dynamic Activity Centers

- Begins or ends in an Activity Center
- Connects two or more Activity Centers
- Promotes non-auto travel within one or more Activity Centers



### Goal 3: Ensure System Maintenance, Preservation, and Safety

- Contributes to enhanced system maintenance, preservation, or safety



### Goal 4: Maximize Operational Effectiveness and Safety

- Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)
- Enhances safety for motorists, transit users, pedestrians, and/or bicyclists



### Goal 5: Protect and Enhance the Natural Environment

- Expected to contribute to reductions in emissions of:
- Criteria Pollutants (NOx, VOCs, PM2.5)  Greenhouse Gases



### Goal 6: Support Interregional and International Travel and Commerce

- Enhances, supports, or promotes the following freight carrier modes:
- Long-haul Truck  Local Delivery  Rail  Air
- Enhances, supports, or promotes the following passenger carrier modes:
- Air  Amtrak Intercity Passenger Rail  Intercity Bus

## Addressing Federal Planning Factors

This project addresses the following federal planning factors designed to guide development of Visualize 2045:

- Support Economic Vitality
- Increase Safety for All Users
  - Support Homeland and Personal Security
- Increase Accessibility and Mobility of People and/or Freight
- Protect and Enhance the Environment
- Enhance Integration and Connectivity
- Promote Efficient System Management and Operation
  - Emphasize System Preservation
- Improve Resiliency or Mitigate Stormwater
  - Enhance Travel and Tourism

## Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

- Transportation demand management measures (including growth management and congestion pricing)
- Traffic operational improvements
- Public transportation improvements
- Intelligent Transportation Systems (ITS) technologies
- Other congestion management strategies
- Not applicable – This project does not increase SOV capacity or is exempt from consideration of alternatives.
- Not yet Available – Agencies have until March 2, 2018 to complete the required Congestion Management Documentation.

Information about how projects advance regional goals and address federal planning requirements is self-reported by the agencies submitting projects for inclusion in Visualize 2045.

The information on this form was last updated on December 8, 2017

## Comment on this project or on Visualize 2045

**December 14, 2017-January 13, 2018** Comment on the projects before they are included in the federally required Air Quality Conformity Analysis

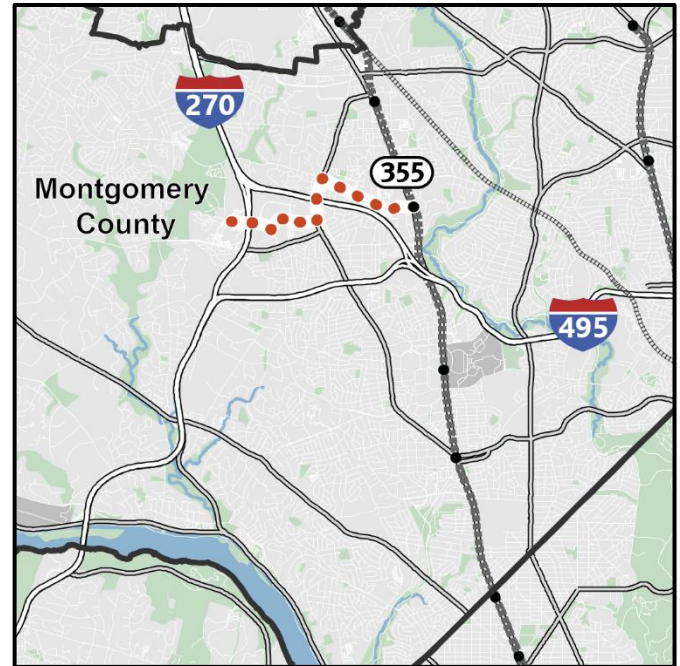
**September 13-October 13, 2018** Comment on projects and any other aspect of the draft Visualize 2045 plan before final TPB adoption.

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## Montgomery Mall Transit Center to White Flint Metrorail Station

### Basic Project Information

Project Length.....3.5 Miles  
 Anticipated Completion.....2035  
 Estimated Cost of Construction.....\$115 million  
 Submitting Agency.....Montgomery County  
 Anticipated Funding Sources.....  
 Federal  State  Local  Private  Bonds  Other  
 CEID.....3663



### NOW AVAILABLE FOR COMMENT

December 14, 2017-January 13, 2018  
 See reverse for details, or visit [www.mwcog.org/TPBcomment](http://www.mwcog.org/TPBcomment).

### Project Description

This project will implement a Bus Rapid Transit (BRT) route on Rock Spring Drive and Old Georgetown Road connecting the White Flint Metro Station with the Montgomery Mall Transit Center and the Rock Spring office park area. The buses will run on a dedicated transitway.

### Existing Support for this Project

This project has been reviewed at the local, state, and/or sub-regional levels and is included in the following approved plans:

- Countywide Transit Corridors Functional Master Plan

See official Visualize 2045 Project Description Form for more information about this project.



**Goal 1:** Provide a Range of Transportation Options



**Goal 2:** Promote Dynamic Activity Centers



**Goal 3:** Ensure System Maintenance, Preservation, and Safety



**Goal 4:** Maximize Operational Effectiveness and Safety



**Goal 5:** Protect and Enhance the Natural Environment



**Goal 6:** Support Interregional and International Travel and Commerce

See reverse side for more information about how this project advances regional goals and addresses certain federal planning requirements.

## How this project supports or advances goals in the Regional Transportation Priorities Plan

The Priorities Plan specifically called for cost-effective transit alternatives, like bus rapid transit (BRT), that approach the speed, frequency and reliability of heavy rail but at a fraction of the cost. This project is a component of a wider BRT network planned for Montgomery County that will expand travel options (Goal 1), connect Activity Centers (Goal 2), maximize the use of existing infrastructure without adding new capacity (Goal 4), and reduce emissions (Goal 5).



### Goal 1: Provide a Range of Transportation Options

Provides, enhances, supports, or promotes the following travel mode options:

- Single Driver (SOV)  Carpool/HOV  Metrorail  Commuter Rail
- Streetcar/Light Rail  BRT  Express/Commuter Bus  Metrobus  Local Bus
- Bicycling  Walking  Other
- Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)



### Goal 2: Promote Dynamic Activity Centers

- Begins or ends in an Activity Center
- Connects two or more Activity Centers
- Promotes non-auto travel within one or more Activity Centers



### Goal 3: Ensure System Maintenance, Preservation, and Safety

- Contributes to enhanced system maintenance, preservation, or safety



### Goal 4: Maximize Operational Effectiveness and Safety

- Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)
- Enhances safety for motorists, transit users, pedestrians, and/or bicyclists



### Goal 5: Protect and Enhance the Natural Environment

Expected to contribute to reductions in emissions of:

- Criteria Pollutants (NOx, VOCs, PM2.5)  Greenhouse Gases



### Goal 6: Support Interregional and International Travel and Commerce

Enhances, supports, or promotes the following freight carrier modes:

- Long-haul Truck  Local Delivery  Rail  Air

Enhances, supports, or promotes the following passenger carrier modes:

- Air  Amtrak Intercity Passenger Rail  Intercity Bus

## Addressing Federal Planning Factors

This project addresses the following federal planning factors designed to guide development of Visualize 2045:

- Support Economic Vitality
- Increase Safety for All Users
  - Support Homeland and Personal Security
- Increase Accessibility and Mobility of People and/or Freight
- Protect and Enhance the Environment
- Enhance Integration and Connectivity
- Promote Efficient System Management and Operation
  - Emphasize System Preservation
- Improve Resiliency or Mitigate Stormwater
  - Enhance Travel and Tourism

## Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

- Transportation demand management measures (including growth management and congestion pricing)
- Traffic operational improvements
- Public transportation improvements
- Intelligent Transportation Systems (ITS) technologies
- Other congestion management strategies
- Not applicable – This project does not increase SOV capacity or is exempt from consideration of alternatives.
- Not yet Available – Agencies have until March 2, 2018 to complete the required Congestion Management Documentation.

Information about how projects advance regional goals and address federal planning requirements is self-reported by the agencies submitting projects for inclusion in Visualize 2045.

The information on this form was last updated on December 8, 2017.

## Comment on this project or on Visualize 2045

**December 14, 2017-January 13, 2018** Comment on the projects before they are included in the federally required Air Quality Conformity Analysis

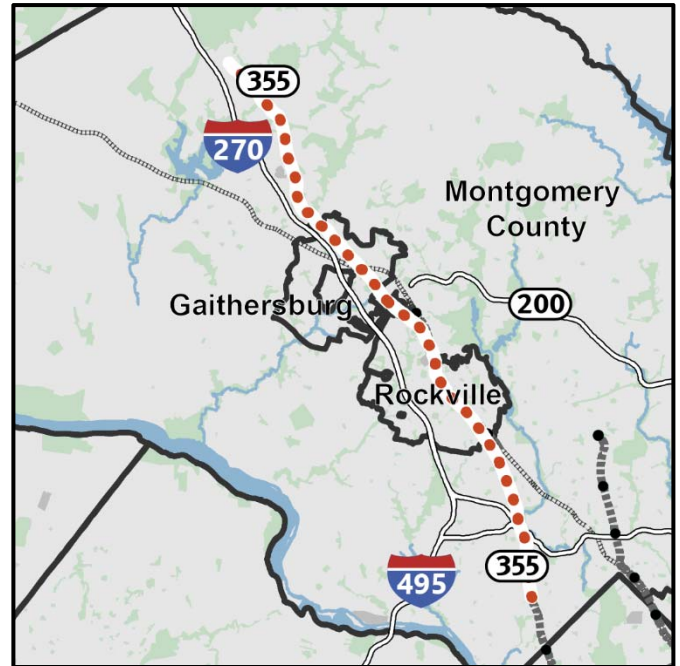
**September 13-October 13, 2018** Comment on projects and any other aspect of the draft Visualize 2045 plan before final TPB adoption.

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777 North Capitol St. NE, Suite 300, Washington, DC 20002

## From Bethesda to Clarksburg

### Basic Project Information

Project Length.....**22 Miles**  
 Anticipated Completion.....**2045**  
 Estimated Cost of Construction.....**\$1.08 billion**  
 Submitting Agency.....**Montgomery County**  
 Anticipated Funding Sources.....  
 Federal  State  Local  Private  Bonds  Other  
 CEID.....**3424**



### NOW AVAILABLE FOR COMMENT

December 14, 2017-January 13, 2018  
 See reverse for details, or visit [www.mwcog.org/TPBcomment](http://www.mwcog.org/TPBcomment).

### Project Description

This project will implement a Bus Rapid Transit (BRT) route on MD 355 between Bethesda and Clarksburg. The buses will run in a combination of dedicated transitway and mixed traffic.

### Existing Support for this Project

This project has been reviewed at the local, state, and/or sub-regional levels and is included in the following approved plans:

- MD 355 BRT Corridor Planning Study

See official Visualize 2045 Project Description Form for more information about this project.



**Goal 1:** Provide a Range of Transportation Options



**Goal 2:** Promote Dynamic Activity Centers



**Goal 3:** Ensure System Maintenance, Preservation, and Safety



**Goal 4:** Maximize Operational Effectiveness and Safety



**Goal 5:** Protect and Enhance the Natural Environment



**Goal 6:** Support Interregional and International Travel and Commerce

See reverse side for more information about how this project advances regional goals and addresses certain federal planning requirements.

## How this project supports or advances goals in the Regional Transportation Priorities Plan

The Priorities Plan specifically called for cost-effective transit alternatives, like bus rapid transit (BRT), that approach the speed, frequency and reliability of heavy rail but at a fraction of the cost. This project is a component of a wider BRT network planned for Montgomery County that will expand travel options (Goal 1), connect Activity Centers (Goal 2), maximize the use of existing infrastructure without adding new capacity (Goal 4), and reduce emissions (Goal 5).



### Goal 1: Provide a Range of Transportation Options

Provides, enhances, supports, or promotes the following travel mode options:

- Single Driver (SOV)  Carpool/HOV  Metrorail  Commuter Rail
- Streetcar/Light Rail  BRT  Express/Commuter Bus  Metrobus  Local Bus
- Bicycling  Walking  Other
- Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)



### Goal 2: Promote Dynamic Activity Centers

- Begins or ends in an Activity Center
- Connects two or more Activity Centers
- Promotes non-auto travel within one or more Activity Centers



### Goal 3: Ensure System Maintenance, Preservation, and Safety

- Contributes to enhanced system maintenance, preservation, or safety



### Goal 4: Maximize Operational Effectiveness and Safety

- Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)
- Enhances safety for motorists, transit users, pedestrians, and/or bicyclists



### Goal 5: Protect and Enhance the Natural Environment

Expected to contribute to reductions in emissions of:

- Criteria Pollutants (NOx, VOCs, PM2.5)  Greenhouse Gases



### Goal 6: Support Interregional and International Travel and Commerce

Enhances, supports, or promotes the following freight carrier modes:

- Long-haul Truck  Local Delivery  Rail  Air

Enhances, supports, or promotes the following passenger carrier modes:

- Air  Amtrak Intercity Passenger Rail  Intercity Bus

## Addressing Federal Planning Factors

This project addresses the following federal planning factors designed to guide development of Visualize 2045:

- Support Economic Vitality
- Increase Safety for All Users
  - Support Homeland and Personal Security
- Increase Accessibility and Mobility of People and/or Freight
- Protect and Enhance the Environment
- Enhance Integration and Connectivity
- Promote Efficient System Management and Operation
  - Emphasize System Preservation
  - Improve Resiliency or Mitigate Stormwater
  - Enhance Travel and Tourism

## Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

- Transportation demand management measures (including growth management and congestion pricing)
- Traffic operational improvements
- Public transportation improvements
- Intelligent Transportation Systems (ITS) technologies
- Other congestion management strategies
- Not applicable – This project does not increase SOV capacity or is exempt from consideration of alternatives.
- Not yet Available – Agencies have until March 2, 2018 to complete the required Congestion Management Documentation.

Information about how projects advance regional goals and address federal planning requirements is self-reported by the agencies submitting projects for inclusion in Visualize 2045.

The information on this form was last updated on December 8, 2017.

## Comment on this project or on Visualize 2045

**December 14, 2017-January 13, 2018** Comment on the projects before they are included in the federally required Air Quality Conformity Analysis

**September 13-October 13, 2018** Comment on projects and any other aspect of the draft Visualize 2045 plan before final TPB adoption.

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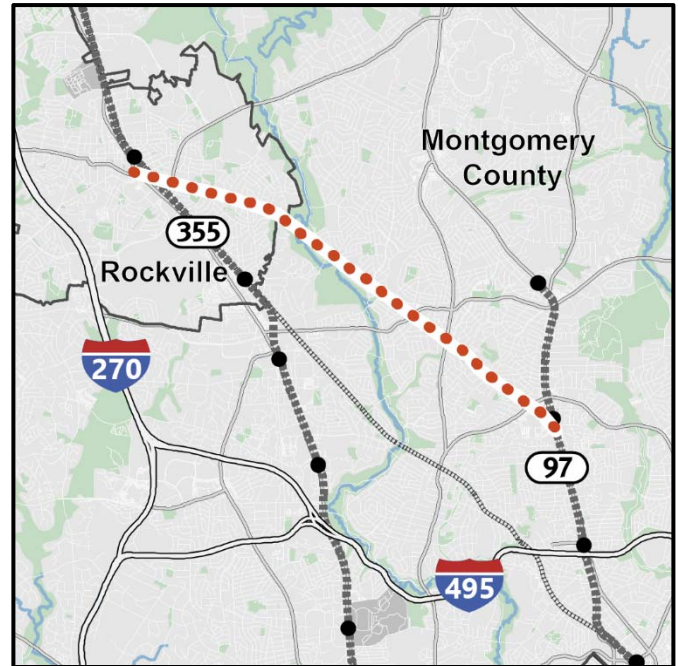
# VEIRS MILL ROAD BRT

PROPOSED MAJOR ADDITION  
VISUALIZE 2045

From MD 355, Rockville Pike to MD 97, Georgia Avenue

## Basic Project Information

Project Length.....6 Miles  
 Anticipated Completion.....2030  
 Estimated Cost of Construction.....\$80 million  
 Submitting Agency.....Montgomery County  
 Anticipated Funding Sources.....  
 Federal  State  Local  Private  Bonds  Other  
 CEID.....3103



## NOW AVAILABLE FOR COMMENT

December 14, 2017-January 13, 2018  
 See reverse for details, or visit [www.mwcog.org/TPBcomment](http://www.mwcog.org/TPBcomment).

## Project Description

This project will implement a Bus Rapid Transit (BRT) line on Veirs Mill Road between the Rockville and Wheaton Metrorail stations. The project includes constructing queue jumps and installing transit signal priority at key intersections. The project also adds new transit service using articulated BRT vehicles, BRT stations with level boarding and off-board fare collection, and pedestrian and bike improvements.

## Existing Support for this Project

This project has been reviewed at the local, state, and/or sub-regional levels and is included in the following approved plans:

- Corridor Study Report, October 2017

See official Visualize 2045 Project Description Form for more information about this project.



**Goal 1:** Provide a Range of Transportation Options



**Goal 2:** Promote Dynamic Activity Centers



**Goal 3:** Ensure System Maintenance, Preservation, and Safety



**Goal 4:** Maximize Operational Effectiveness and Safety



**Goal 5:** Protect and Enhance the Natural Environment



**Goal 6:** Support Interregional and International Travel and Commerce

See reverse side for more information about how this project advances regional goals and addresses certain federal planning requirements.

## How this project supports or advances goals in the Regional Transportation Priorities Plan

The Priorities Plan specifically called for cost-effective transit alternatives, like bus rapid transit (BRT), that approach the speed, frequency and reliability of heavy rail but at a fraction of the cost. This project is a component of a wider BRT network planned for Montgomery County that will expand travel options (Goal 1), connect Activity Centers (Goal 2), maximize the use of existing infrastructure without adding new capacity (Goal 4), and reduce emissions (Goal 5).



### Goal 1: Provide a Range of Transportation Options

Provides, enhances, supports, or promotes the following travel mode options:

- Single Driver (SOV)  Carpool/HOV  Metrorail  Commuter Rail
- Streetcar/Light Rail  BRT  Express/Commuter Bus  Metrobus  Local Bus
- Bicycling  Walking  Other
- Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)



### Goal 2: Promote Dynamic Activity Centers

- Begins or ends in an Activity Center
- Connects two or more Activity Centers
- Promotes non-auto travel within one or more Activity Centers



### Goal 3: Ensure System Maintenance, Preservation, and Safety

- Contributes to enhanced system maintenance, preservation, or safety



### Goal 4: Maximize Operational Effectiveness and Safety

- Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)
- Enhances safety for motorists, transit users, pedestrians, and/or bicyclists



### Goal 5: Protect and Enhance the Natural Environment

Expected to contribute to reductions in emissions of:

- Criteria Pollutants (NOx, VOCs, PM2.5)  Greenhouse Gases



### Goal 6: Support Interregional and International Travel and Commerce

Enhances, supports, or promotes the following freight carrier modes:

- Long-haul Truck  Local Delivery  Rail  Air

Enhances, supports, or promotes the following passenger carrier modes:

- Air  Amtrak Intercity Passenger Rail  Intercity Bus

## Addressing Federal Planning Factors

This project addresses the following federal planning factors designed to guide development of Visualize 2045:

- Support Economic Vitality
- Increase Safety for All Users
  - Support Homeland and Personal Security
- Increase Accessibility and Mobility of People and/or Freight
- Protect and Enhance the Environment
- Enhance Integration and Connectivity
  - Promote Efficient System Management and Operation
  - Emphasize System Preservation
  - Improve Resiliency or Mitigate Stormwater
  - Enhance Travel and Tourism

## Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

- Transportation demand management measures (including growth management and congestion pricing)
- Traffic operational improvements
- Public transportation improvements
- Intelligent Transportation Systems (ITS) technologies
- Other congestion management strategies
- Not applicable – This project does not increase SOV capacity or is exempt from consideration of alternatives.
- Not yet Available – Agencies have until March 2, 2018 to complete the required Congestion Management Documentation.

Information about how projects advance regional goals and address federal planning requirements is self-reported by the agencies submitting projects for inclusion in Visualize 2045.

The information on this form was last updated on December 8, 2017.

## Comment on this project or on Visualize 2045

**December 14, 2017-January 13, 2018** Comment on the projects before they are included in the federally required Air Quality Conformity Analysis

**September 13-October 13, 2018** Comment on projects and any other aspect of the draft Visualize 2045 plan before final TPB adoption.

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777 North Capitol St. NE, Suite 300, Washington, DC 20002



## From Old Dominion Drive to the American Legion Bridge

### Basic Project Information

Project Length.....**2 Miles**  
 Anticipated Completion.....**2025**  
 Estimated Cost of Construction.....**\$500 million**  
 Submitting Agency.....**Virginia DOT**  
 Anticipated Funding Sources.....  
 Federal  State  Local  Private  Bonds  Other  
 CEID.....**2069**



### NOW AVAILABLE FOR COMMENT

December 14, 2017-January 13, 2018  
 See reverse for details, or visit [www.mwcog.org/TPBcomment](http://www.mwcog.org/TPBcomment).

### Project Description

The I-495 HOT Lanes project has been included in the long-range transportation plan since 2005, and improvements between Old Dominion Drive and the Springfield Interchange were completed in 2012. The existing project includes extension of two HOT lanes in each direction from Old Dominion Drive to George Washington Parkway by 2025, and extension of one HOT Lane in each direction from George Washington Parkway to the American Legion Bridge by 2030. This proposed change would extend two HOT lanes in each direction from the George Washington Parkway to the American Legion Bridge by 2025. As a result of the collaboration between VDOT and MDOT, Maryland's toll lanes project, which includes improving the capacity of the American Legion Bridge, will connect to an equivalent managed lane system at the Virginia state line.

### Existing Support for this Project

This project has been reviewed at the local, state, and/or sub-regional levels and is included in the following approved plans:

Pending

See official Visualize 2045 Project Description Form for more information about this project.



**Goal 1:** Provide a Range of Transportation Options



**Goal 2:** Promote Dynamic Activity Centers



**Goal 3:** Ensure System Maintenance, Preservation, and Safety



**Goal 4:** Maximize Operational Effectiveness and Safety



**Goal 5:** Protect and Enhance the Natural Environment



**Goal 6:** Support Interregional and International Travel and Commerce

See reverse side for more information about how this project advances regional goals and addresses certain federal planning requirements.

## How this project supports or advances goals in the Regional Transportation Priorities Plan

This two-mile link connecting Virginia’s existing Capital Beltway HOT lanes and the forthcoming managed lanes on Maryland’s Capital Beltway will help to create a seamless regional network of express toll lanes, which was a key objective of the TPB’s Priorities Plan. The project will expand travel options in the region (Goal 1) for vehicles and for express bus services.



### Goal 1: Provide a Range of Transportation Options

Provides, enhances, supports, or promotes the following travel mode options:  
 Single Driver (SOV)  Carpool/HOV  Metrorail  Commuter Rail  
 Streetcar/Light Rail  BRT  Express/Commuter Bus  Metrobus  Local Bus  
 Bicycling  Walking  Other  
 Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)



### Goal 2: Promote Dynamic Activity Centers

Begins or ends in an Activity Center  
 Connects two or more Activity Centers  
 Promotes non-auto travel within one or more Activity Centers



### Goal 3: Ensure System Maintenance, Preservation, and Safety

Contributes to enhanced system maintenance, preservation, or safety



### Goal 4: Maximize Operational Effectiveness and Safety

Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)  
 Enhances safety for motorists, transit users, pedestrians, and/or bicyclists



### Goal 5: Protect and Enhance the Natural Environment

Expected to contribute to reductions in emissions of:  
 Criteria Pollutants (NOx, VOCs, PM2.5)  Greenhouse Gases



### Goal 6: Support Interregional and International Travel and Commerce

Enhances, supports, or promotes the following freight carrier modes:  
 Long-haul Truck  Local Delivery  Rail  Air  
 Enhances, supports, or promotes the following passenger carrier modes:  
 Air  Amtrak Intercity Passenger Rail  Intercity Bus

## Addressing Federal Planning Factors

This project addresses the following federal planning factors designed to guide development of Visualize 2045:

- Support Economic Vitality
  - Increase Safety for All Users
- Support Homeland and Personal Security
- Increase Accessibility and Mobility of People and/or Freight
- Protect and Enhance the Environment
- Enhance Integration and Connectivity
- Promote Efficient System Management and Operation
  - Emphasize System Preservation
- Improve Resiliency or Mitigate Stormwater
  - Enhance Travel and Tourism

## Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

- Transportation demand management measures (including growth management and congestion pricing)
- Traffic operational improvements
- Public transportation improvements
- Intelligent Transportation Systems (ITS) technologies
- Other congestion management strategies
- Not applicable – This project does not increase SOV capacity or is exempt from consideration of alternatives.
- Not yet Available – Agencies have until March 2, 2018 to complete the required Congestion Management Documentation.

Information about how projects advance regional goals and address federal planning requirements is self-reported by the agencies submitting projects for inclusion in Visualize 2045.

The information on this form was last updated on December 13, 2017.

## Comment on this project or on Visualize 2045

**December 14, 2017-January 13, 2018** Comment on the projects before they are included in the federally required Air Quality Conformity Analysis

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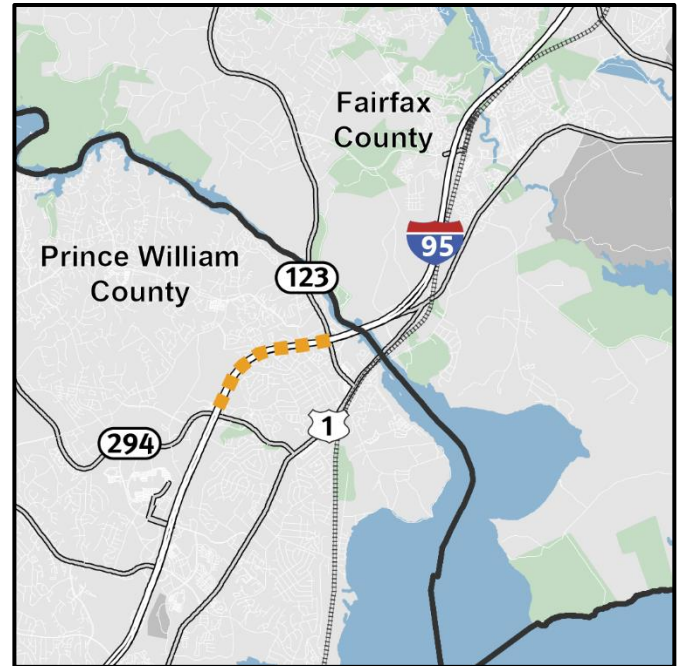
# I-95 SB AUXILIARY LANE

PROPOSED MAJOR ADDITION  
VISUALIZE 2045

From VA 123 to VA 294

## Basic Project Information

Project Length.....1.5 Miles  
 Anticipated Completion.....2028  
 Estimated Cost of Construction.....\$27.5 million  
 Submitting Agency.....Virginia DOT  
 Anticipated Funding Sources.....  
 Federal  State  Local  Private  Bonds  Other  
 CEID.....3664



## NOW AVAILABLE FOR COMMENT

December 14, 2017-January 13, 2018

See reverse for details, or visit [www.mwcog.org/TPBcomment](http://www.mwcog.org/TPBcomment).

## Project Description

This project will add one auxiliary lane to southbound I-95 between the Route 123 on-ramp and the Route 294 exit ramp.

## Existing Support for this Project

This project has been reviewed at the local, state, and/or sub-regional levels and is included in the following approved plans:

Pending

See official Visualize 2045 Project Description Form for more information about this project.



**Goal 1:** Provide a Range of Transportation Options



**Goal 2:** Promote Dynamic Activity Centers



**Goal 3:** Ensure System Maintenance, Preservation, and Safety



**Goal 4:** Maximize Operational Effectiveness and Safety



**Goal 5:** Protect and Enhance the Natural Environment



**Goal 6:** Support Interregional and International Travel and Commerce

See reverse side for more information about how this project advances regional goals and addresses certain federal planning requirements.

## How this project supports or advances goals in the Regional Transportation Priorities Plan

Enhancing safety (Goal 3) is the primary motivation for the addition of a southbound auxiliary lane on I-95 in Prince William County. The project will expand travel options (Goal 1) for drivers and bus riders, support freight movement (Goal 6), and enhance a connection to Woodbridge, which is an Activity Center (Goal 2).



### Goal 1: Provide a Range of Transportation Options

Provides, enhances, supports, or promotes the following travel mode options:

- Single Driver (SOV)  Carpool/HOV  Metrorail  Commuter Rail
- Streetcar/Light Rail  BRT  Express/Commuter Bus  Metrobus  Local Bus
- Bicycling  Walking  Other
- Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)



### Goal 2: Promote Dynamic Activity Centers

- Begins or ends in an Activity Center
- Connects two or more Activity Centers
- Promotes non-auto travel within one or more Activity Centers



### Goal 3: Ensure System Maintenance, Preservation, and Safety

- Contributes to enhanced system maintenance, preservation, or safety



### Goal 4: Maximize Operational Effectiveness and Safety

- Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)
- Enhances safety for motorists, transit users, pedestrians, and/or bicyclists



### Goal 5: Protect and Enhance the Natural Environment

- Expected to contribute to reductions in emissions of:
- Criteria Pollutants (NOx, VOCs, PM2.5)  Greenhouse Gases



### Goal 6: Support Interregional and International Travel and Commerce

- Enhances, supports, or promotes the following freight carrier modes:
- Long-haul Truck  Local Delivery  Rail  Air
- Enhances, supports, or promotes the following passenger carrier modes:
- Air  Amtrak Intercity Passenger Rail  Intercity Bus

## Addressing Federal Planning Factors

This project addresses the following federal planning factors designed to guide development of Visualize 2045:

- Support Economic Vitality
- Increase Safety for All Users
- Support Homeland and Personal Security
- Increase Accessibility and Mobility of People and/or Freight
- Protect and Enhance the Environment
- Enhance Integration and Connectivity
- Promote Efficient System Management and Operation
- Emphasize System Preservation
- Improve Resiliency or Mitigate Stormwater
- Enhance Travel and Tourism

## Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

- Transportation demand management measures (including growth management and congestion pricing)
- Traffic operational improvements
- Public transportation improvements
- Intelligent Transportation Systems (ITS) technologies
- Other congestion management strategies
- Not applicable – This project does not increase SOV capacity or is exempt from consideration of alternatives.
- Not yet Available – Agencies have until March 2, 2018 to complete the required Congestion Management Documentation.

Information about how projects advance regional goals and address federal planning requirements is self-reported by the agencies submitting projects for inclusion in Visualize 2045.

The information on this form was last updated on December 13, 2017.

## Comment on this project or on Visualize 2045

**December 14, 2017-January 13, 2018** Comment on the projects before they are included in the federally required Air Quality Conformity Analysis

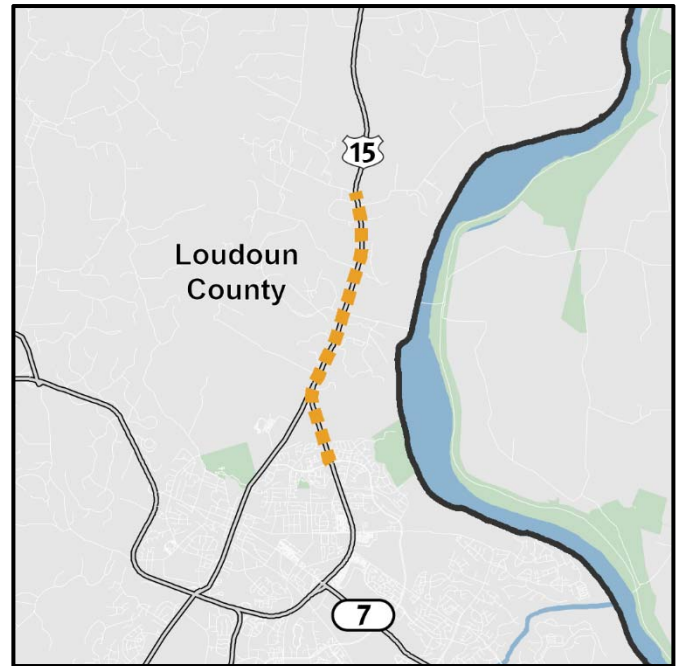
**September 13-October 13, 2018** Comment on projects and any other aspect of the draft Visualize 2045 plan before final TPB adoption.

Visualize2045.org | [tpbcomment@mwcoq.org](mailto:tpbcomment@mwcoq.org) | (202) 962-3262  
777 North Capitol St. NE, Suite 300, Washington, DC 20002

## From Battlefield Parkway to VA 661 Montresor Road

### Basic Project Information

Project Length.....**3.6 Miles**  
 Anticipated Completion.....**2025**  
 Estimated Cost of Construction.....**\$33 million**  
 Submitting Agency.....**Virginia DOT**  
 Anticipated Funding Sources.....  
 Federal  State  Local  Private  Bonds  Other  
 CEID.....**3608**



### NOW AVAILABLE FOR COMMENT

December 14, 2017-January 13, 2018  
 See reverse for details, or visit [www.mwcog.org/TPBcomment](http://www.mwcog.org/TPBcomment).

### Project Description

This project will widen US Route 15, James Madison Highway from two to four lanes between the northern interchange with Battlefield Parkway and VA 661, Montresor Road.

### Existing Support for this Project

This project has been reviewed at the local, state, and/or sub-regional levels and is included in the following approved plans:

- Pending

See official CLRP Project Description Form for more information about this project.



**Goal 1:** Provide a Range of Transportation Options



**Goal 2:** Promote Dynamic Activity Centers



**Goal 3:** Ensure System Maintenance, Preservation, and Safety



**Goal 4:** Maximize Operational Effectiveness and Safety



**Goal 5:** Protect and Enhance the Natural Environment



**Goal 6:** Support Interregional and International Travel and Commerce

See reverse side for more information about how this project advances regional goals and addresses certain federal planning requirements.

## How this project supports or advances goals in the Regional Transportation Priorities Plan

The James Madison Highway widening north of Leesburg will accommodate a variety of users (Goal 1) including drivers, bus riders, and bicyclists. The project will enhance safety (Goal 3) and support freight movement (Goal 6).



### Goal 1: Provide a Range of Transportation Options

Provides, enhances, supports, or promotes the following travel mode options:

- Single Driver (SOV)  Carpool/HOV  Metrorail  Commuter Rail
- Streetcar/Light Rail  BRT  Express/Commuter Bus  Metrobus  Local Bus
- Bicycling  Walking  Other
- Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)



### Goal 2: Promote Dynamic Activity Centers

- Begins or ends in an Activity Center
- Connects two or more Activity Centers
- Promotes non-auto travel within one or more Activity Centers



### Goal 3: Ensure System Maintenance, Preservation, and Safety

- Contributes to enhanced system maintenance, preservation, or safety



### Goal 4: Maximize Operational Effectiveness and Safety

- Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)
- Enhances safety for motorists, transit users, pedestrians, and/or bicyclists



### Goal 5: Protect and Enhance the Natural Environment

Expected to contribute to reductions in emissions of:

- Criteria Pollutants (NOx, VOCs, PM2.5)  Greenhouse Gases



### Goal 6: Support Interregional and International Travel and Commerce

Enhances, supports, or promotes the following freight carrier modes:

- Long-haul Truck  Local Delivery  Rail  Air

Enhances, supports, or promotes the following passenger carrier modes:

- Air  Amtrak Intercity Passenger Rail  Intercity Bus

## Addressing Federal Planning Factors

This project addresses the following federal planning factors designed to guide development of Visualize 2045:

- Support Economic Vitality
- Increase Safety for All Users
- Support Homeland and Personal Security
- Increase Accessibility and Mobility of People and/or Freight
- Protect and Enhance the Environment
- Enhance Integration and Connectivity
- Promote Efficient System Management and Operation
- Emphasize System Preservation
- Improve Resiliency or Mitigate Stormwater
- Enhance Travel and Tourism

## Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

- Transportation demand management measures (including growth management and congestion pricing)
- Traffic operational improvements
- Public transportation improvements
- Intelligent Transportation Systems (ITS) technologies
- Other congestion management strategies
- Not applicable – This project does not increase SOV capacity or is exempt from consideration of alternatives.
- Not yet Available – Agencies have until March 2, 2018 to complete the required Congestion Management Documentation.

Information about how projects advance regional goals and address federal planning requirements is self-reported by the agencies submitting projects for inclusion in Visualize 2045.

The information on this form was last updated on December 13, 2017.

## Comment on this project or on Visualize 2045

**December 14, 2017-January 13, 2018** Comment on the projects before they are included in the federally required Air Quality Conformity Analysis

**September 13-October 13, 2018** Comment on projects and any other aspect of the draft Visualize 2045 plan before final TPB adoption.

Visualize2045.org | [tpbcomment@mwcoq.org](mailto:tpbcomment@mwcoq.org) | (202) 962-3262  
777 North Capitol St. NE, Suite 300, Washington, DC 20002

## 8-Car Trains and Core Station Improvements

### Basic Project Information

- Project Length.....Entire System
- Anticipated Completion.....2045
- Estimated Cost of Construction.....\$5.4 billion
- Submitting Agency.....WMATA
- Anticipated Funding Sources.....
  - Federal
  - State
  - Local
  - Private
  - Bonds
  - Other



### NOW AVAILABLE FOR COMMENT

December 14, 2017-January 13, 2018  
See reverse for details, or visit [www.mwcog.org/TPBcomment](http://www.mwcog.org/TPBcomment).



### Project Description

This project will implement all 8-car trains running on the system during peak periods. Capacity improvements will be made to stations in the core to accommodate the trains. Supporting power infrastructure will be added to support the expansion.

### Existing Support for this Project

This project has been reviewed at the local, state, and/or sub-regional levels and is included in the following approved plans:

- Momentum

See official Visualize 2045 Project Description Form for more information about this project.



**Goal 1:** Provide a Range of Transportation Options



**Goal 2:** Promote Dynamic Activity Centers



**Goal 3:** Ensure System Maintenance, Preservation, and Safety



**Goal 4:** Maximize Operational Effectiveness and Safety



**Goal 5:** Protect and Enhance the Natural Environment



**Goal 6:** Support Interregional and International Travel and Commerce

See reverse side for more information about how this project advances regional goals and addresses certain federal planning requirements.

## How this project supports or advances goals in the Regional Transportation Priorities Plan

The Priorities Plan urged the region to expand capacity on the existing transit system, and eight-car trains and core capacity improvements for Metrorail were among the few projects that the plan specifically identified. This project will help fulfill Metro's pivotal role in providing transportation options in our region (Goal 1). It will help ensure Activity Centers are connected, the system is safe and maintained (Goal 3), existing infrastructure is effectively used (Goal 4), and our environment is protected (Goal 5).



### Goal 1: Provide a Range of Transportation Options

Provides, enhances, supports, or promotes the following travel mode options:

- Single Driver (SOV)  Carpool/HOV  Metrorail  Commuter Rail
- Streetcar/Light Rail  BRT  Express/Commuter Bus  Metrobus  Local Bus
- Bicycling  Walking  Other
- Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)



### Goal 2: Promote Dynamic Activity Centers

- Begins or ends in an Activity Center
- Connects two or more Activity Centers
- Promotes non-auto travel within one or more Activity Centers



### Goal 3: Ensure System Maintenance, Preservation, and Safety

- Contributes to enhanced system maintenance, preservation, or safety



### Goal 4: Maximize Operational Effectiveness and Safety

- Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)
- Enhances safety for motorists, transit users, pedestrians, and/or bicyclists



### Goal 5: Protect and Enhance the Natural Environment

Expected to contribute to reductions in emissions of:

- Criteria Pollutants (NOx, VOCs, PM2.5)  Greenhouse Gases



### Goal 6: Support Interregional and International Travel and Commerce

Enhances, supports, or promotes the following freight carrier modes:

- Long-haul Truck  Local Delivery  Rail  Air

Enhances, supports, or promotes the following passenger carrier modes:

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## Addressing Federal Planning Factors

This project addresses the following federal planning factors designed to guide development of Visualize 2045:

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- Protect and Enhance the Environment
- Enhance Integration and Connectivity
- Promote Efficient System Management and Operation
- Emphasize System Preservation
- Improve Resiliency or Mitigate Stormwater
- Enhance Travel and Tourism

## Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

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- Intelligent Transportation Systems (ITS) technologies
- Other congestion management strategies
- Not applicable – This project does not increase SOV capacity or is exempt from consideration of alternatives.
- Not yet Available – Agencies have until March 2, 2018 to complete the required Congestion Management Documentation.

Information about how projects advance regional goals and address federal planning requirements is self-reported by the agencies submitting projects for inclusion in Visualize 2045.

The information on this form was last updated on December 8, 2017.

## Comment on this project or on Visualize 2045

**December 14, 2017-January 13, 2018** Comment on the projects before they are included in the federally required Air Quality Conformity Analysis

**September 13-October 13, 2018** Comment on projects and any other aspect of the draft Visualize 2045 plan before final TPB adoption.

Visualize2045.org | [tpbcomment@mwcoq.org](mailto:tpbcomment@mwcoq.org) | (202) 962-3262  
777 North Capitol St. NE, Suite 300, Washington, DC 20002



## Project Submissions and Scope of Work for the Air Quality Conformity Analysis

Lyn Erickson,  
TPB Plan Development and Coordination Program Director

R. Earl Lewis,  
Maryland Department of Transportation

Andrew Austin,  
TPB Transportation Planner

Jane Posey,  
TPB Transportation Engineer

Items #8 and #9  
Transportation Planning Board  
January 17, 2018



National Capital Region  
Transportation Planning Board

## TPB ACTION

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

### **Constrained Element of Visualize 2045**

#### **TPB Action**

- Approve the “What”: project submissions for inclusion into the Air Quality Conformity Analysis
- Approve the “How”: the Air Quality Conformity Analysis scope of work

**Public comment period ended on January 13**



## January 2017

- Update Kickoff

## Summer 2017

- Public Outreach Phase 1
- Financial Analysis Begins

## October 18, 2017

- TPB approved Technical Inputs

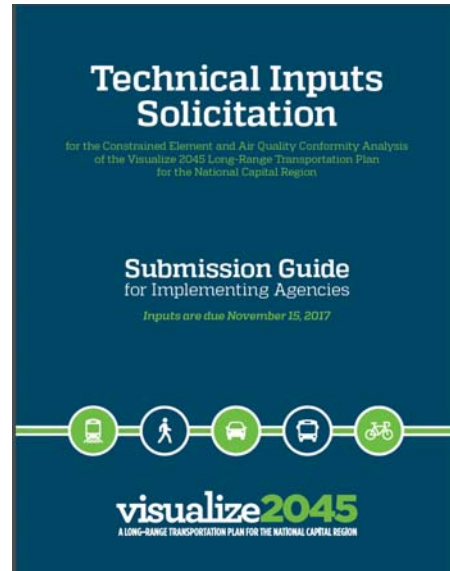
Solicitation document

## November 15, 2017

- Deadline for inputs

## December 14, 2017 – January 13, 2018

- Public comment period



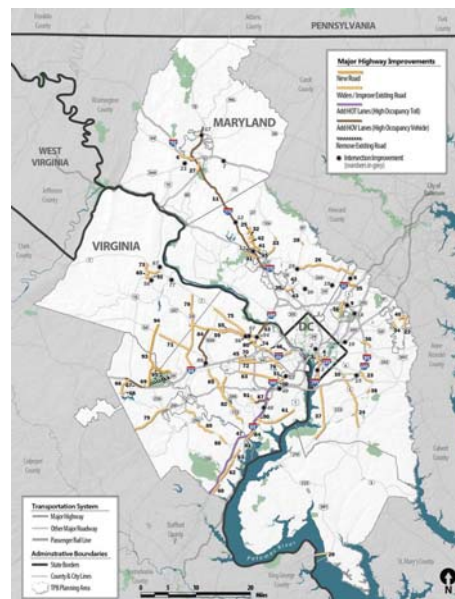
# WHAT'S IN THE PLAN?

## 2016 CLRP Amendment

- Visualize 2045 will build on the baseline of the 2016 Amendment to the Financially Constrained Long-Range Transportation Plan (CLRP).
- 500+ roadway, bridge, transit, bicycle and pedestrian projects

## Visualize 2045 Financial Analysis

- \$300 billion in revenue



## Major Additions and Changes to Existing Projects

### Major New Projects

- Bicycle Lanes, Districtwide
  - 17th St. NW from New Hampshire Ave. to K St.
  - Irving St. NE/NW from Warder St. NW to Michigan Ave. NE
  - K St. NE/NW from 7<sup>th</sup> St. NW to Florida Ave. NE
  - New York Ave. NE from Florida Ave. to Bladensburg Rd.
  - Pennsylvania Ave. SE from 2<sup>nd</sup> St./Independence Ave. to Barney Circle

### Changes to Existing Projects

- Remove three segments of the planned streetcar network:
  - Anacostia Initial Line from Defense Blvd./S. Capitol St. SE to Howard Rd. SE/Firth Sterling
  - Anacostia Extension from Howard Rd./Firth Sterling to Good Hope Rd. SE
  - M St. SE/SW from Good Hope Rd. SE to Maine Ave. SW



## Major Additions and Changes to Existing Projects

### Major New Projects

- I-95 Southbound Auxiliary Lane
- US 15 Widening

### Changes to Existing Projects

- I-495 Capital Beltway HOT Lanes – Northern Extension
  - Advance from 2030 to 2025
  - Construct two HOT lanes in each direction up to American Legion Bridge to coordinate with Maryland's Traffic Relief Plan
- Remove the planned extension of VRE to Gainesville-Haymarket

### Non-Major New Projects

- 28 new roadway, transit, and bicycle/pedestrian improvements



## Major Additions and Changes to Existing Projects

### Major New Projects

- Implement 100% 8-car trains
- Core station capacity improvements
- Supporting infrastructure and facilities



# SUBURBAN MARYLAND

## Major Additions and Changes to Existing Projects

### Major New Projects

- I-270 Toll Lanes (Traffic Relief Plan)
- I-495 Toll Lanes (Traffic Relief Plan)
- US 301 Widening
- MD 201 Widening
- MD 97 Reconstruction
- Randolph Road BRT
- North Bethesda Transitway BRT
- MD 355 BRT
- Veirs Mill Road BRT

### Changes to Existing Projects

- Widen MD 29 from MD 97 to MD 182 (Reduce Project Scope)
  - Eastern limit changed from I-95 to MD 182 – approx. 8.5 miles shorter
- Remove the planned widening of MD 27 from MD 355 to Snowden Farm Parkway



## Public Comment Period

December 14, 2017 – January 13, 2018

## Review Comment Summary

## Review Proposed Responses



# APPROVAL

## TPB Action

Staff recommendation:

Approve Resolution R9-2018 to approve the project submissions for inclusion in the air quality conformity analysis for Visualize 2045 and the FY 2019-2024 TIP



## TPB Action

Approve Scope of Work for the Air Quality Conformity Analysis for Visualize 2045 and FY 2019-2024 TIP



# DRAFT SCOPE OF WORK

For the Air Quality Conformity Analysis

## Policy and Technical Approach

- The table below summarizes the key elements of the Policy & Technical Approach:

Pollutants	Ozone Season VOC and NOx
Emissions Model	MOVES2014a
Conformity Test	<b>Budget Test:</b> Using mobile budgets most recently approved by EPA. Two possibilities: 1) 2009 attainment and 2010 contingency budgets found adequate for use in conformity by EPA in Feb. 2013; or 2) 2008 Ozone NAAQS Maintenance Plan mobile budgets scheduled to be approved by MWAOC in December and submitted to EPA in early 2018
Vehicle Fleet Data	December 2016 vehicle registration data for all jurisdictions
Geography	8-hour ozone non-attainment area
Network Inputs	Regionally significant projects
Land Activity	Cooperative Forecasts Round 9.1
HOV/HOT	VA: All HOV 2+/HOT 2+ facilities become HOV 3+/HOT 3+ in 2020 and beyond except I-66 inside the Beltway, which will convert to HOT3+ when I-66 outside the Beltway opens MD: All HOV facilities remain HOV2+ through 2045
Transit Constraint	Metro rail "capacity constraint" procedures - 2020 constrains later years
Analysis Years	2019, 2020, 2025, 2030, 2040, 2045
Modeled Area	3,722 TAZ System
Travel Demand Model	Version 2.3.70 or latest



## After Scope is Approved Spring/Summer 2018

- Conduct air quality and system performance analyses
- Develop FY 2019-2024 TIP
- Public Outreach Phase 2

## September 13 – October 13, 2018

- Final public comment period

## October 17, 2018

- TPB asked to approve:
  - Constrained Element
  - Air Quality Conformity Analysis
  - FY 2019-2024 TIP



### Lyn Erickson

TPB Plan Development and Coordination Program Director  
(202) 962-3319  
lerickson@mwkog.org

### Andrew Austin

TPB Transportation Planner  
(202) 962-3353  
aaustin@mwkog.org

### Jane Posey

TPB Transportation Engineer  
(202) 962-3331  
jposey@mwkog.org

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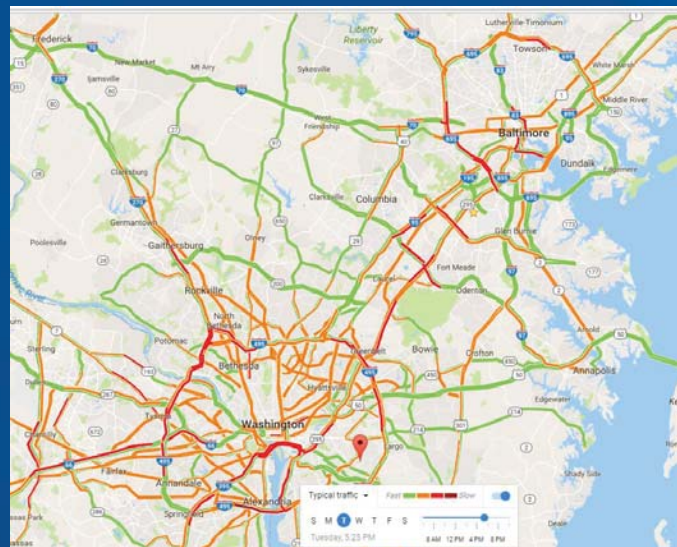
Metropolitan Washington Council of Governments  
777 North Capitol Street NE, Suite 300  
Washington, DC 20002





## Maryland's Congestion Challenge

- Congestion limits economic growth and diminishes the quality of life
- 2<sup>nd</sup> longest commuting times in nation
- 98% of weekday congestion in Baltimore/Washington region
- \$2.05B annual cost of congestion





- The National Capital Region is the most congested region in the nation based on annual delay and congestion per auto commuter
- I-270 and I-495 are among the most congested corridors in Maryland



## Daily:

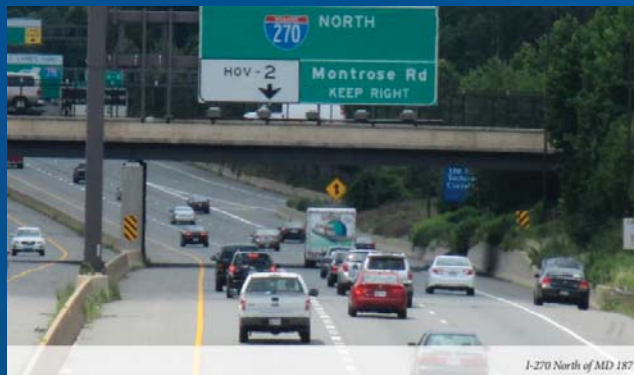


I-495 carries more than 240,000 people and is congested 10 hours per day



I-270 carries more than 260,000 people and is congested 7 hours per day

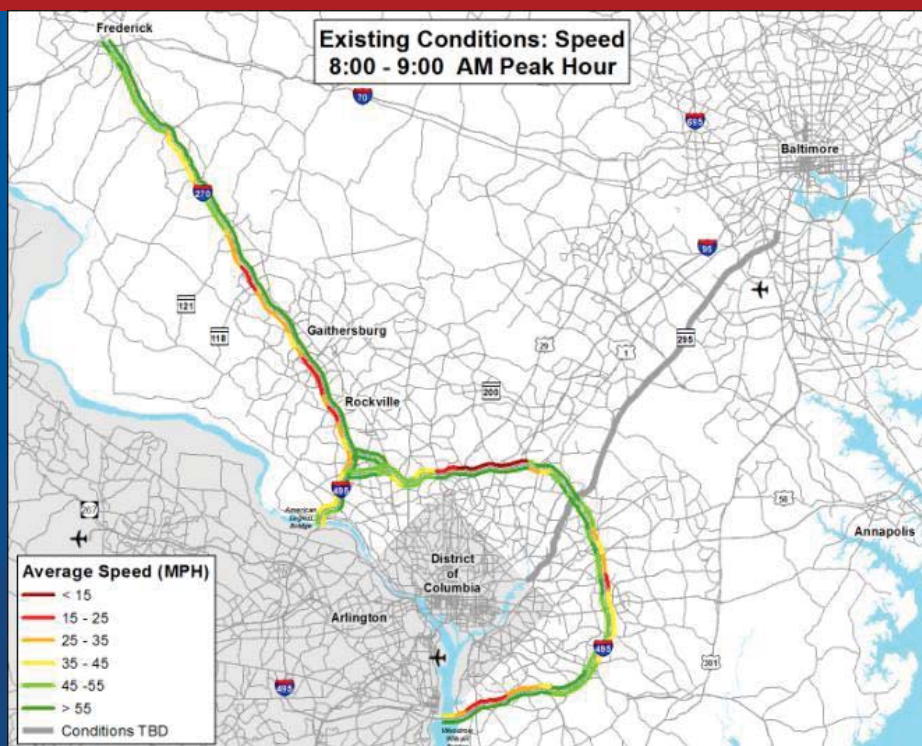
# I-495/I-270 Traffic Volumes



Section	2016 ADT
I-495: ALB to I-95	110,000 – 248,000
I-495: I-95 to WWB	158,000 – 231,000
I-270	82,000 – 261,000

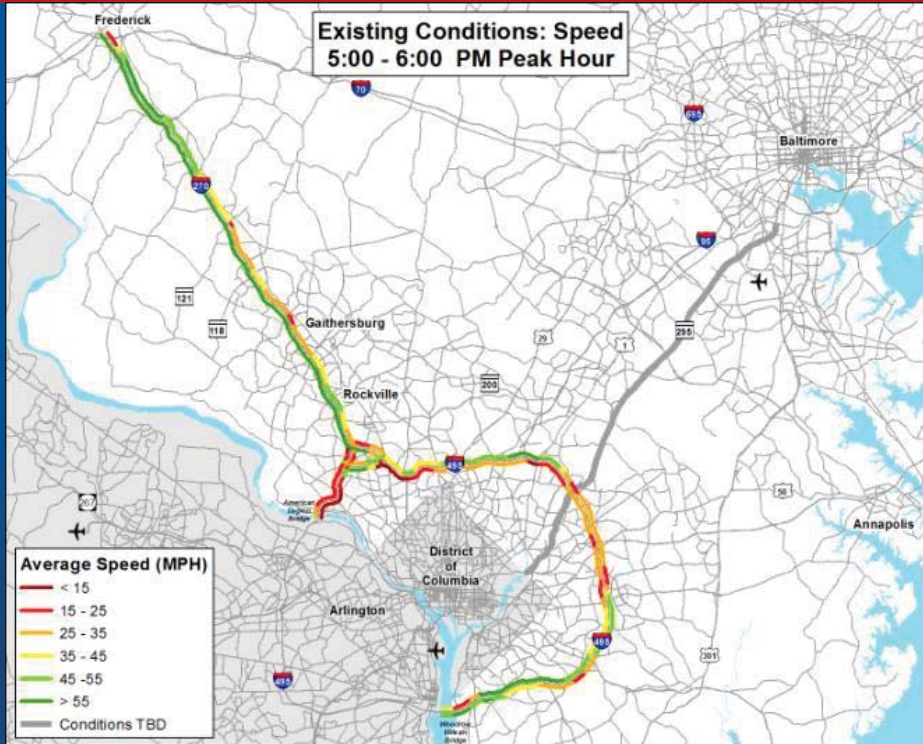
# I-495/I-270 Peak Hour Speeds

8 to 9 AM for an average weekday in May 2017 (RITIS)

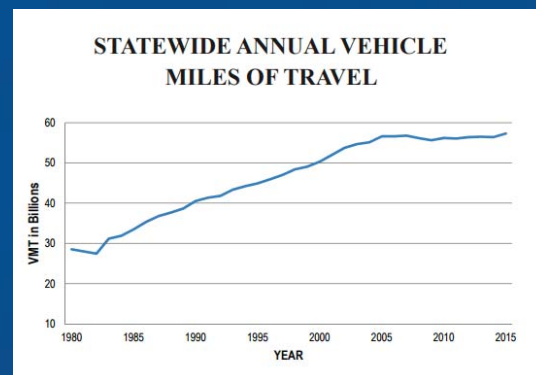
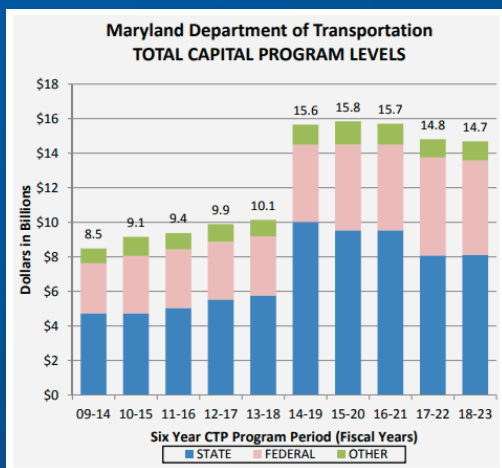


# I-495/I-270 Peak Hour Speeds

5 to 6 PM for an average weekday in May 2017 (RITIS)



# Revenues vs. Needs



Current funding cannot maintain state of good repair and the need for expansion

# A “System of Systems”

- ETL’s, Smart Signals, Purple Line, I-270 ICM
- And.....



## Traffic Relief Plan



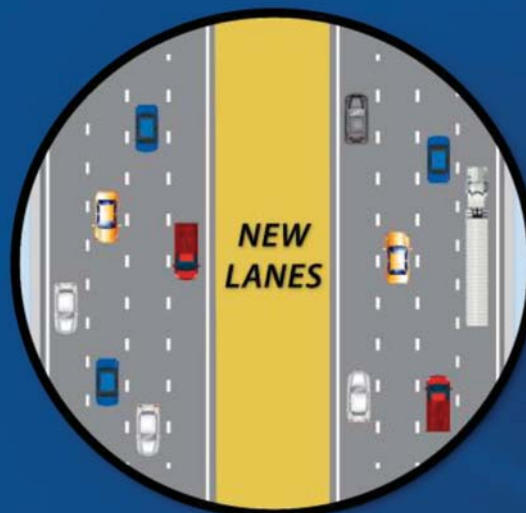
## Transformative Solutions

Combined with other statewide  
Transportation efforts

New Express Lanes on I-495

New Express Lanes on I-270

Seek P3 agreements on I-495 and I-270 to **Design, Build, Finance, Operate and Maintain** new lanes



## Goals of P3 Agreements

**Traffic Relief** – Provide solutions to reduce delay and improve predictability for vehicular trips on I-495 and I-270

**Financing** – No net state contribution over totality of agreements

**Acceleration** – Provide improvements faster to users

**Innovation** – Flexibility to encourage innovation of private sector to minimize impacts (right-of-way, environment, maintenance of traffic, etc.)

- **Goal 1:** *Provide a Range of Transportation Options*
- **Goal 2:** *Promote Dynamic Activity Centers*
- **Goal 3:** *Ensure System Maintenance, Preservation, and Safety*
- **Goal 4:** *Maximize Operational Effectiveness and Safety*
- **Goal 5:** *Protect and Enhance the Natural Environment*
- **Goal 6:** *Support Interregional and International Travel and Commerce*

Visualize 2045 – National Capital Region –  
Transportation Planning Board

- Accommodate long term congestion management
- Connect and Expand Regional Express Travel Network
- Improve travel choice
- Enhance trip reliability



# Considerations

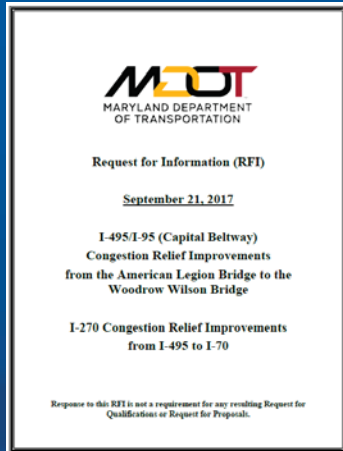
- Additional premium service capacity to I-495 and I-270 (4 new Express Lanes)
  - **New**, dynamically priced Express Lanes
  - **Improved**, non-tolled General Lanes
- Transit usage of Express Lanes
- HOV usage of toll lanes being evaluated
  - Legal and policy issues
  - Financial considerations

## Innovation, Creativity and Flexibility Focus Solutions:

- Environmental document focuses on the Preferred Alternate's footprint, environmental impacts, and ability to meet the project goals and operational benchmarks
  - Focus commitments on functionality within footprint
  - Preferred Alternative flexibility
  - Reduces or eliminates the need for re-evaluation

## Public Involvement Objectives

- Identify stakeholders – compile needs, interests, concerns and best means of establishing two-way communication
- Provide timely NEPA study updates
- Provide opportunities for early and continuous participation
- Meet all public involvement requirements under NEPA, MD law, and MD Action Plan



- Encourage early and continuous involvement from the private sector in project development
- Industry Forum – Over 350 attendees and over 100 firms represented
- Received 27 responses from industry leaders
- One-on-One meetings scheduled for mid-January
- Key information sought: number and size of P3 contracts; NEPA and project development process

## Current Activities

- Preparing for accelerated NEPA process
  - Continuing traffic analysis and development of draft alignment and footprint
  - Collecting engineering and environmental data
  - Initiating purpose and need
- Coordinating with USDOT, FHWA, federal and state regulatory agencies on NEPA approach for P3



# Proposed Schedule



## 2018

Issue Request for Qualifications

Issue Draft Request for Proposals (RFP)

## 2019

Issue Final RFP

Draft Environmental Impact Statement (EIS)

Technical & Financial Proposals

## 2020

Selection/Commercial Close

Final EIS/Record of Decision

Financial Close

**ITEM 9 – Action**  
January 17, 2018

Visualize 2045: Approval of the Scope of Work For  
The Air Quality Conformity Analysis for Visualize 2045  
And the FY 2019-2024 Transportation Improvement Program

**Staff**

**Recommendation:** Approve the scope of work for the Air Quality Conformity Analysis for Visualize 2045 and the FY 2019-2024 TIP.

**Issues:** None

**Background:** At the December 20 meeting, the board was briefed on the project submissions and the draft scope of work, which were released for a 30-day public comment period that ended January 13, 2018.





December 14, 2017

## **AIR QUALITY CONFORMITY ANALYSIS: VISUALIZE 2045 SCOPE OF WORK**

### **I. INTRODUCTION**

Projects solicited for the quadrennial update of the region's transportation plan, Visualize 2045, and the FY2019-2024 Transportation Improvement Program (TIP) are scheduled to be finalized at the January 17, 2018 TPB meeting. This work effort addresses requirements associated with attainment of the ozone standard (volatile organic compounds (VOC) and nitrogen oxides (NO<sub>x</sub>) as ozone precursor pollutants).

The amended 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. FEDERAL REQUIREMENTS**

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
3. Contribute to annual emissions reductions

The federal requirements governing air quality conformity compliance are contained in §93.110 through §93.119 of the Transportation Conformity Regulations (printed April 2012), as follows:

<b>CONFORMITY CRITERIA &amp; PROCEDURES</b>	
All Actions at all times	
§93.110	Latest Planning Assumptions
§93.111	Latest Emissions Model
§93.112	Consultation
§93.113	TCMs
§93.114	Currently conforming Plan and TIP
§93.115	Project from a conforming Plan and TIP
§93.116	CO, PM10 and PM2.5 hot spots
§93.117	PM10 and PM2.5 Control Measures
§93.118 and/or §93.119	Emissions Budget and/or Interim Emissions

**§ 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.

**§ 93.111 Criteria and procedures: Latest emissions model** - The conformity determination must be based on the latest emission estimation model available.

**§ 93.112 Criteria and procedures: Consultation** – The 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.

**§ 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.

**§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.

**§93.115 Criteria and procedures: Projects from a plan and TIP** - The project must come from a conforming plan and program.

**§93.116 Criteria and procedures: Localized CO, PM10, and PM2.5 violations (hot spots)** -The FHWA/FTA project must not cause or contribute to any new localized CO, PM10, and/or PM2.5 violations or increase the frequency or severity of any existing CO, PM10, and /or PM2.5 violations in CO, PM10, and PM2.5 nonattainment and maintenance areas.

**§93.117 Criteria and procedures: Compliance with PM10 and PM2.5 control measures** -The FHWA/FTA project must comply with PM10 and PM2.5 control measures in the applicable Implementation Plan.

**§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).

**§93.119 Criteria and procedures: Interim emissions in areas without motor vehicle budgets** - The FHWA/FTA project must satisfy the interim emissions test(s).

**Assessment Criteria:**

Ozone season pollutants will be assessed by comparing the forecast year pollutant levels to the mobile budgets most recently approved or found adequate by the EPA. For the Visualize 2045 conformity assessment there are two possible sets of mobile budgets: 1) the 2009 attainment and 2010 contingency budgets found adequate for use in conformity by EPA in Feb. 2013; or 2) the 2008 Ozone National Ambient Air Quality Standards (NAAQS) Maintenance Plan mobile budgets scheduled to be approved by MWAQC in December and submitted to EPA in early 2018. The budgets found adequate by EPA in 2013 are the most recently approved budgets at the time of the development of this scope of work. However, when the EPA approves or finds adequate the mobile budgets in the 2008 Ozone NAAQS Maintenance Plan, the TPB will immediately be required to use those new budgets. The 2008 Ozone NAAQS Maintenance Plan includes mobile budgets for 2014 (attainment year), 2025 (intermediate year), and 2030 (out year). The 2014 budgets will be used for any analysis year between 2014 and 2024, the 2025 budgets will be used for any analysis year between 2025 and 2029, and the 2030 budgets will be used for any analysis year beyond 2029.

**III. POLICY AND TECHNICAL APPROACH**

The table below summarizes the key elements of the Policy & Technical Approach:

<b>Pollutants</b>	Ozone Season VOC and NOx
<b>Emissions Model</b>	MOVES2014a
<b>Conformity Test</b>	<u>Budget Test</u> : Using mobile budgets most recently approved by EPA. Two possibilities: 1) 2009 attainment and 2010 contingency budgets found adequate for use in conformity by EPA in Feb. 2013; or 2) 2008 Ozone NAAQS Maintenance Plan mobile budgets scheduled to be approved by MWAQC in December and submitted to EPA in early 2018
<b>Vehicle Fleet Data</b>	December 2016 vehicle registration data for all jurisdictions
<b>Geography</b>	8-hour ozone non-attainment area
<b>Network Inputs</b>	Regionally significant projects
<b>Land Activity</b>	Cooperative Forecasts Round 9.1
<b>HOV/HOT</b>	<u>VA</u> : All HOV 2+/HOT 2+ facilities become HOV 3+/HOT 3+ in 2020 and beyond except I-66 inside the Beltway, which will convert to HOT3+ when I-66 outside the Beltway opens <u>MD</u> : All HOV facilities remain HOV2+ through 2045
<b>Transit Constraint</b>	Metrorail “capacity constraint” procedures - 2020 constrains later years
<b>Analysis Years</b>	2019, 2020, 2025, 2030, 2040, 2045
<b>Modeled Area</b>	3,722 TAZ System
<b>Travel Demand Model</b>	Version 2.3.70 or latest

NOTE: Highlights reflect changes since the 2016 CLRP conformity analysis

#### IV. CONSULTATION

The TPB adheres to the specifications of the consultation procedures (as outlined in the consultation procedures report adopted by the TPB on May 20, 1998). The TPB will participate in meetings of MWAQC, its Technical Advisory Committee, and its Conformity Subcommittee to discuss the Scope of Work, project inputs, and other elements as needed. The TPB will discuss at meetings or forums, as needed, the following milestones:

- Visualize 2045 Technical Inputs Solicitation
- Scope of Work
- Project submissions: documentation and comments
- Conformity analysis: documentation and comments
- Visualize 2045 Performance
- Process: comments and responses

#### V. WORK TASKS

The work tasks associated with the Visualize 2045 air quality conformity analysis are as follows:

1. Receive project inputs from programming agencies and organize into conformity documentation listings by:
  - Project type, limits, etc.
  - Phasing with respect to forecast years
  - Transit operating parameters, e.g., schedules, service
2. Update Travel Model Base Transit Service to reflect:
  - Service current to Fall 2017
  - Fares current to Fall 2017
3. Prepare 2016 Vehicle Registration Data (VIN data)
  - Coordinate with States to receive raw VIN data
  - Explore updated VIN decoder software options and procure the software that best suits the agency's needs
  - Convert raw VIN data into MOVES input categories/format
4. Review and Update Land Activity files to reflect Round 9.1 Cooperative Forecasts with respect to:
  - Zonal data files
  - Employment Data Census Adjustment
  - Households by auto ownership, size and income
  - Coordination with agencies outside the MWCOG Cooperative Forecast area (BMC, FAMPO, C-SMMPO etc.)
  - Exogenous Travel (external, through trips etc.)

5. Prepare forecast year highway, HOV, and transit networks including regionally significant projects, as follows:
  - 2019, 2020, 2025, 2030, 2040, and 2045 highway networks
  - 2019, 2020, 2025, 2030, 2040, and 2045 transit network input files
  - Update highway tolls, as necessary
6. Execute travel demand modeling for years 2019, 2020, 2025, 2030, 2040, and 2045
7. Derive Mobile Emissions Estimates for years 2019, 2025, 2030, 2040, and 2045 using inputs from both 2008 Ozone NAAQS attainment SIP mobile budgets and 2008 Ozone NAAQS Maintenance Plan mobile budgets (2 runs per year)
8. Provide emissions reductions estimates for TERMS
9. Summarize key inputs and outputs (VMT, mode share, emissions, etc.) of the conformity determination for use in the Visualize 2045 Performance Analysis
10. 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
  - Respond to comments and present to TPB for action
  - Finalize report and forward to FHWA, FTA, and EPA



# SCHEDULE FOR DEVELOPMENT & ADOPTION OF VISUALIZE 2045

2017	September 20*	TPB is briefed on the draft Solicitation of Technical Inputs document.
	October 18*	TPB releases final Solicitation Document. Transportation agencies begin submitting project information through online database.
	November 17	<b>DEADLINE:</b> Transportation agencies complete online submission of draft inputs.
	December 1	Technical Committee reviews draft Visualize 2045 inputs and draft Scope of Work for the Air Quality Conformity Analysis.
	December 14	Visualize 2045 inputs and draft Scope of Work released for <b>30-day comment period.</b>
	December 12	TPB staff briefs Metropolitan Washington Air Quality Committee Technical Advisory Committee (MWAQC TAC) on inputs and Scope of Work.
2018	December 20*	TPB is briefed on inputs and draft Scope of Work.
	January 13	Comment period ends.
	January 17*	TPB reviews comments and is asked to approve inputs and draft Scope of Work.
	March 2	<b>DEADLINE:</b> Transportation agencies finalize forms (including Congestion Management Documentation forms where needed) and inputs to the FY 2019-2024 TIP. Submissions must not impact conformity inputs. Note that the deadline for changes affecting conformity inputs was December 14, 2017.
	May 10	Public Forum on the development of the FY 2019-2024 TIP.
	September 7	Technical Committee reviews draft Visualize 2045 and Conformity Analysis.
	September 13	Draft Visualize 2045 Plan, TIP, and Conformity Analysis are released for <b>30-day comment period</b> at Citizens Advisory Committee (CAC) meeting.
	September 19*	TPB is briefed on the draft Visualize 2045 Plan, TIP, and Conformity Analysis.
	October (TBD)	TPB staff briefs MWAQC TAC on the draft Visualize 2045 Plan, TIP, and Conformity Analysis.
	October 13	Comment period ends.
October 17*	TPB reviews comments and responses to comments, and is presented with the draft Visualize 2045 Plan, TIP, and Conformity Analysis for approval.	

\* Regularly scheduled TPB meeting.

# Project Submissions and Scope of Work for the Air Quality Conformity Analysis

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TPB Plan Development and Coordination Program Director

R. Earl Lewis,  
Maryland Department of Transportation

Andrew Austin,  
TPB Transportation Planner

Jane Posey,  
TPB Transportation Engineer

Items #8 and #9  
Transportation Planning Board  
January 17, 2018



## Constrained Element of Visualize 2045

### TPB Action

- Approve the “What”: project submissions for inclusion into the Air Quality Conformity Analysis
- Approve the “How”: the Air Quality Conformity Analysis scope of work

**Public comment period ended on January 13**



## January 2017

- Update Kickoff

## Summer 2017

- Public Outreach Phase 1
- Financial Analysis Begins

## October 18, 2017

- TPB approved Technical Inputs

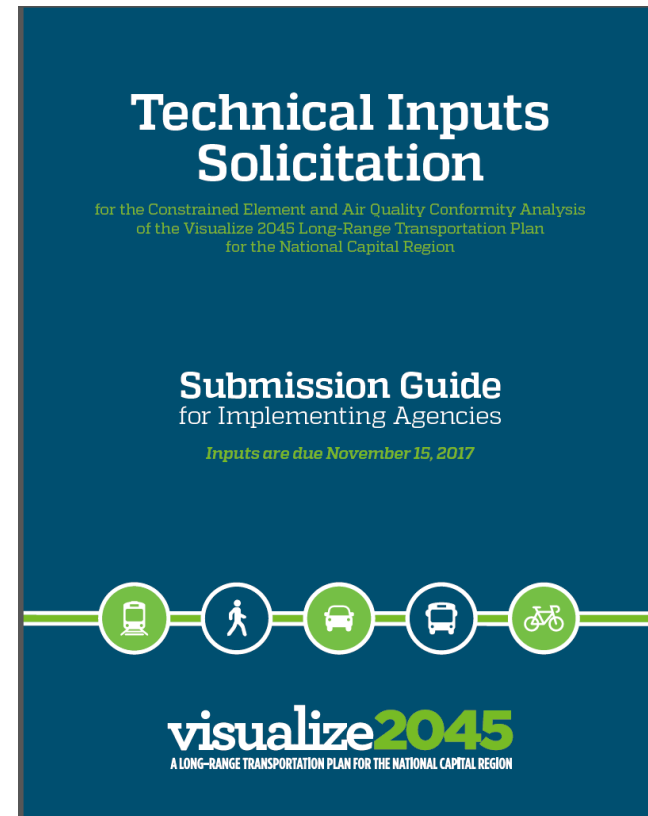
Solicitation document

## November 15, 2017

- Deadline for inputs

## December 14, 2017 – January 13, 2018

- Public comment period



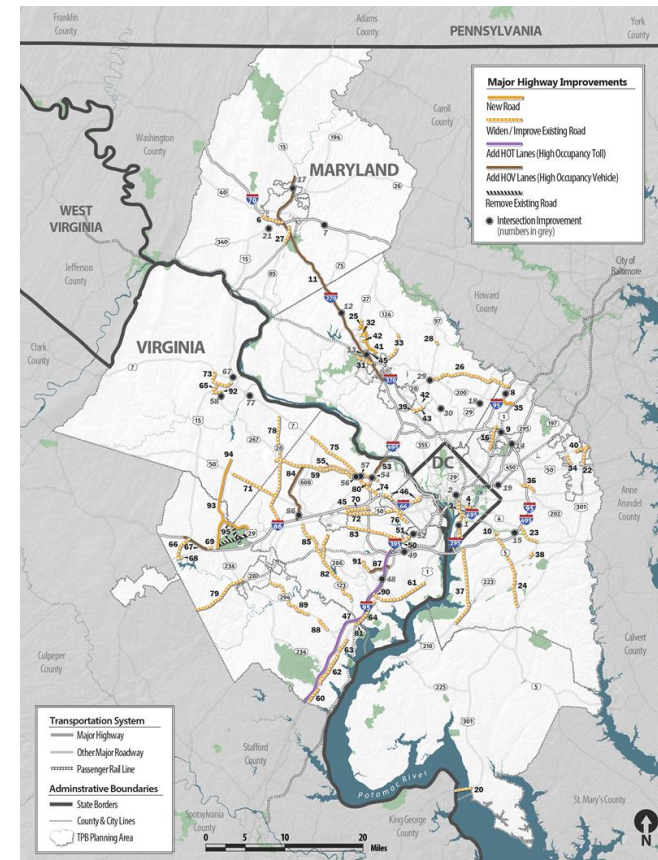
# WHAT'S IN THE PLAN?

## 2016 CLRP Amendment

- Visualize 2045 will build on the baseline of the 2016 Amendment to the Financially Constrained Long-Range Transportation Plan (CLRP).
- 500+ roadway, bridge, transit, bicycle and pedestrian projects

## Visualize 2045 Financial Analysis

- \$300 billion in revenue



## Major Additions and Changes to Existing Projects

### Major New Projects

- Bicycle Lanes, Districtwide
  - 17th St. NW from New Hampshire Ave. to K St.
  - Irving St. NE/NW from Warder St. NW to Michigan Ave. NE
  - K St. NE/NW from 7<sup>th</sup> St. NW to Florida Ave. NE
  - New York Ave. NE from Florida Ave. to Bladensburg Rd.
  - Pennsylvania Ave. SE from 2<sup>nd</sup> St./Independence Ave. to Barney Circle

### Changes to Existing Projects

- Remove three segments of the planned streetcar network:
  - Anacostia Initial Line from Defense Blvd./S. Capitol St. SE to Howard Rd. SE/Firth Sterling
  - Anacostia Extension from Howard Rd./Firth Sterling to Good Hope Rd. SE
  - M St. SE/SW from Good Hope Rd. SE to Maine Ave. SW



## Major Additions and Changes to Existing Projects

### Major New Projects

- I-95 Southbound Auxiliary Lane
- US 15 Widening

### Changes to Existing Projects

- I-495 Capital Beltway HOT Lanes – Northern Extension
  - Advance from 2030 to 2025
  - Construct two HOT lanes in each direction up to American Legion Bridge to coordinate with Maryland's Traffic Relief Plan
- Remove the planned extension of VRE to Gainesville-Haymarket

### Non-Major New Projects

- 28 new roadway, transit, and bicycle/pedestrian improvements



## Major Additions and Changes to Existing Projects

### Major New Projects

- Implement 100% 8-car trains
- Core station capacity improvements
- Supporting infrastructure and facilities





## Major Additions and Changes to Existing Projects

### Major New Projects

- I-270 Toll Lanes (Traffic Relief Plan)
- I-495 Toll Lanes (Traffic Relief Plan)
- US 301 Widening
- MD 201 Widening
- MD 97 Reconstruction
- Randolph Road BRT
- North Bethesda Transitway BRT
- MD 355 BRT
- Veirs Mill Road BRT

### Changes to Existing Projects

- Widen MD 29 from MD 97 to MD 182 (Reduce Project Scope)
  - Eastern limit changed from I-95 to MD 182 – approx. 8.5 miles shorter
- Remove the planned widening of MD 27 from MD 355 to Snowden Farm Parkway



## **Public Comment Period**

December 14, 2017 – January 13, 2018

## **Review Comment Summary**

## **Review Proposed Responses**



## TPB Action

Staff recommendation:

Approve Resolution R9-2018 to approve the project submissions for inclusion in the air quality conformity analysis for Visualize 2045 and the FY 2019-2024 TIP



## TPB Action

Approve Scope of Work for the Air Quality Conformity Analysis for Visualize 2045 and FY 2019-2024 TIP



# DRAFT SCOPE OF WORK

## For the Air Quality Conformity Analysis

### Policy and Technical Approach

- The table below summarizes the key elements of the Policy & Technical Approach:

Pollutants	Ozone Season VOC and NOx
Emissions Model	MOVES2014a
Conformity Test	<u>Budget Test</u> : Using mobile budgets most recently approved by EPA. Two possibilities: 1) 2009 attainment and 2010 contingency budgets found adequate for use in conformity by EPA in Feb. 2013; or 2) 2008 Ozone NAAQS Maintenance Plan mobile budgets scheduled to be approved by MWAQC in December and submitted to EPA in early 2018
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Land Activity	Cooperative Forecasts Round 9.1
HOV/HOT	<u>VA</u> : All HOV 2+/HOT 2+ facilities become HOV 3+/HOT 3+ in 2020 and beyond except I-66 inside the Beltway, which will convert to HOT3+ when I-66 outside the Beltway opens <u>MD</u> : All HOV facilities remain HOV2+ through 2045
Transit Constraint	Metrorail "capacity constraint" procedures - 2020 constrains later years
Analysis Years	2019, 2020, 2025, 2030, 2040, 2045
Modeled Area	3,722 TAZ System
Travel Demand Model	Version 2.3.70 or latest



## **After Scope is Approved Spring/Summer 2018**

- Conduct air quality and system performance analyses
- Develop FY 2019-2024 TIP
- Public Outreach Phase 2

## **September 13 – October 13, 2018**

- Final public comment period

## **October 17, 2018**

- TPB asked to approve:
  - Constrained Element
  - Air Quality Conformity Analysis
  - FY 2019-2024 TIP



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



**ITEM 10 – Action**  
January 17, 2018

Performance Based Planning and Programming:  
Highway Safety Targets

**Staff Recommendation:** Adopt Resolution R10-2018 to approve regional highway safety targets.

**Issues:** None

**Background:** The board will be asked to approve regional highway safety targets for 2018 for the National Capital Region, which are consistent with the target setting approaches of Maryland, Virginia, and the District of Columbia. A draft set of highway safety targets for the region was presented in December.





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

**RESOLUTION TO ADOPT HIGHWAY SAFETY TARGETS FOR THE NATIONAL CAPITAL REGION**

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

**WHEREAS**, the Federal Highway Administration (FHWA) issued a final rule to establish performance measures for State departments of transportation (State DOT) and MPOs to establish and report safety targets for the following performance measures: number of fatalities, rate of fatalities per hundred million vehicle miles traveled (VMT), number of serious injuries, rate of serious injuries per VMT, and number of combined non-motorized fatalities and non-motorized serious injuries by August 31, 2017 for State DOTs and by February 27, 2018 for MPOs; and

**WHEREAS**, TPB staff have coordinated with officials at the Maryland Department of Transportation (MDOT), the Virginia Department of Transportation (VDOT), and the District Department of Transportation (DDOT) to develop regional highway safety targets that are evidence based, consistent with the targets submitted by each member state DOT, and reflective of the outcomes expected through the implementation of funded safety projects and policies; and

**WHEREAS**, these highway safety targets have been reviewed and recommended for TPB approval by the Transportation Safety Subcommittee and the TPB Technical Committee.

**NOW, THEREFORE, BE IT RESOLVED THAT** the National Capital Region Transportation Planning Board adopts the following set of highway safety targets for the National Capital Region, as described in the attached materials.

**Table 1: Regional Highway Safety Targets – 2014-2018 Average**

Performance Measure	2014-2018 Target
Number of fatalities	<u>253.0</u>
Rate of fatalities per 100 million vehicle miles of travel	<u>0.588</u>
Number of serious injuries	<u>3,007.3</u>
Rate of serious injuries per 100 million vehicle miles of travel	<u>6.768</u>
Number of nonmotorist fatalities and serious Injuries	<u>528.8</u>

# REGIONAL TARGETS FOR HIGHWAY SAFETY

## Performance-Based Planning and Programming

January 2018 Report



National Capital Region  
**Transportation Planning Board**

## **DRAFT REGIONAL HIGHWAY SAFETY TARGETS, JANUARY 2018**

January 11, 2018

### **ABOUT THE TPB**

The National Capital Region Transportation Planning Board (TPB) is the federally designated metropolitan planning organization (MPO) for metropolitan Washington. It is responsible for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process in the metropolitan area. Members of the TPB include representatives of the transportation agencies of the states of Maryland and Virginia and the District of Columbia, 24 local governments, the Washington Metropolitan Area Transit Authority, the Maryland and Virginia General Assemblies, and nonvoting members from the Metropolitan Washington Airports Authority and federal agencies. The TPB is staffed by the Department of Transportation Planning at the Metropolitan Washington Council of Governments (COG).

### **CREDITS**

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### **ACKNOWLEDGEMENTS**

Tom Gianni Chief of the Maryland Highway Safety Office of the Maryland Motor Vehicle Administration and Meredith Hill of the State Highway Administration's Innovative Performance Planning Division; Leon Anderson, Transportation Safety Manager within the Transportation Operations Administration of DDOT; and Stephen Read, Highway Safety Analysis Program Manager at VDOT.

### **ACCOMMODATIONS POLICY**

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DRAFT

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DRAFT

# REGIONAL HIGHWAY SAFETY TARGETS

This report proposes a set of draft regional highway safety performance targets that meet the MAP-21/FAST performance-based planning and programming (PBPP) requirements and are consistent with the target setting approaches of Maryland, Virginia, and the District of Columbia.

## Overview of Performance-Based Planning and Programming Requirements

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

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

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

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

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

## Highway Safety Targets: Setting, Coordinating, and Reporting

The expectation of the implementation of the Safety Performance Measure rule is to improve both the quantity and quality of safety data, with respect to data pertaining to serious injuries and fatalities. This implementation will also allow greater transparency by disseminating the data publicly. In addition, aggregation of targets and progress at the national level will become possible through improved data consistency among the states and MPOs.



State DOTs and MPOs are expected to use the information generated by these regulations to make investment decisions that result in the greatest possible reductions in fatalities and serious injuries. The five required safety performance measures, along with proscribed data sources, are outlined in Table 1 below.

**Table 1: Highway Safety Performance Measures Summary**

Performance Measure	Description	Data Source
Number of Fatalities (5 year rolling average)	Total number of fatalities during a calendar year	FARS <sup>1</sup>
Rate of Fatalities per 100 million VMT (5 year rolling average)	Ratio of total fatalities to VMT	FARS and HPMS <sup>2</sup> (or MPO estimate)
Number of Serious Injuries (5 year rolling average)	Total number of serious injuries during a calendar year	State reported serious injury data <sup>3</sup>
Rate of Serious Injuries per 100 million VMT (5 year rolling average)	Ratio of total serious injuries to VMT	State reported serious injury data <sup>3</sup> and HPMS
Number of Non-Motorized Fatalities and Serious Injuries (5 year rolling average)	Total number of fatalities and serious injuries during a calendar year	FARS and State serious injury data <sup>3</sup>

<sup>1</sup> FARS: Fatality Analysis Reporting System

<sup>2</sup> HPMS: Highway Performance Monitoring System

<sup>3</sup> for the first 36 months – after that States must adopt the Model Minimum Uniform Crash Criteria (MMUCC) definition of serious injury

## TARGET SETTING

States and MPOs must fulfill the target setting requirements of the final rule. State DOTs are required to set statewide targets for each of the five performance measures. Targets for the first three performance measures (number of fatalities, rate of fatalities, and number of serious injuries) must be identical to the targets set by the State Highway Safety Office (SHSO). Each target must also represent the **anticipated performance outcome for all public roadways** in the state, regardless of ownership. A breakdown of responsibilities for target setting are listed below.

State DOTs:

- Required to set statewide targets for each of the five performance measures:
  - Each of these targets must be identical to those set by the State Highway Safety Office (SHSO).
  - Each target shall represent anticipated performance outcome for all public roadways in the State, regardless of ownership.
  - Targets cannot be changed after they are reported.

MPOs:

- For each performance measure, the MPO will either:
  - Agree to plan and program projects so they contribute toward accomplishing the state DOT safety target for that PM, or
  - Commit to a quantifiable target for that PM for the MPO planning area:
    - Each target shall represent **anticipated performance outcome for all public roadways in the MPO planning area**, regardless of ownership.
    - MPOs shall coordinate with the state DOT(s) to ensure consistency.

## MPO Coordination with State DOTs

MPOs are required to establish their performance targets in coordination with their state partners and these **targets should be data-driven and realistic**. The requirement for these safety targets to be evidence based and predictive of anticipated outcomes does not supersede or diminish any aspirational targets to which local, regional, or state jurisdictions are committed. Coordination is essential between these two entities in setting highway safety targets. Both should work together to share data, review strategies and understand outcomes.

TPB staff have developed the regional highway safety targets in close coordination with the Maryland Highway Safety Office of the Maryland Motor Vehicle Administration and the State Highway Administration's Innovative Performance Planning Division; the Transportation Operations Administration of DDOT; and the Highway Safety Analysis Program at VDOT. Each state's unique target setting approach was incorporated into the methodology used to develop the regional targets.

## Target Reporting

State DOTs must report their targets to the FHWA within the state's HSIP (Highway Safety Improvement Program) annual report due each year on August 31. This requirement is effective beginning with the 2017 HSIP annual report.

MPOs do not report their targets to the FHWA, but rather to their respective state DOTs in a manner that is documented and mutually agreed upon. MPOs also report progress toward achieving their targets within the "System Performance Report" portion of their long-range transportation plan (Visualize 2045). In addition, MPO TIPs must include a discussion of how the implementation of the TIP will further the achievement of the targets.

## FHWA Determination of Significant Progress

States do not have to meet each of their safety targets to avoid the consequences outlined in the rule, but must either meet the target or make significant progress toward meeting the target for four of the five performance measures. The FHWA determines that the significant progress threshold is met if the performance measure outcome is better than the "baseline" – which is defined as the 5-year rolling average for that performance measure for the year prior to the establishment of the target. MPO targets are not evaluated by the FHWA.

## Consequences for Failing to Meet Targets of Making Significant Progress

State DOTs that have not met or made significant progress toward meeting their safety performance targets lose some flexibility in how they spend their HSIP funds and are required to submit an annual implementation plan that describes actions the DOT will take to meet their targets.

There are no consequences outlined in the rule for MPOs not meeting their targets. However, the FHWA will review how MPOs are incorporating and discussing safety performance measures and targets in their long-range transportation plans and TIPs during MPO certification reviews.

## NCR REGIONAL SAFETY TARGET SETTING APPROACH

To account for and incorporate the different target setting approaches used by Maryland, Virginia, and the District of Columbia into targets for the entire National Capital Region (NCR), staff applied the following target setting methodology to develop the draft targets proposed:

- identify a “sub-target” for the Maryland portion of the NCR by applying MDOT’s target setting approach to the NCR safety data;
- identify a “sub-target” for the Virginia portion of the NCR by applying VDOT’s target setting approach to the NCR safety data;
- identify a “sub-target” for the District of Columbia portion of the NCR by directly incorporating DDOT’s targets; and
- establishing the draft NCR targets by mathematically combining items 1 through 3.

## Overview of Member States’ Target Setting Methodologies

**Maryland:** Maryland applied their existing Toward Zero Deaths approach to develop interim targets to reduce fatalities by at least 50 percent from the 2008 base year to the 2030 target year. This same approach was used to set targets for each of the five performance measures. For each performance measure an exponential trend line connecting the historical (2008) data to the long-term (2030) goal which was set to 50 percent of the 2008 value. Five-year averages were used to calculate projections, and targets for each interim year were taken from the midpoint of the five-year average (e.g., 2018 annual interim target = midpoint of the 2016-2020 average). Maryland officials provided TPB staff with the exponential trend lines and interim targets for each of the five performance measures based on the safety data for the Suburban Maryland portion of the NCR.

**Virginia:** Virginia analyzed their statewide safety data using a variety of time periods and trend lines (straight and exponential) using annual, 3-year average, and 5-year average safety measure data. Based on this analysis, Virginia determined the 5-year average targets by apply the following factors to the 2015 base year:

Number of fatalities:	2 percent annual reduction
Number of serious injuries:	5 percent annual reduction
Number of nonmotorist fatalities and serious injuries:	4 percent annual reduction
Rate of fatalities per 100 million VMT:	3 percent annual reduction
Rate of serious injuries per 100 million VMT:	7 percent annual reduction

TPB staff applied these same reduction factors to the data for the Northern Virginia portion of the NCR.

**District of Columbia:** The District of Columbia analyzed their safety data using a combination of annual and 5-year average data and polynomial trend lines to determine their targets. TPB staff directly incorporated the District of Columbia targets, as published in their HSIP Annual Report, into the NCR target setting methodology.

## Calculation of the National Capital Region Highway Safety Targets

### Numerical Targets

The NCR targets for the number of fatalities, number of serious injuries, and number of nonmotorist fatalities and serious injuries were calculated by summing the sub-targets for the Suburban Maryland, Northern Virginia, and District of Columbia portions of the region. This is straightforward mathematical addition.

### Rate Targets

Determination of rate targets (fatality rate and serious injury rate) are somewhat more complicated and involve mathematically combining the effects of the Suburban Maryland, Northern Virginia and District of Columbia targets according to their respective proportions of total regional VMT. The following steps illustrate the process for the fatality rate (a similar process was used for the serious injury rate):

- 1) Determine the percent fatality rate reduction represented by each sub target.

<b>Fatalities per 100 MVMT</b>	<b>2012-2016 Average</b>	<b>2014-2018 Average (sub target)</b>	<b>Percent change</b>
Suburban MD	0.792	0.734	-7.38%
NOVA	0.428	0.403	-5.91%
DC	0.598	0.703	17.58%

- 2) Determine the proportion of total regional VMT attributable to Suburban Maryland, Northern Virginia, and DC.

<b>Sub region</b>	<b>100 MVMT (2016)</b>	<b>Proportion</b>
Suburban MD	213.78	47.95%
NOVA	193.29	43.35%
DC	38.80	8.70%
<b>Sum</b>	<b>445.87</b>	<b>100.00%</b>

- 3) Determine the percent change for the regional rate by multiplying the percent change (from step 1) by the VMT proportion (from step 2).

<b>Sub region</b>	<b>A: Percent change in fatality rate (from step 1)</b>	<b>B: Proportion (from step 2)</b>	<b>A x B</b>
Suburban MD	-7.38%	47.95%	-3.537%
NOVA	-5.91%	43.35%	-2.562%
DC	17.58%	8.70%	1.530%
<b>Sum</b>			<b>-4.569%</b>

- 4) Apply the percent change for the regional rate calculate in step 3 (-4.569%) to the 2012-2016 average fatality rate. This is the regional fatality rate target for 2014-2018.

Fatalities per 100 MVMT	2012-2016 Average	Regional percent change (from step 3)	2014-2018 Average (regional target)
NCR	0.617	-4.569%	0.588

## REGIONAL SAFETY TARGETS

Figures 1 through 5 and Table 2 display the proposed NCR Highway Safety Targets.

**Figure 1: National Capital Region Fatality Target**

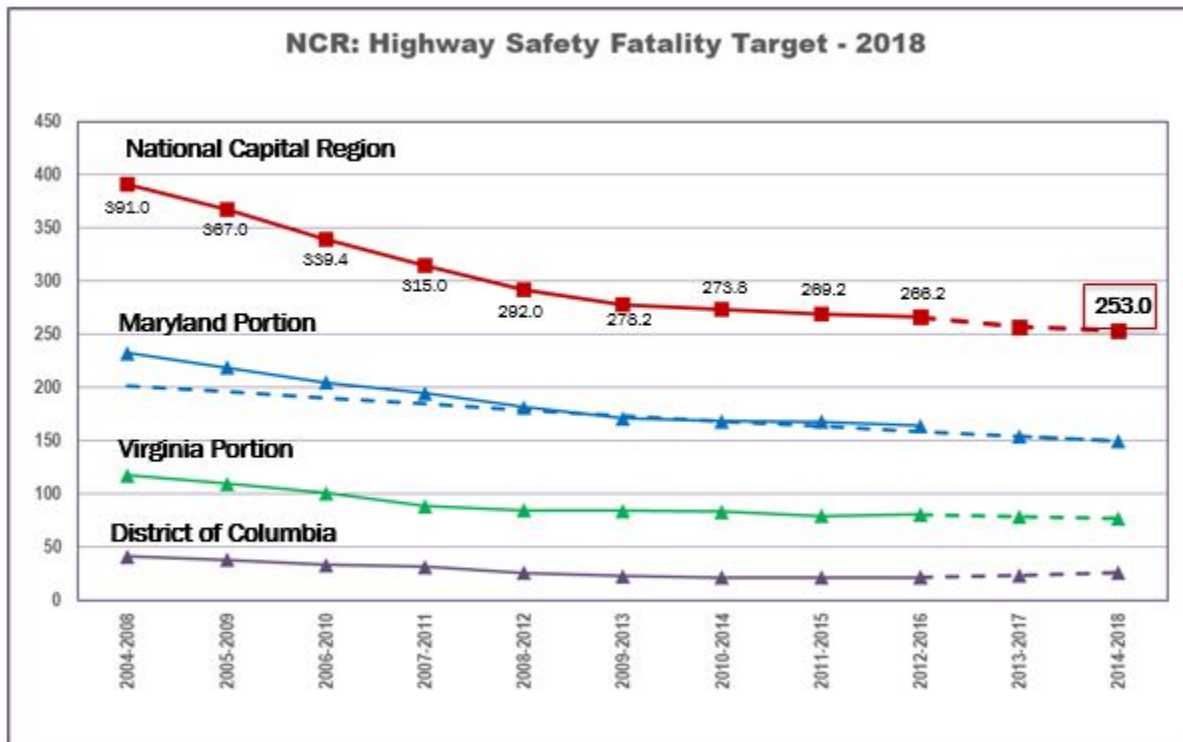


Figure 2: National Capital Region Serious Injury Target

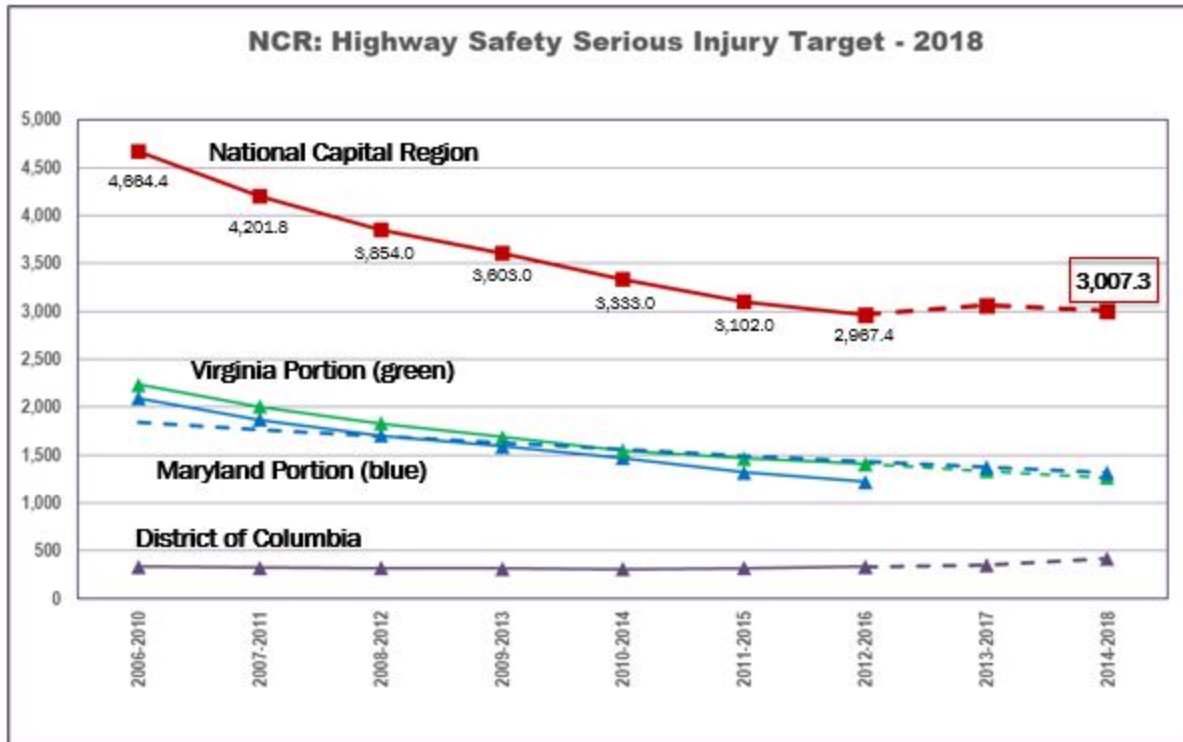


Figure 3: National Capital Region Nonmotorist Fatality and Serious Injury Target

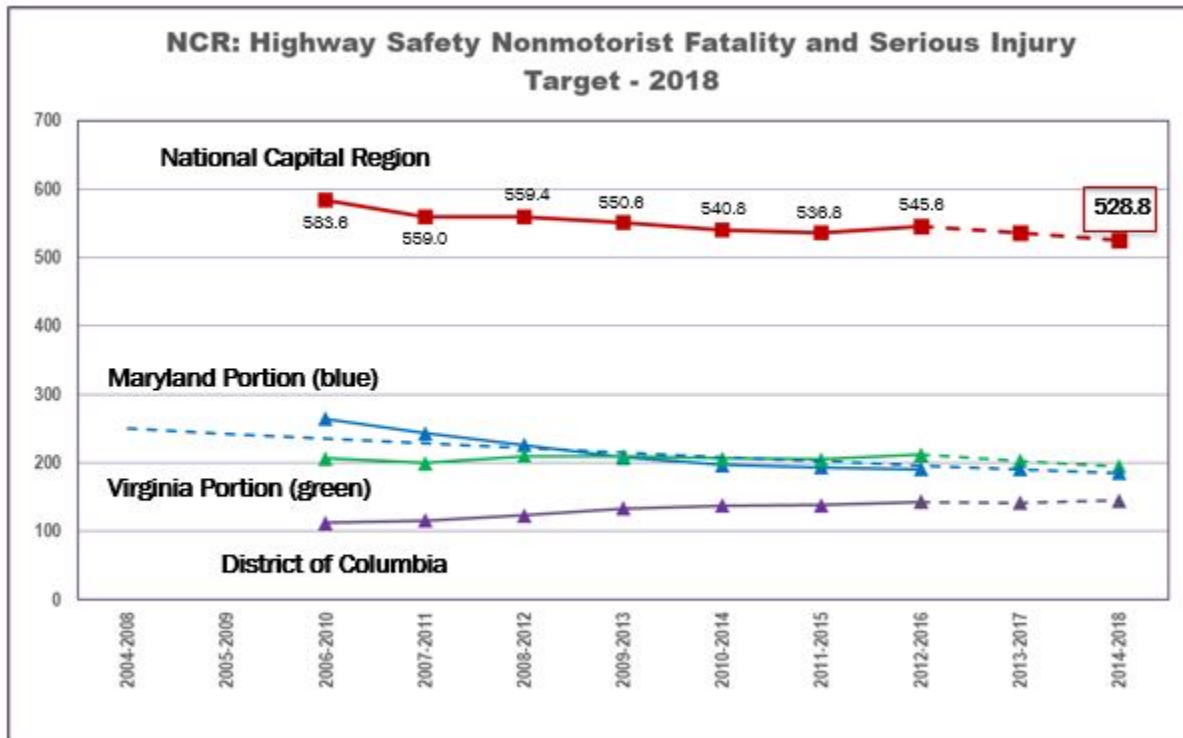


Figure 4: National Capital Region Fatality Rate Target

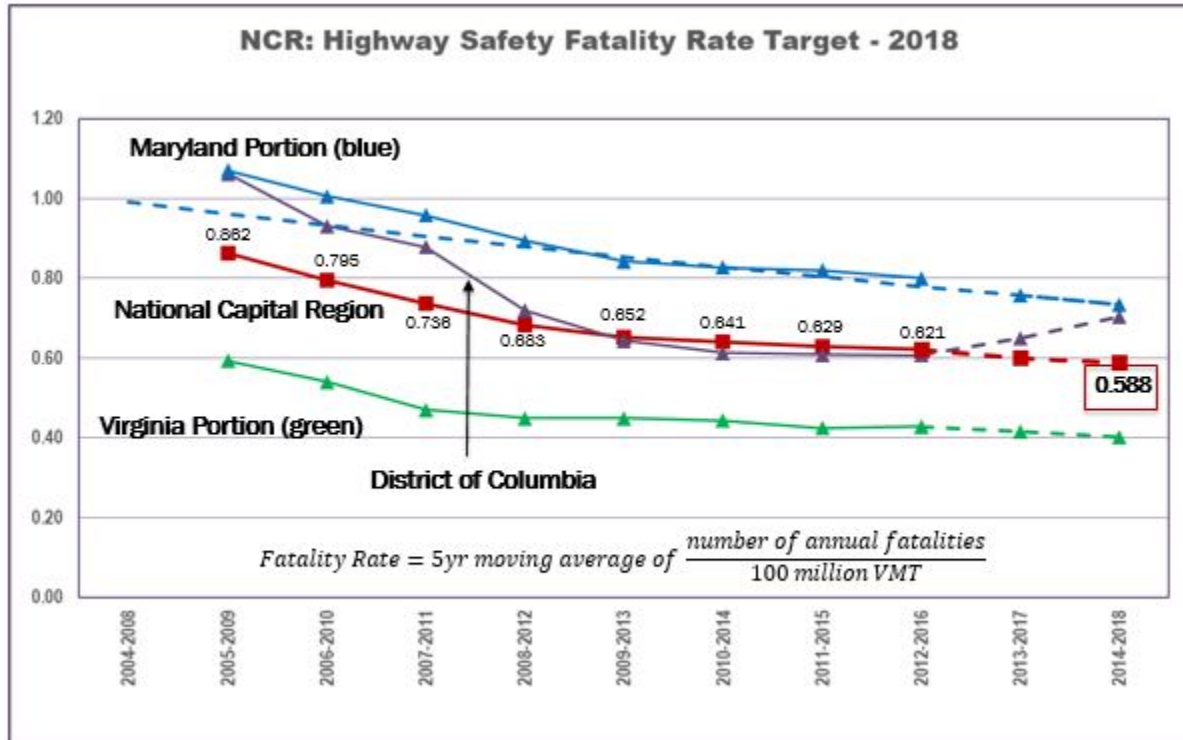
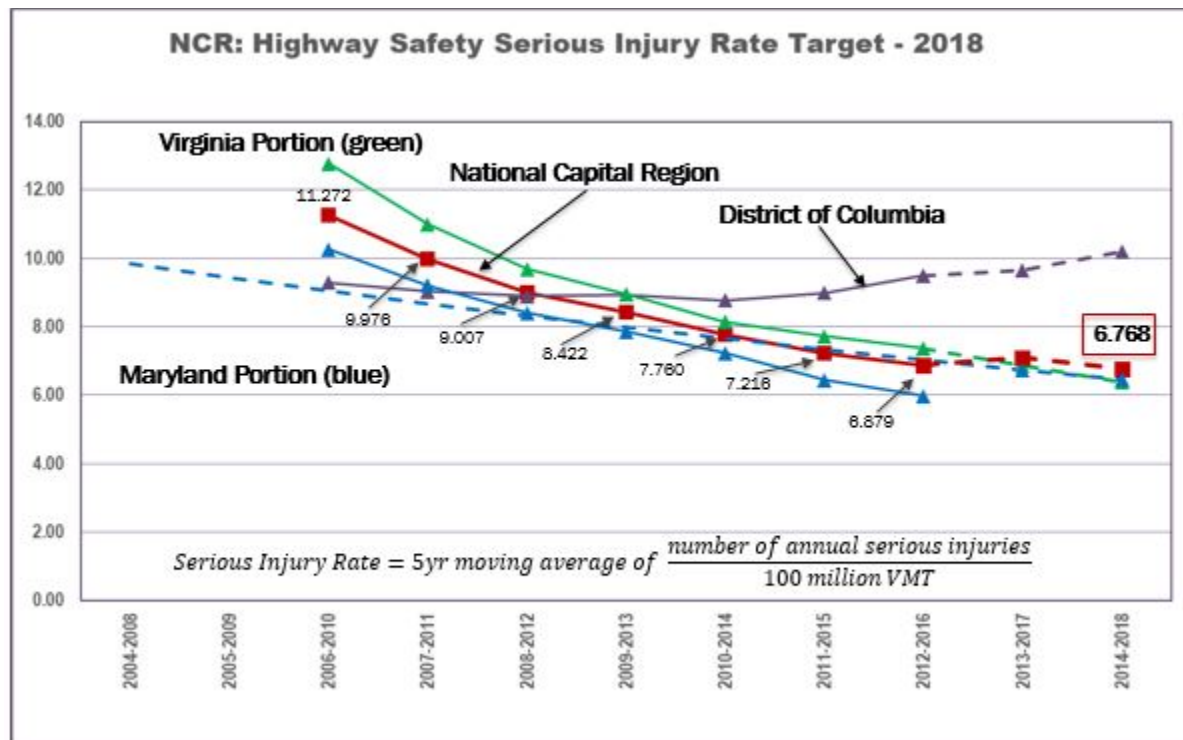


Figure 5: National Capital Region Serious Injury Rate Target



**Table 2: Summary of Highway Safety Targets**

	2012-2016 Actual	2014-2018 Target	Difference	Percent Difference
# of Fatalities	266.2	<u>253.0</u>	↓ 13.2	↓ 4.9%
Fatality Rate (per 100 MVMT)	0.621	<u>0.588</u>	↓ 0.033	↓ 5.3%
# of Serious Injuries	2,967.4	<u>3,007.3</u>	↑ 39.9	↑ 1.3%
Serious Injury Rate (per 100 MVMT)	6.879	<u>6.768</u>	↓ 0.111	↓ 1.6%
# <u>Nonmotorist</u> Fatalities & Serious Injuries	545.6	<u>528.8</u>	↓ 16.8	↓ 3.1%

## DURATION

Upon adoption by the Transportation Planning Board, the targets described in this report become the official National Capital Region highway safety targets for calendar year 2018 (as represented by the average of the 5 years of data from CY 2014 through CY 2018).

As per federal regulations, the National Capital Region highway safety targets will be updated on an annual basis by no later than February 27 of each calendar year.



# PBPP: DRAFT 2018 NATIONAL CAPITAL REGION HIGHWAY SAFETY TARGETS

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Jon Schermann  
TPB Transportation Planner

Transportation Planning Board  
December 20, 2017

Agenda Item 10



## Presentation Items

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- Review of Highway Safety Performance Measures and Target Setting Requirements for MPOs
- Review of Approach for Setting National Capital Region Safety Targets
- Draft 2018 National Capital Region Safety Targets
- Next Steps

# Highway Safety Performance Measures: Federal Requirements

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- PBPP approach is federally required for MPOs, DOTs, and transit providers through MAP-21 and FAST Acts
- For each highway safety performance measure (PM), an MPO will either:
  - 1) Agree to plan and program projects so they contribute toward accomplishing the state DOT safety target for that PM, or
  - 2) Commit to a quantifiable target for that PM for the MPO planning area
    - Each target shall represent anticipated performance outcome for all public roadways in the MPO planning area, regardless of ownership
- MPO targets to be reported no more than 180 days after state DOTs have set their targets - or February 27, 2018



# Highway Safety Performance Measures: Requirements for MPOs

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- MPOs must coordinate with their State partners
- **Targets should be data-driven and realistic**
- Metropolitan Transportation Plan (Visualize 2045) shall include:
  - (1) a description of the performance measures and targets; and
  - (2) a report evaluating the condition of the system(s) with respect to the MPO performance measures and targets, including progress achieved
- Transportation improvement programs (TIPs) must include:
  - discussion of the anticipated effects of the TIP toward achieving the performance targets by linking them to investment priorities



# Highway Safety Performance Measures

Performance Measure	Description	Data Source
Number of Fatalities (5 year rolling average)	Total number of fatalities during a calendar year	FARS <sup>1</sup>
Rate of Fatalities per 100 million VMT (5 year rolling average)	Ratio of total fatalities to VMT	FARS and HPMS <sup>2</sup> (or MPO estimate)
Number of Serious Injuries (5 year rolling average)	Total number of serious injuries during a calendar year	State reported serious injury data <sup>3</sup>
Rate of Serious Injuries per 100 million VMT (5 year rolling average)	Ratio of total serious injuries to VMT	State reported serious injury data <sup>3</sup> and HPMS
Number of Non-Motorized Fatalities and Serious Injuries (5 year rolling average)	Total number of fatalities and serious injuries during a calendar year	FARS and State serious injury data <sup>3</sup>

<sup>1</sup> FARS: Fatality Analysis Reporting System

<sup>2</sup> HPMS: Highway Performance Monitoring System

<sup>3</sup> for the first 36 months – after that States must adopt the Model Minimum Uniform Crash Criteria (MMUCC) definition of serious injury

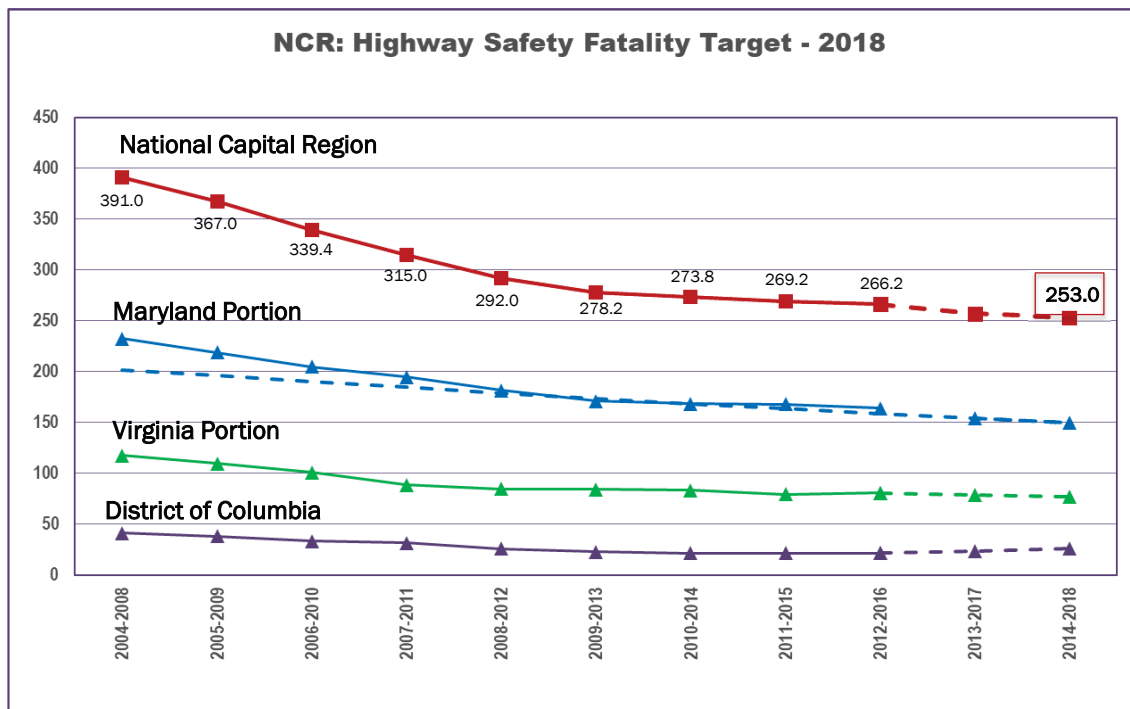
## Highway Safety Performance Measures: An Approach to Setting Regional Targets

- MD, VA, and DC have used different approaches in developing targets
- Staff is proposing a target setting methodology that accounts for / incorporates each State's approach:
  - Apply Maryland's approach to identify a sub-target for the Suburban Maryland portion of the NCR
  - Apply Virginia's approach to identify a sub-target for the Northern Virginia portion of the NCR
  - Incorporate the District of Columbia's target as a sub-target for the DC portion of the NCR
  - Mathematically combine the three sub-targets into an overall target for the NCR

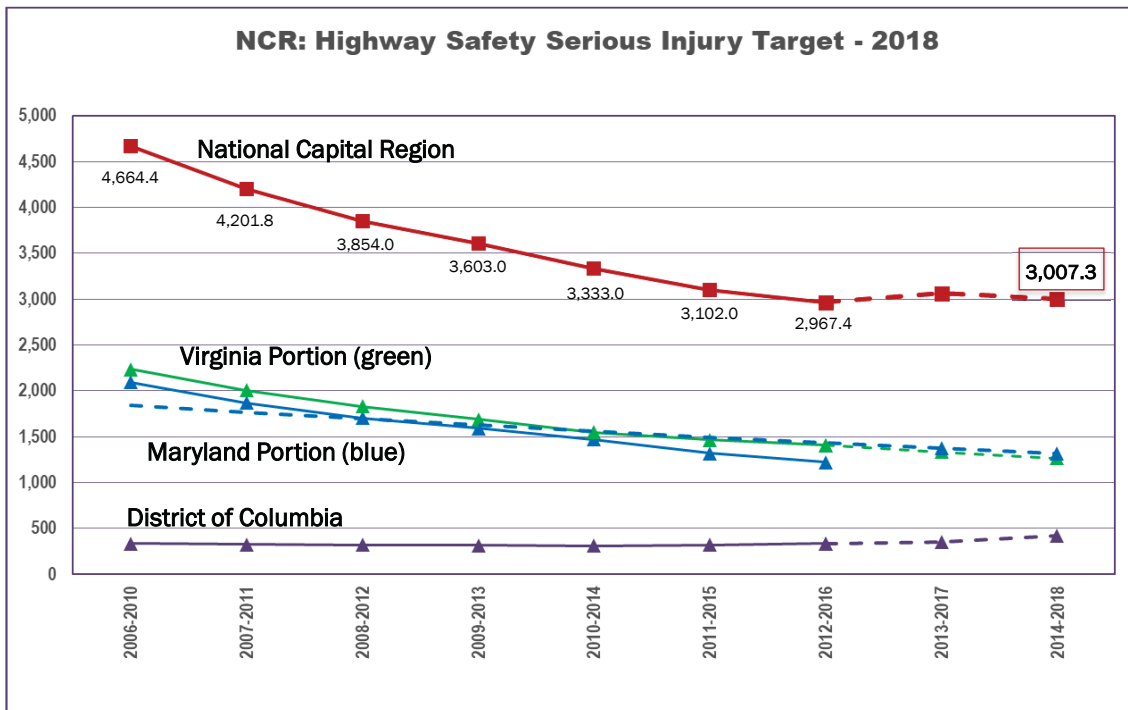
# NCR Highway Safety Targets: Summary

	2012-2016 Actual	2014-2018 Target	Difference	Percent Difference
# of Fatalities	266.2	<u>253.0</u>	↓ 13.2	↓ 4.9%
Fatality Rate (per 100 MVMT)	0.621	<u>0.588</u>	↓ 0.033	↓ 5.3%
# of Serious Injuries	2,967.4	<u>3,007.3</u>	↑ 39.9	↑ 1.3%
Serious Injury Rate (per 100 MVMT)	6.879	<u>6.768</u>	↓ 0.111	↓ 1.6%
# Nonmotorist Fatalities & Serious Injuries	545.6	<u>528.8</u>	↓ 16.8	↓ 3.1%

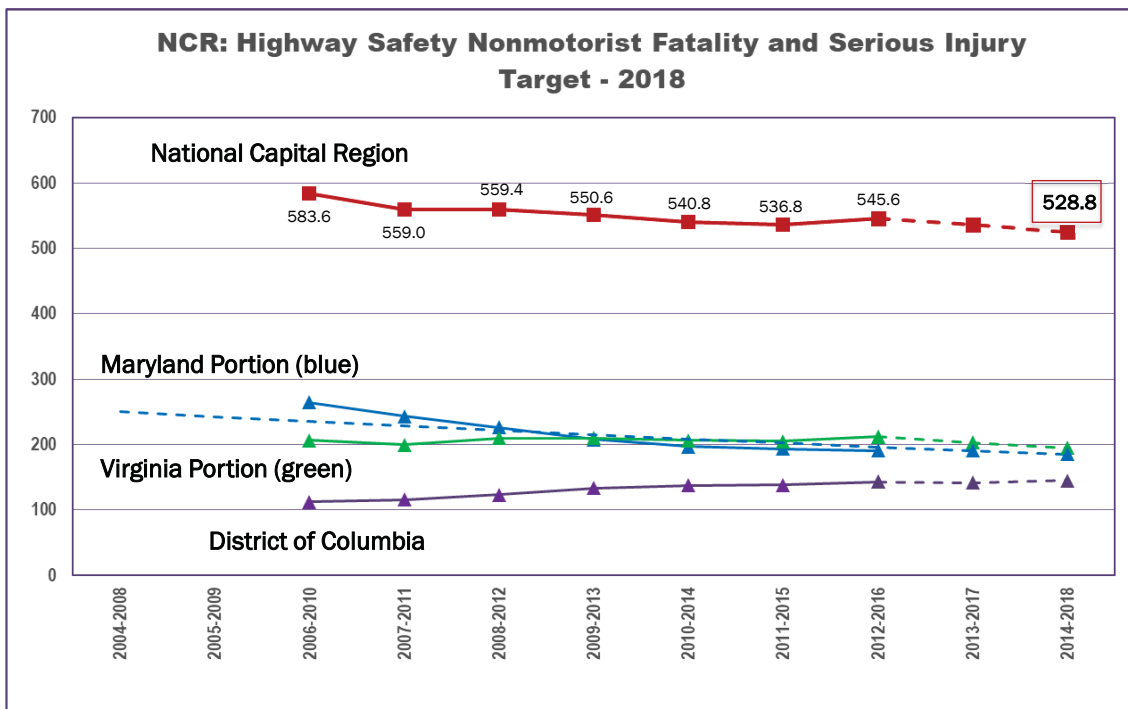
## Fatality Target: 253.0



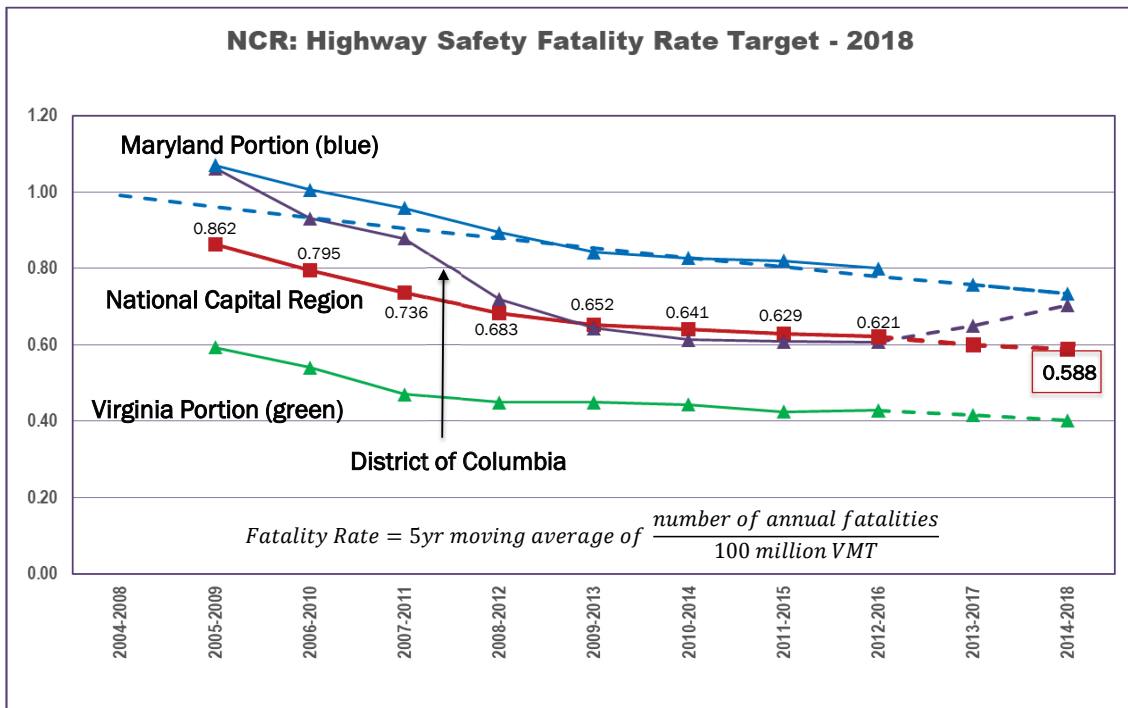
# Serious Injury Target: 3,007.3



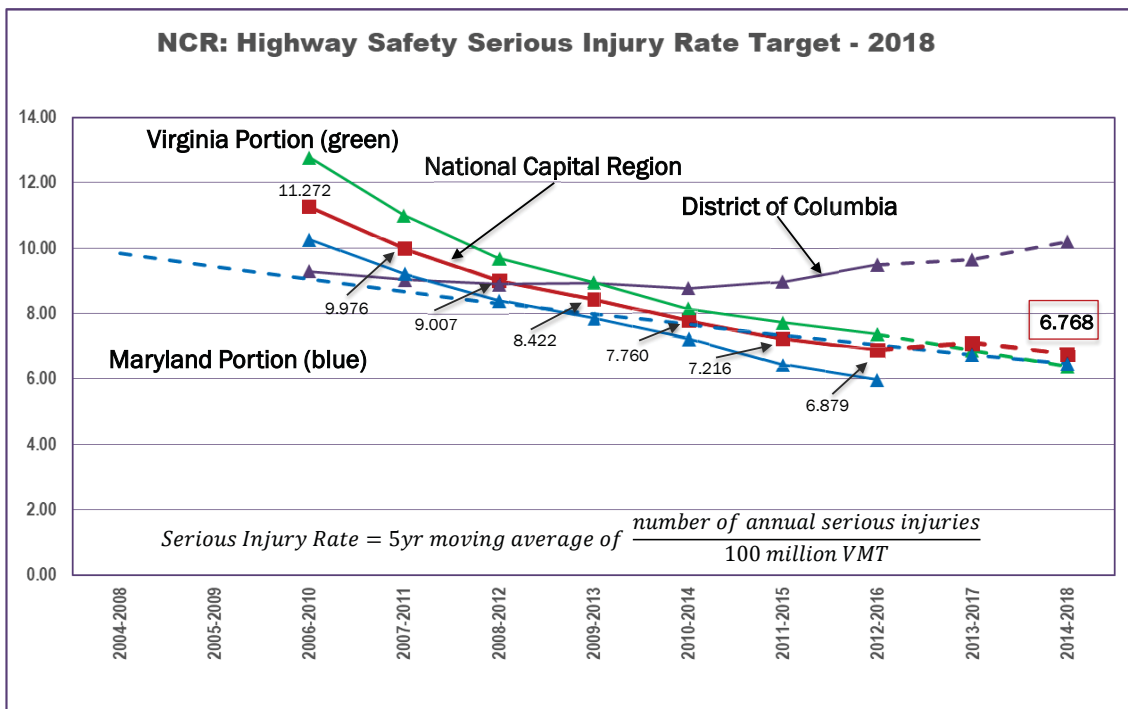
# Nonmotorist Target: 528.8



# Fatality Rate Target: 0.588



# Serious Injury Rate Target: 6.768



# Next Steps

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- Finalize 2018 NCR safety targets based on Transportation Planning Board feedback
- Request Transportation Planning Board approval of 2018 regional highway safety targets at the January 2018 TPB meeting



National Capital Region  
Transportation Planning Board

Agenda Item 10: PBPP: Draft National Capital Region Highway Safety Targets  
December 20, 2017

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## Jon Schermann

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Metropolitan Washington Council of Governments

777 North Capitol Street NE, Suite 300

Washington, DC 20002



National Capital Region  
Transportation Planning Board

## **ITEM 11–Information**

January 17, 2018

Approval of Funding Recommendations for the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program and an Amendment of the FY 2017-2022 Transportation Improvement Program (TIP) To Include the Projects

**Staff Recommendation:** Approve Resolution R11-2018 to approve funding recommendations for the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program and to approve an amendment of the FY 2017-2022 Transportation Improvement Program (TIP) to include these projects.

**Issues:** None

**Background:** COG is the designated recipient of the Federal Transit Administration's (FTA) Section 5310 Enhanced Mobility of Seniors and individuals with Disabilities Program funding for the Washington DC-VA-MD Urbanized Area. A grant solicitation for Enhanced Mobility funds was conducted from August 14 to November 3, 2017. A selection committee, chaired by Mr. Allen, reviewed the grant applications and recommended projects to be presented to the TPB for approval. The board will be briefed on the solicitation and selection process and asked to approve the projects for funding and inclusion in the TIP.





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

**RESOLUTION TO APPROVE PROJECTS FOR FUNDING UNDER THE SECTION 5310  
ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM OF  
THE FEDERAL TRANSIT ADMINISTRATION (FTA) AND TO AMEND THE FY 2017-2022 TIP TO  
INCLUDE THE PROJECTS**

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

**WHEREAS**, FAST authorizes the Federal Transit Administration's Section 5310 Enhanced Mobility program to provide capital and operating grants to eligible subrecipients to "improve mobility for seniors and individuals with disabilities ... by removing barriers to transportation services and expanding the transportation mobility options available";

**WHEREAS**, under FAST, projects funded by the Enhanced Mobility program must respond to strategies in a "locally developed, coordinated public transit-human services transportation plan"; and

**WHEREAS**, in June 2013 the Governor of Maryland, the Governor of Virginia and the Mayor of the District of Columbia designated COG, as the administrative agent for the TPB, the recipient of the Enhanced Mobility program for the Washington, DC-VA-MD Urbanized Area; and

**WHEREAS**, the TPB adopted an Update to the Coordinated Human Service Transportation Plan at its regular meeting on November 19, 2014 (R9-2015); and

**WHEREAS**, the Coordinated Plan includes the priority projects and selection criteria to be used in the solicitation and selection of Enhanced Mobility grants; and

**WHEREAS**, the Access for All Advisory Committee reviewed and confirmed the priority projects on May 11, 2017;

**WHEREAS**, a solicitation for Enhanced Mobility grant applications was conducted from August 14 through November 3, 2017, during which more than 2,600 individuals received an announcement of the grant opportunity; and

**WHEREAS**, five pre-application conferences were conducted during the solicitation period for interested organizations and agencies to receive technical assistance on the application process and FTA requirements; and

**WHEREAS**, a selection committee comprised of local and national experts in transportation and human services met on December 19, 2017 to review the applications and evaluate them against the selection criteria; and

**WHEREAS**, the selection committee recommended funding 17 projects described in the attached memorandum; and

**WHEREAS**, the attached FY 2017-2022 TIP amendment includes the project information for these projects;

**NOW, THEREFORE, BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD** approves the 17 projects for funding described in the attached memorandum and TIP amendment under the Section 5310 Enhanced Mobility program of the Federal Transit Administration and amends the FY 2017-2022 TIP to include the projects.



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Mr. Charles Allen, Enhanced Mobility Grant Selection Committee Chair  
Ms. Wendy Klancher, TPB Transportation Planner  
**SUBJECT:** Funding Recommendations for the FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program  
**DATE:** January 11, 2018

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This memorandum describes the funding recommendations from the TPB's selection committee for FTA's Enhanced Mobility of Seniors and Individuals with Disabilities program which met on December 19, 2017. The TPB will be asked on January 17, 2018 to approve these funding recommendations and amend the FY 2017-2022 Transportation Improvement Program (TIP) to include them.

The Federal Transit Administration's (FTA) Enhanced Mobility program provides matching grants to non-profit and other agencies to improve transportation for people with disabilities and older adults. The TPB conducted a call for applications from August 14 to November 3, 2017 for the approximately \$6 million in federal funds available.

The selection committee met on December 19, 2017 and reviewed 19 applications requesting over \$13 million in federal Enhanced Mobility funds—over two times the amount available. The selection committee discussions resulted in a unanimous recommendation to fund 17 applications. The committee's recommendations were reviewed by the other two TPB Officers who had no further questions for the selection committee and concurred with the presentation for approval at the January 17, 2018 meeting.

## **FUNDING RECOMMENDATIONS**

The selection committee was comprised of outside experts working in the fields of aging, disability, transit and human service transportation coordination and was Chaired by then TPB Vice Chairman Charles Allen. The selection committee recommends funding 17 of the 19 applications expending the approximately \$6 million in federal funding available. With the additional \$1.8 million in matching funds provided by the applicants, the 17 projects total approximately \$7.9 million. Due to the limited funding, nine of the 17 applications would be partially funded. The rationale for the nine applications recommended for partial funding include allowing the applicant to pilot the proposal on a smaller scale or to expend funding from previous grants.

The recommended projects fall under the two categories: vehicle acquisition and "all other" projects including mobility management and operating services. Nine of the 17 projects are for vehicle acquisition and the recommendations would fund 68 vehicles to provide service to eligible clients. Under the vehicle acquisition category, the recommendations prioritize vehicle acquisition with the limited funding available rather than providing operating assistance. The application from the Arc of Prince William/INSIGHT, Inc, was recommended for a scaled-up level of funding because of the high

score and strong demonstrated need.

Attachment A provides more details on the 17 projects being recommended for funding. Background information on the TPB's Enhanced Mobility program is provided in Attachment B.

## **NEXT STEPS**

With the TPB approval, the TIP will be amended and TPB staff will develop the submittal materials for FTA approval. Upon FTA approval, staff will work with the applicants to administer the grants. The two applications not recommended for funding, as described on page 8 of Attachment A, will receive a letter with suggestions for improving their application for the next Enhanced Mobility grant solicitation which is scheduled for 2019. Applicants would also be offered a debriefing about their application with TPB staff.



**ATTACHMENT A**

**RECOMMENDATIONS FOR FUNDING UNDER THE 2017 ENHANCED MOBILITY PROGRAM**

1. **Capitol Hill Village:** Continue and expand an existing project to support a more robust volunteer driver program with door to door service for D.C. “Villages”, mobility counseling, travel training and the use of peer mentors (“Travel Buddies”), “Villages” provide support to older adults which allows them to stay in their homes as they age. The project also has an evaluation component to document the transportation needs of the older adults.

**Geographic Focus:** District of Columbia

Requested		Recommended	
Federal Funds	\$531,753	Federal Funds	\$531,753
Required Match	\$132,930	Required Match	\$132,930
Total Project	\$664,683	Total Project	\$664,683

2. **Jewish Council for the Aging – Network of Volunteer Drivers:** Increase the capacity and effectiveness through the continuation of the Volunteer Driver Resource Center (a current Enhanced Mobility grant) with expansion to include Northern Virginia and underserved parts of Montgomery and Prince George’s Counties. The network will provide support for program development, resources such as bulk background checks and shared ride scheduling software, training, and technical assistance.

**Geographic Focus:** Suburban Maryland and Northern Virginia

Requested		Recommended	
Federal Funds	\$515,540	Federal Funds	\$515,540
Required Match	\$128,887	Required Match	\$128,887
Total Project	\$644,427	Total Project	\$644,427

3. **Montgomery County Department of Transportation - Call and Ride Supplemental Assistance:** Funds would be used to subsidize the monthly co-pay participants pay for for Call-n-Ride, a taxi voucher program that provides rides to qualifying older adults and people with disabilities. Participants with the lowest- incomes would pay \$5.25 instead of \$10.50 for \$120 monthly subsidy on a swipe card which can be used with all five taxi providers in the County.

**Geographic Focus:** Montgomery County, Maryland

Requested		Recommended	
Federal Funds	\$554,430	Federal Funds	\$554,430
Required Match	\$554,430	Required Match	\$554,430
Total Project	\$1,108,860	Total Project	\$1,108,860

4. **The Arc of Northern Virginia – Train the Trainer:** Expand the reach of the currently funded “Train the Travel Trainer” program aimed at embedding travel training for individuals with intellectual disabilities in existing organizations. The training uses a specialized software program that provides step by step guide to support adults and students with intellectual disabilities to independently travel on bus or Metrorail.

**Geographic Focus:** Northern Virginia and Suburban Maryland

Requested		Recommended	
Federal Funds	\$470,719	Federal Funds	\$299,967
Required Match	\$111,679	Required Match	\$74,992
Total Project	\$588,398	Total Project	\$374,959

5. **Dulles Area Transportation Association (DATA) – Bilingual Training:** Recruit bilingual Spanish-speaking volunteers and drivers in partnership with existing transportation services (NV Rides, Fairfax County Neighborhood and Community Services, Loudoun Volunteer Caregivers). Project will provide travel training, information about mobility options and driver training in Spanish.

**Geographic Focus:** Fairfax and Loudoun County, Virginia

Requested		Recommended	
Federal Funds	\$150,330	Federal Funds	\$150,330
Required Match	\$37,582	Required Match	\$37,582
Total Project	\$187,912	Total Project	\$187,912

6. **Fairfax County Department of Neighborhood and Community Services – Mobility Access Project (FXMAP):** Continuation and expansion of an existing grant to promote travel training in the community, provide more information about transportation options and improve the call center. Project will be coordinated with DATA and Boat People, SOS.

**Geographic Focus:** Fairfax County, Virginia

Requested		Recommended	
Federal Funds	\$408,919	Federal Funds	\$390,450
Required Match	\$116,081	Required Match	\$97,612
Total Project	\$525,000	Total Project	\$488,062

7. **City of Rockville – Bus Stop and Sidewalk Improvements:** Improve access to public transportation within the City of Rockville by constructing missing sidewalk segments on Potomac Valley Road and improving 78 Metro and Ride-On bus stops throughout Rockville. Improvements include replacing non-ADA compliant shelter benches, construction of ADA required landing pads, installing shelters, missing shelter benches, leaning rails and relocation of garbage cans and other equipment to clear pathways.

**Geographic Focus:** Rockville, Maryland

Requested		Recommended	
Federal Funds	\$396,000	Federal Funds	\$396,000
Required Match	\$99,000	Required Match	\$99,000
Total Project	\$495,000	Total Project	\$495,000

8. **Boat People SOS, Senior Transportation:** Provide group and one-on-one training sessions on fixed-route services and other transportation options, and develop a culturally and linguistically appropriate transportation guidebook for the Vietnamese-speaking population; in coordination with Fairfax County’s Mobility Access Project.

**Geographic Focus:** Northern Virginia

Requested		Recommended	
Federal Funds	\$104,960	Federal Funds	\$64,960
Required Match	\$56,240	Required Match	\$16,240
Total Project	\$161,200	Total Project	\$81,200

#### Vehicle Acquisition Funding Recommendations<sup>1</sup>

9. **The Arc of Greater Prince William/INSIGHT, Inc:** Six replacement vehicles to be used to transport adults with disabilities from their employment, mobile work training and adult day program sites, medical appointments, and community integration activities.

**Geographic Focus:** Prince William County, Virginia

Requested		Recommended	
Federal Funds	\$218,892	Federal Funds	\$277,502
Required Match	\$54,723	Required Match	\$69,376
Total Project	\$273,615	Total Project	\$346,878

10. **Jewish Council for the Aging – Elderbus:** Two replacement 19-passenger vehicles for JCA’s Elderbus service which transports older adults and people with disabilities to adult day programming, shopping and activity and wellness programs at area senior centers.

**Geographic Focus:** Montgomery County, Maryland

Requested		Recommended	
Federal Funds	\$471,773	Federal Funds	\$165,619
Required Match	\$347,559	Required Match	\$41,405
Total Project	\$819,332	Total Project	\$207,024

<sup>1</sup> All vehicles are wheelchair-accessible and range from mini-vans to 19 passenger buses.



11. **Easter Seals – Adult Medical Day Transportation Services:** Four wheelchair accessible vehicles to transport clients (older adults and people with disabilities) to participate in Easter Seal’s programs.

**Geographic Focus:** Montgomery County, Maryland

Requested		Recommended	
Federal Funds	\$1,011,751	Federal Funds	\$220,000
Required Match	\$593,654	Required Match	\$55,000
Total Project	\$1,605,405	Total Project	\$275,000

12. **Community Support Services:** Nine wheelchair-accessible minivans to transport clients with severe intellectual and physical disabilities to day programs, therapeutic programs, community-based activities, and evening and weekend residential support activities.

**Geographic Focus:** Montgomery County, Maryland

Requested		Recommended	
Federal Funds	\$374,451	Federal Funds	\$296,330
Required Match	\$93,613	Required Match	\$74,082
Total Project	\$468,064	Total Project	\$370,412

13. **Fairfax County Department of Neighborhood and Community Services – Human Services Transportation Bus Replacement:** Five 19-passenger buses to provide specialized transportation services for participants of human service agency programs, including travel to senior centers, adult day programs and health care centers.

**Geographic Focus:** Fairfax County, City of Fairfax, and City of Falls Church, Virginia

Requested		Recommended	
Federal Funds	\$250,000	Federal Funds	\$250,000
Required Match	\$62,500	Required Match	\$62,500
Total Project	\$312,500	Total Project	\$312,500

14. **Every Citizen Has Opportunities, Inc. (ECHO) -** Four vehicles (three 14-passenger buses and one 15-passenger bus) to provide clients with intellectual disabilities transportation to and from day program sites and community engagement activities.

**Geographic Focus:** Fairfax and Loudoun County, Virginia

Requested		Recommended	
Federal Funds	\$210,254	Federal Funds	\$210,254
Required Match	\$52,564	Required Match	\$52,564
Total Project	\$262,818	Total Project	\$262,818

15. **The Arc of Prince George's County:** Eleven wheelchair-accessible minivans for expansion of existing services. The vehicles will be used to take people with intellectual disabilities in group home settings on small-group outings.

**Geographic Focus:** Prince George's County, Maryland

Requested		Recommended	
Federal Funds	\$964,809	Federal Funds	\$316,400
Required Match	\$419,402	Required Match	\$78,000
Total Project	\$1,384,211	Total Project	\$394,400

16. **University of Maryland - College Park:** Replacement of five vehicles as part of the college's paratransit service which provides scheduled circulation service for students, employees and visitors with disabilities on the campus and to the College Park Metro station.

**Geographic Focus:** College Park, Maryland

Requested		Recommended	
Federal Funds	\$450,279	Federal Funds	\$175,759
Required Match	\$318,460	Required Match	\$43,940
Total Project	\$768,739	Total Project	\$219,699

17. **Washington Metropolitan Area Transit Authority (WMATA):** 22 paratransit vehicles to replace a portion of the aging MetroAccess fleet used to provide the ADA-required paratransit service for people unable to use Metrorail and Metrobus.

**Geographic Focus:** Regional

Requested		Recommended	
Federal Funds	\$5,418,750	Federal Funds	\$1,262,250
Required Match	\$956,250	Required Match	\$222,750
Total Project	\$6,375,000	Total Project	\$1,485,000

## APPLICATIONS NOT RECOMMENDED FOR FUNDING

The following table shows the two applications not recommended for funding. The rationale for not funding these applications include:

- Applications were low-scoring;
- The results from previous COG/TPB grants have not yet been realized.

These applicants will receive a letter with recommendations for improving their application for the next Enhanced Mobility grant solicitation and will also be offered a debriefing about their application with TPB staff.

Four other applications were received but were not considered by the selection committee for funding due to issues with the availability of the organization’s matching funds, or the geographic service area proposed is not eligible for the COG/TPB funding under FTA rules.

Applications Not Recommended for Funding			
Applicant	Geographic Focus	Proposed Project	Federal Funds Requested
Regency Taxi	Montgomery County, MD	12 wheelchair-accessible vehicles	\$375,000
WMATA	Regional	Train MetroAccess customers about alternatives to MetroAccess such as bus and rail, Abilities-Ride and TransportDC.	\$160,000



## ATTACHMENT B

### 2017 ENHANCED MOBILITY PROGRAM OVERVIEW

The Federal Transit Administration's (FTA's) Enhanced Mobility of Seniors and Individuals with Disabilities program (Section 5310) is for improving mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. Approximately \$2.8 million a year is provided to the region under the "Fixing America's Surface Transportation (FAST) Act.

The Metropolitan Washington Council of Governments, (COG) as the administrative agent for the National Capital Region Transportation Planning Board (TPB), is the designated recipient for this program for the Washington DC-VA-MD Urbanized Area (a map is available here: <https://goo.gl/kAypbr>). The TPB is tasked with the management of the program, including the approval of grant awards. The TPB solicits and selects grant applications for funding every other year. The applicants must match the federal funds: 20 percent for capital or mobility management projects and 50 percent for operating projects.

### COORDINATED HUMAN SERVICE TRANSPORTATION PLAN

The TPB approved the most recent Coordinated Human Service Transportation Plan ("Coordinated Plan") on November 19, 2014. The Coordinated Plan guides the implementation of the Enhanced Mobility program and outlines unmet transportation needs of people with disabilities and older adults, and strategies for addressing those needs. The Coordinated Plan also includes twelve priority projects and the selection process for Enhanced Mobility grants, including the criteria found below. The Access for All Advisory Committee confirmed the twelve priority projects on May 11, 2017 for the 2017 solicitation. The [twelve priority projects](#), and the Coordinated Plan are available on the Enhanced Mobility website, at [www.tpbcoordination.org](http://www.tpbcoordination.org). Applicants could submit proposals that did not address the priorities, however, proposals that did respond to the priorities received extra points when scored.

### SELECTION PROCESS AND CRITERIA

The TPB is focused on ensuring that its Enhanced Mobility program funding supports a broad set of services that will have the greatest impact on improving the mobility of people with disabilities and older adults. The TPB's Coordinated Plan outlines selection criteria that places a strong emphasis on applicants who can effectively deliver the services and have the institutional capacity to manage and administer an FTA grant. There are numerous federal requirements under the Enhanced Mobility program. The selection criteria also emphasize an applicant's prior grant performance. The selection process is based on the TPB's success with selecting and administering over 70 Enhanced Mobility, Job Access and Reverse Commute (JARC), and New Freedom grants between 2007 and 2016, totaling over \$40 million.

The six-selection criteria and maximum points are listed below.

## Selection Criteria for Enhanced Mobility Funding

Criterion	Maximum Points
Coordination among agencies and organizations	25
Responsiveness to strategies in the Coordinated Plan Priority Projects (up to 12 points) Address strategies in the Coordination Plan (up to 8 points)	20
Institutional capacity to manage and administer an FTA grant	20
Project feasibility	15
Regional need and impact	10
Customer focus and input	10
<b>Total</b>	<b>100</b>

## 2017 SOLICITATION FOR ENHANCED MOBILITY PROJECTS

The third TPB solicitation for Enhanced Mobility grant applications was conducted from August 14 through November 3, 2017. More than 2,600 individuals received an email announcing the availability of grant funds. In addition, ads were placed in the August and September editions of the Senior Beacon, which is distributed to over 2,300 locations across the region. The grant opportunity was also promoted through *TPB News*, the Transportation Planning Board's weekly e-newsletter, and COG and TPB social media accounts.

TPB staff conducted six pre-application conferences for interested organizations on the application process, the federal requirements, and project eligibility. Conferences were held in Falls Church, Virginia on August 3, Silver Spring, Maryland on August 16, and at COG on August 8, 23, and 29, 2017. Over 40 different organizations and agencies attended.

## SELECTION COMMITTEE

TPB member Charles Allen chaired the selection committee, which was comprised of five people representing aging, disability, transit and human service transportation coordination. The selection committee members were:

1. Ms. Patrice Earnest, National Association of Area Agencies on Aging (n4a)
2. Mr. Robert Fulk, Alexandria Department of Transportation Paratransit
3. Mr. Travis Johnston, Maryland Transit Administration (MTA)
4. Ms. Susie McFadden-Resper, D.C. Office of Disability Rights
5. Mr. Andrew Riddle, Virginia Department of Rail and Public Transportation (DRPT)

After the solicitation period closed, TPB staff thoroughly reviewed all the applications received and when necessary, asked for clarifications or revised budgets from the applicants. TPB staff developed

summaries of the 19 applications and scored each application based on the selection criteria listed above.

Selection committee members reviewed the staff summaries and 19 applications, and then the committee collectively reviewed the materials, preliminary scores and funding recommendations with TPB staff at the December 19 meeting. After a thoughtful and deliberative process, the selection committee made a unanimous recommendation for funding 17 applications, described in Attachment A.



**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD  
TRANSPORTATION IMPROVEMENT PROGRAM  
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: <b>6366</b> Agency ID: _____ Title: <b>Enhanced Mobility of Seniors and Individuals with Disabilities</b>									
Facility:	Sect. 5310	100/0/0		6,077 e	2,832 e	2,832 e	2,832 e	2,832 e	17,405
From:									<b>Total Funds:</b>
To:									<b>17,405</b>

Description: This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.

These funds are for the urbanized area within the District of Columbia, Maryland and Virginia metropolitan region.

Subrecipient	Program Description	Total Project Cost (\$1,000s)	Federal Share	Location
Capitol Hill Village	Volunteer driver program enhancement continuation, mobility counseling, travel training with peer mentors (mobility management)	\$665	\$532	DC
Jewish Council for the Aging	Volunteer driver resource center continuation with expansion to Northern Virginia and underserved parts of suburban Maryland (mobility management)	\$644	\$515	Suburban Maryland and Northern Virginia
Montgomery County Department of Transportation	Subsidy for existing Call-n-Ride taxi voucher program (operating)	\$1,108	\$554	Montgomery County, MD
The Arc of Northern Virginia	Expansion of Train the Travel Trainer for schools and human service agencies (mobility management)	\$375	\$300	Northern Virginia
Dulles Area Transportation Association	Bilingual Spanish-speaking volunteer and driver recruitment in partnership with existing transportation services (mobility management)	\$188	\$150	Fairfax and Loudoun Counties, VA
Fairfax County Neighborhood & Community Services	Continuation and expansion of mobility management project to include promotion of travel training, information on options and improvement to intake call center (mobility management)	\$488	\$390	Fairfax County, VA
City of Rockville	Bus stop and sidewalk improvements	\$495	\$396	City of Rockville, MD
Boat People SOS	Travel training on fixed-route services and other transportation options and development of a culturally and linguistically appropriate transportation guidebook for the Vietnamese-speaking population (mobility management)	\$81	\$65	Northern Virginia
The Arc of Greater Prince William/INSIGHT, Inc.	Six vehicles (wheelchair accessible minivans and 15-passenger buses) to transport adults with disabilities to employment, training, adult day programming, medical appointments and for community integration	\$346	\$277	Prince William County, City of Manassas, City of Manassas Park, and Fairfax County, VA
Jewish Council for the Aging	Two 19-passenger replacement buses to transport older adults and people with disabilities to adult day programming, shopping, and activity and wellness programming at area senior centers	\$207	\$166	Primarily Montgomery County, MD with trips throughout region
Easter Seals Serving DC\MD\VA	Four replacement wheelchair accessible vehicles to transport older adults and people with disabilities to Easter Seals' programming	\$275	\$220	Montgomery County, MD
Community Support Services	Nine wheelchair-accessible minivans to transport clients with severe intellectual and physical disabilities to day programs, therapeutic programs, community based activities and evening and weekend residential support activities	\$370	\$296	Montgomery County, MD

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD  
TRANSPORTATION IMPROVEMENT PROGRAM  
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
Fairfax County Neighborhood & Community Services		Five 19-passenger buses to provide specialized transportation services for participants of human service agency programming, including seniors centers, adult day programs, health care centers			\$312		\$250		Fairfax County, City of Fairfax and City of Falls Church, VA
ECHO		Four vehicles (three 14-paseenger buses and one 15-passenger bus) to provide clients with intellectual disabilities transportation to and from employment and day program sites and community engagement activities			\$262		\$210		Loudoun and Fairfax Counties, VA
The Arc of Prince George's County		Eleven wheelchair accessible minivans to expand existing services to provide small-group outings to people with intellectual disabilities in group home settings			\$394		\$316		Prince George's County, MD
University of Maryland College Park (Capital)		Replacement of five paratransit vehicles with wheelchair-accessible minivans to transport students, faculty and visitors with disabilities to and from the College Park Metro station and on campus			\$219		\$176		University of Maryland, College Park campus
Washington Metropolitan Area Transit Authority (WMATA)		Twenty two MetroAccess replacement vehicles for ADA-required paratransit service. Pending FTA approval of a split agreement, WMATA would receive and administer funding independent of COG. FTA allows a match of 15% for ADA paratransit vehicles.			\$1,485		\$1,262		Regional



## **ITEM 12 – Action**

January 17, 2018

### Non-Motorized Priority Initiatives

**Staff Recommendation:** Approve Resolution R12-2018 to Endorse the Non-Motorized Priority Initiatives

None

**Issues:**

**Background:**

The board will be briefed on a package of pedestrian and bicycle initiatives that have been identified for inclusion in the unfunded aspirational element of Visualize 2045. The package will feature two components: 1) the National Capital Trail and 2) high-capacity transit station access improvements.



R12-2018  
January 17, 2017

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

**RESOLUTION ENDORSING NON-MOTORIZED  
PRIORITY INITIATIVES**

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

**WHEREAS**, the TPB, as part of the regional metropolitan planning process, continues to develop and adopt a fiscally constrained long-range plan (formerly referred to as the "CLRP," now called "Visualize 2045") as mandated by the federal FAST Act as a means of ensuring that federal funding and approval for transportation projects in the region are made available; and

**WHEREAS**, Visualize 2045 will include unfunded priorities, as part of an aspirational element, because the TPB believes the region needs to develop a long-range transportation plan that goes beyond the project inputs reflected in its current fiscally constrained long-range plan, and that includes a combination of projects, programs, and policies that would better achieve the broad range of transportation goals embedded in TPB and COG's adopted guiding documents; and

**WHEREAS**, TPB policies rooted in the TPB Vision and the Regional Transportation Priorities Plan have long emphasized the importance of pedestrian and bicycle enhancements; and

**WHEREAS**, recent TPB activity, as well as the activities of TPB members, including the Washington Metropolitan Area Transit Authority and the National Park Service, have identified regional pedestrian and bicycle priorities through analysis and stakeholder engagement; and

**WHEREAS**, pedestrian and bicycle priority initiatives, in addition to serving important local objectives, have been shown to enhance regional transportation system performance by augmenting circulation within Regional Activity Centers by providing first- and last-mile connections to transit and by connecting Regional Activity Centers; and

**WHEREAS**, planning activities conducted through the TPB's Unfunded Capital Needs Working Group (later renamed the Long-Range Plan Task Force) included the assembly of an inventory comprising more than one thousand individual unfunded capital improvements, including pedestrian and bicycle projects as well as transit and road projects; and

**WHEREAS**, TPB members have expressed the desire for the new aspirational element of Visualize 2045 to include non-motorized initiatives that would be shown to have positive impacts at the regional level; and

**WHEREAS**, in April of 2017, the Long-Range Plan Task Force was briefed by TPB staff on activities, which would be conducted separately from the primary activities of the task force, to identify non-motorized priorities; and

**WHEREAS**, on December 20, 2017, the Long-Range Plan Task Force endorsed five initiatives – comprising a variety of projects, programs, and policies that were largely focused on transit improvements, multimodal road improvements, and policy changes – for incorporation into Visualize 2045; and

**WHEREAS**, a draft package of two pedestrian and bicycle priority initiatives has been reviewed by the TPB's Technical Committee, Citizens Advisory Committee, and Bicycle and Pedestrian Subcommittee, and was provided for review to TPB at its meeting on December 20; and

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

1. Endorses the following pedestrian and bicycle priority initiatives:
  - Completion of the National Capital Trail
  - Access improvements to high-capacity transit stations
2. Directs staff to include these two initiatives in the aspirational element of the TPB's long-range transportation plan, Visualize 2045.
3. Directs staff to use these priorities as a factor in selecting projects for the TPB's Transportation Land Use Connections (TLC) Program and the federally funded Transportation Alternatives Set-Aside Program.
4. Calls upon local, state and regional governments and agencies to pursue implementation of these priorities.

# PEDESTRIAN AND BICYCLE PRIORITY INITIATIVES FOR THE NATIONAL CAPITAL REGION - DRAFT

Developed for inclusion in the aspirational element of *Visualize 2045*, the TPB's long-range transportation plan scheduled for approval in 2018

December 2017 (DRAFT)

## **PEDESTRIAN AND BICYCLE PRIORITY INITIATIVES FOR THE NATIONAL CAPITAL REGION**

Prepared by TPB staff on behalf of the National Capital Region Transportation Planning Board  
December 2017 (Draft)

### **ABOUT THE TPB**

The National Capital Region Transportation Planning Board (TPB) is the federally designated metropolitan planning organization (MPO) for metropolitan Washington. It is responsible for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process in the metropolitan area. Members of the TPB include representatives of the transportation agencies of the states of Maryland and Virginia and the District of Columbia, 24 local governments, the Washington Metropolitan Area Transit Authority, the Maryland and Virginia General Assemblies, and nonvoting members from the Metropolitan Washington Airports Authority and federal agencies. The TPB is staffed by the Department of Transportation Planning at the Metropolitan Washington Council of Governments (COG).

### **CREDITS**

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## OVERVIEW

The expansion of pedestrian and bicycle infrastructure is in full swing throughout the Washington region. Thousands of new projects have made it easier in recent years to walk and bike, and many more improvements are in the pipeline. These enhancements are helping to meet growing demand. In 2016, 11% of daily trips were made by walking and biking, and that share is forecast to increase to 14% by 2040.

Regional leaders have long agreed that walking and biking facilities are essential elements in our transportation system, but these projects are typically local in scope and impact. Amid the momentum of ongoing progress, how should pedestrian and bicycle priorities be articulated from the regional perspective? Within the universe of thousands of planned non-motorized improvements—sidewalks, trails, curb cuts, and many others— how can we strategically promote specific projects or types of projects that improve the performance of our regional transportation system in addition to serving local objectives?

This document addresses those questions by identifying two regional initiatives as regional aspirational priorities for bicycle and pedestrian capital improvements. These initiatives focus on the completion of the National Capital Trail (previously known as the Bicycle Beltway) and the prioritization of access improvements to high-capacity transit stations.

## Regional Policy Framework

The TPB's existing policy framework begins with a fundamental goal: We should strive to provide a comprehensive range of transportation choices throughout the region. For decades, regional leaders have been working to improve the viability of walking and biking as alternative modes for getting to work, school, and recreation, and connecting to public transit.

In 1998, the TPB Vision called for the region to make transportation facilities “safer, more accessible, and less intimidating for pedestrians, bicyclists, and persons with special needs.” The Regional Transportation Priorities Plan, approved in 2014, built upon the legacy of the TPB Vision by calling for the expansion of pedestrian and bicycle infrastructure throughout the region. The plan argued that such projects are needed to improve safety, meet rising demand, and reduce congestion. Improvements include adding new sidewalks and improving existing ones, making crosswalks safer, and building and enhancing bike lanes and shared-use paths.

Of course, it is easiest to make alternative transportation modes more viable if the average distances between jobs, housing and other daily activities are relatively short. For that reason, the TPB's regional policies have focused attention on Activity Centers. The TPB Vision in 1998 first called for the identification of regional Activity Centers—concentrated, mixed-use centers that are nodes for transportation linkages. The Vision explicitly called for “improved internal mobility with reduced reliance on the automobile within the regional core and within regional activity centers.”

In 2013, the current list of Activity Centers was identified. With a sharpened focus on walkability, these locations were designated because they either are already vibrant centers or they are places where growth is planned.

Focused attention on such mixed-use hubs has produced positive results. Over the next 25 years, according to COG's Round 9.0 Cooperative Forecasts, 75% of new jobs and 60% of new population will be located in Activity Centers.

From a transportation perspective, the Priorities Plan identified three "C"s related to Activity Centers: *Concentrated* development in Activity Centers should be encouraged to shorten trip distances; *Connections* between Activity Centers should be multi-modal, including shared-use paths as well as transit; and *Circulation* within Activity Centers should be improved so that people do not need to drive short distances, including trips to and from transit stations.

The non-motorized priorities presented in this document help to fulfill these regional policies. The National Capital Trail prioritizes *connections* that will link Activity Centers around the region's core, while station access improvements will strategically focus attention on *circulation* improvements within Activity Centers and around high-capacity transit stations that would make it easier for people to get to and from transit.

## **Pulling Together Master Lists of Unfunded Projects**

The presentation of non-motorized priorities in this document is part of a larger effort by the TPB to collect information about the full universe of unfunded projects in the region and to work toward the identification of regional priorities. In recent years, TPB staff and its partner agencies have compiled inventories of unfunded transportation projects of all modes that are featured in the plans of the region's jurisdictions. The most prominent of these activities was the development of an Unfunded Capital Needs Inventory, but the regional collection of master lists of unfunded projects also includes discrete plans and studies such as the TPB's Bicycle and Pedestrian Plan and WMATA's Metrorail Station Investment Strategy, which are described later in this document.

Development of the Unfunded Capital Needs Inventory began in 2014 when the TPB asked staff to compile a list of all transportation projects that have been included in the plans of TPB member jurisdictions but have not been submitted for inclusion in the TPB's Financially Constrained Long-Range Transportation Plan (CLRP) due to a lack of anticipated funding. In February 2015, the TPB staff issued a solicitation for inputs to the inventory.

The list of unfunded projects in the final inventory comprised more than a thousand individual capital improvements. Approximately 550 of these were highway and transit projects, and more than 500 were bicycle and pedestrian facility improvements. The non-motorized projects in the inventory included unfunded trails and paths from the TPB's Bicycle and Pedestrian Plan, which identifies major bicycle and pedestrian projects the region wishes to carry out by 2040, as well as the projects that jurisdictions submitted during the solicitation for unfunded projects. The inventory included more than 1,300 additional miles of pedestrian and bicycle infrastructure.

The full inventory of unfunded projects, along with projects already planned and funded (the projects in the Constrained Long-Range Plan) were compiled into a regional "All-Build" Scenario, which represented a comprehensive universe of unfunded capital improvement projects that are featured in the current plans of the TPB's member jurisdictions. The Phase I Report of the TPB's Long-Range

Plan Task Force<sup>1</sup>, completed in December 2016, described the inputs in the All-Build Scenario and provided an analytical comparison of three alternatives along a continuum: A No-Build scenario (what if we build no new transportation capacity), a Planned Build scenario (essentially the system in the CLRP), and the All-Build scenario.<sup>2</sup>

## Prioritizing Unfunded Projects

Throughout 2017, the TPB's Long-Range Plan Task Force has worked to identify a limited number of unfunded projects that have the potential to improve the performance of the region's transportation system. These efforts have largely focused on transit and multimodal highway improvements, along with changes in policies and programs, that could positively affect regional travel. Such projects, programs, and policies were packaged into 10 bundles or "initiatives" that the TPB formally approved for analysis in July of 2017. At the end of 2017, the task force will make a recommendation to the TPB as to which initiatives it recommends the TPB endorse as regional priorities.

Although four of the ten initiatives (those centered on transit improvements) included assumptions that would increase bicycle and pedestrian access to transit, the Long-Range Plan Task Force decided not to conduct analysis of initiatives that would be exclusively focused on non-motorized improvements. Nonetheless, TPB members envisioned that the development of an aspirational element for the 2018 long-range plan should include non-motorized initiatives that would stand on their own and be shown to have an impact at the regional level. Therefore, the identification of non-motorized "priority initiatives" has been placed on a separate track from the activities of the task force. The development of those initiatives is the subject of this report.

The two proposed priority initiatives for pedestrian bicycle improvements, which are described below, focus on 1) completion of the National Capital Trail (previously known as the Bicycle Beltway) and 2) access improvements high-capacity transit stations.

---

<sup>1</sup> The TPB's Unfunded Capital Needs Working Group was originally formed in July of 2015 and was renamed the Long-Range Plan Task Force in April of 2016. The task force was reconstituted to work on Phase II activities in April of 2017.

<sup>2</sup> For more information about this analysis see the report "From No-Build to All-Build: Analyzing a Continuum of Transportation Scenarios Including Unfunded Capital Needs," Report on Phase I of the TPB Long-Range Plan Task Force, December 2016.

# PRIORITY INITIATIVE 1: COMPLETION OF THE NATIONAL CAPITAL TRAIL

The National Capital Trail is a proposed loop of circumferential trail connections circling the core of the Washington region. With a full outside perimeter of 45 miles, the trail will also be divisible into shorter loops. It will integrate existing regionally significant, high-volume trails into a single circuit. The NCT designation would involve branding and uniform signage, along with the development of promotional materials.

According to the National Parks Service *Paved Trails Study*, “the NCT is compelling because it is simple, understandable, and refrains from trying to be overly ambitious or inclusive of all trails in the National Capital Region or broader region.”

Most of the proposed trail already exists, although some key portions are under development or proposed. These include the Purple Line Trail in Prince George’s County and the South Capitol Street Trail in D.C. Combined, all the links in the trail, including short connector trails, will be 60 miles long. Twenty-one miles are currently unconstructed. An additional three miles of trail need to be upgraded.

Figure 1 depicts the National Capital Trail as finalized by the National Park Service and endorsed by the TPB’s Bicycle and Pedestrian Subcommittee.

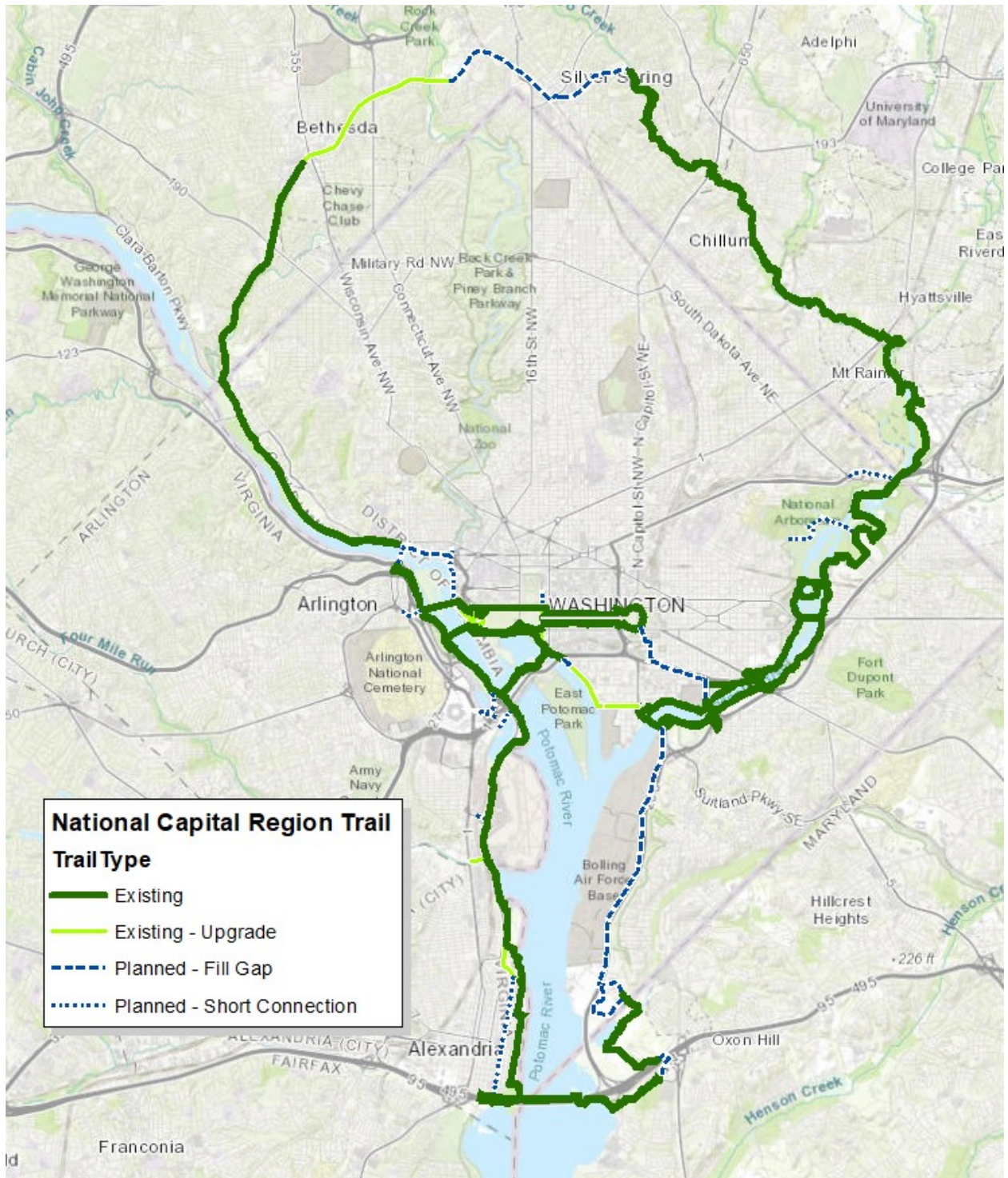
## Background: Identifying the Trail

The National Capital Trail refines a concept that was first introduced in the National Park Service’s 1990 plan *Paved Recreation Trails of the National Capital Region*. That plan identified discontinuities that prevented existing trails from forming a coherent system. A number of the gaps identified in that plan have since been filled, and the concept of a circumferential loop first proposed in that 1990 plan seems quite achievable today.

In January 2014, the TPB renewed the region’s interest in a circumferential trail when it asked the TPB’s Bicycle & Pedestrian Subcommittee to develop a vision for a “Bicycle Beltway” around the core of the Washington Region. The Atlanta “Beltline” Trail was the apparent model for this proposed circumferential route. The Atlanta Beltline is a trail, currently under development, that circles Atlanta’s core urban neighborhoods on disused railway right of way. The sections completed thus far have provided a non-motorized link between urban neighborhoods formerly cut off from each other by highways and rail lines, stimulating new trail-oriented development.

In response to the TPB’s request, the Bicycle and Pedestrian Subcommittee in 2014 formed a “Bicycle Beltway” Working Group, consisting of three state DOT representatives, a representative of the Washington Area Bicyclist Association, and citizen representatives. The working group developed a Vision Statement for a Bicycle Beltway and identified an inner route. The Bicycle Beltway was to be a circumferential loop connecting the region’s radial shared-use paths.

**Figure 1: Map of the National Capital Trail**



The vision upon which the working group agreed called for the Bicycle Beltway to achieve the following objectives:

- Connect major attractions, Activity Centers, and Transit Stations
- Attract both visitors and residents
- Be useable by persons of all ages and abilities
  - Principally off-street, with high-quality on-street connections and crossings
  - Avoid steps and steep grades
- Include clear and consistent wayfinding
- Provide good connections to surrounding communities
- Be an all-weather facility
- Be achievable or “within reach” financially and politically
  - Short-term: 5 years
  - Long-term: 30 years
- Use existing Right of Way and existing facilities wherever possible
  - Fill the gaps between
- Be maintained in a State of Good Repair

Development of the components of the NCT was pursued on several levels. An inner loop was quickly identified, following the Mt. Vernon Trail, the Capital Crescent Trail, the planned Purple Line trail, the Sligo Creek Parkway, the Anacostia Trail, the planned South Capitol Street Trail, and the Woodrow Wilson Bridge. A connector on the South Capitol Street Bridge to the SW Waterfront Trail and the 14<sup>th</sup> Street Bridge created two connecting loops. Since much of the route was already complete or in agency plans with identified right of way, the inner loop was judged capable of being built within five years. The proposed route and the Bicycle Beltway vision statement were presented to the Bicycle and Pedestrian Subcommittee in July 2015.<sup>3</sup>

The National Park Service adopted the Bicycle Beltway inner loop as part of its 2016 *Paved Trails Plan*, branding it the “National Capital Trail.” The National Park Service route added a short-cut from the Anacostia River Trail through the Capitol and the north side of the mall. The NPS also re-routed the Potomac River crossing from the Key Bridge to the Memorial Bridge, avoiding a difficult on-street connection in Georgetown. Otherwise the routing is unchanged.

The TPB’s Bicycle and Pedestrian Subcommittee in July of 2016 recommended that the National Capital Trail should be accepted as the Bicycle Beltway.

## The Trail Network

The National Capital Trail comprises four connected loops: a 30-mile northern loop, a 10-mile central loop around the monuments and the stadium, an 18-mile southern loop connecting to National Harbor and Old Town Alexandria, and a 45-mile perimeter loop. The approved network also includes seven miles of short connector trails.

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<sup>3</sup> In addition to the approved NCT route, VDOT and MDOT representatives requested an outer loop that would cross the Potomac River at the American Legion Bridge and the Woodrow Wilson Bridge. However, work on an Outer Loop has not advanced, due in large part to the lack of a clear right of way or planned trails.

As noted above, all the links in the trail combined, including short connector trails, will be 60 miles long. Of that total, 21 miles are currently unconstructed and an additional three miles of trail need to be upgraded.

The trail will serve as a regional non-motorized arterial route, connecting 36 Regional Activity Centers and 26 Metrorail stations.<sup>4</sup> Nearly a half million people currently live within walking distance (half mile) of the trail and more than 1.3 million live within a reasonable bicycling distance (two miles). More than 800,000 existing jobs are located within walking distance and more than 1.25 million jobs are within bicycling distance.<sup>5</sup>

No specific cost estimates are available for unbuilt National Capital Trail projects. They would be expected to range from a number of simple, fairly low-cost improvements up to the major cost that an Anacostia River bridge would entail.

## Moving Forward

The National Capital Trail forms a hub that unites a radial network of trails. These “Corridors of Regional Significance” connect centers of population and employment to NPS parks, local trails and on-street facilities. Implementation of the National Capital Trail will require support from multiple parties including the NPS, Arlington County, Montgomery County, Prince George’s County, the District of Columbia, and the City of Alexandria. While much of the National Capital Trail already exists, there are gaps that need to be filled, existing trail segments that need to be widened and upgraded, and access to surrounding neighborhoods added.

Identification of the National Capital Trail is part of a larger set of activities. Work on identifying regional trails will continue in cooperation with the Regional Trails Coalition, an effort organized by the Washington Area Bicyclist Association and funded by REI. This coalition is currently developing a Regional Trails Plan featuring a world-class network of multi-use trails that are distributed throughout the metropolitan area.

Appendix A features a table listing the major projects needed to complete the National Capital Trail.

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<sup>4</sup> These numbers include Activity Centers and Metrorail stations that are within a ½-mile distance from the National Capital Trail. The same analysis found that the trail will lie within two miles of 57 Activity Centers and 59 Metrorail stations. The analysis was conducted by placing a ½-mile and a two-mile buffer around the trail. Activity Centers, TAZs and Metrorail stations that fell within the buffers were selected. The total number of Activity Centers and Metrorail stations were counted. For the TAZs identified as falling within the ½ or 2-mile buffer, the total number of jobs and population in the selected TAZs was calculated.

<sup>5</sup> The analysis described above found that 498,161 people currently live in the TAZs that are within a half mile of the trail and 1,365,260 live in TAZs within two miles of the NCT. The same analysis found that 817,983 jobs are currently located in TAZs within a half mile of the trail, while 1,254,344 jobs are in TAZs within two miles of the trail.

## PRIORITY INITIATIVE 2: ACCESS IMPROVEMENTS TO HIGH-CAPACITY TRANSIT STATIONS

Pedestrian and bicycle improvements near high-capacity transit stations are the second priority initiative highlighted in this document. Such improvements should be considered regionally significant because they will not simply serve local circulation needs, but will also provide increased access to regional transit systems, including Metrorail, commuter rail, light rail, and bus rapid transit (BRT).

As described earlier, TPB policies have highlighted the need for better non-motorized circulation within Activity Centers and around transit stations. Of the region's 91 existing Metrorail stations, 75 are within Activity Centers. In many cases, the areas around these stations have well-established sidewalk grids and good bicycle facilities. But there are still too many station areas where people drive instead of using other modes because first- and last-mile challenges make walking and biking too time-consuming, too unpleasant, or too unsafe.

The list of problems is familiar: Sidewalks do not exist or they are in bad condition. Bike lanes are disconnected. Intersections are inhospitable and crossings do not exist. Signage and lighting are poor. These are problems that keep people from walking and biking, even when the distances are relatively short.

The concept of a “walkshed” is a helpful tool for thinking about the challenges of station access. A walkshed is a catchment area in which the outer perimeter represents the distance that people can be expected to walk to a 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 of a half-mile radius. But in reality, we know that a half mile of walking is often much longer than the geometric radius. Blocks are sometimes very long, sidewalks may be missing, or an expressway may obstruct a direct path. The actual distance that a person can walk from a transit station to a final location – the actual walkshed – is often much tighter than the half-mile radius would suggest.

Figure 2 compares two walksheds around Metrorail stations and identifies the percent of land that is reachable within a half-mile walk. The yellow circles represent the full half-mile radius of an ideal walkshed area. The blue irregular shapes represent the actual half-mile walkshed, limited by the street network. In the case of Landover, Route 50 acts a barrier making nearly half the potential walkshed inaccessible on foot.

We need to find ways to expand constrained walksheds by bridging barriers, creating new connections, and enhancing existing connections to transit stations. Building on previous TPB planning work, WMATA has developed a full inventory of projects that can increase station access, and has pioneered a methodology for prioritizing these projects.



**Figure 2: Examples of Walksheds Around Two Metrorail Stations**



Source: Metrorail Station Investment Strategy

## Background: Focusing Attention on Station Access

In recent years, regional planning research has identified inventories of projects that would increase non-motorized access to transit stations. This research, largely focused on Metrorail stations, provides illustrative examples of the kinds of improvements that should be pursued under this priority initiative.

In 2015, the TPB completed *Improving Bicycle and Pedestrian Access at Select Rail Stations*, a study that developed an inventory and map of nearly 3,000 capital improvements that would improve pedestrian and bicycle access to rail transit stations in the Washington Metropolitan Region. The project was funded under a research grant that the TPB received in 2013 from the Federal Transportation, Community, and Systems Preservation (TCSP) Program.

In a time of tight transportation budgets, this TCSP-funded study was rooted in a desire to squeeze more capacity out of the existing system, an objective that was highlighted in the TPB's Regional Transportation Priorities Plan. The analysis focused on the areas around 25 rail stations<sup>6</sup> that could accommodate additional riders (primarily using reverse commute patterns), and were either anticipating significant employment growth or have large concentrations of low-income or transit-dependent residents nearby. By increasing pedestrian and bicycle access to these stations, the study argued, the region would encourage new riders on the region's rails system.

For the most part, the capital improvements in the TPB's TCSP-funded inventory were derived from existing local plans, although the study conducted targeted fieldwork to augment the recommendations for some locations. The projects included recommendations for new or improved sidewalks, crosswalks, shared-use paths, bike parking, bike lanes, wayfinding signage, and other access improvements.

<sup>6</sup> The study analyzed 24 Metrorail stations and the VRE station at Woodbridge, Virginia.

WMATA's *Metrorail Station Investment Strategy* (MSIS), completed in 2016, built upon the work of the TPB's TCSP study. After consulting with jurisdictional staff, the WMATA project team identified and reviewed all the relevant planning documents for the remaining 67 stations in the system that had not been studied by the TPB. This process yielded an initial list of approximately 4,500 bike and pedestrian access projects system-wide. After approximately 300 completed projects were removed from the list, a total of 4,217 active projects were included in the master inventory of unfunded station access improvements.<sup>7</sup>

Given the significant number of projects identified—in some cases more than 1,000 for a given jurisdiction— WMATA staff developed a series of 12 criteria to prioritize projects. These criteria were designed to evaluate each project relative to a number of potential benefits, including potential growth in ridership, safety, and quality of life.

Projects were evaluated based on their ability to:

- Improve bicyclist/pedestrian safety;
- Generate new ridership through walkshed augmentation;
- Increase walkshed coverage;
- Change walk access mode;
- Improve connections to social services;
- Improve access for low-income populations;
- Reduce station parking usage;
- Improve access to locations with high paratransit activity.

Project utility and feasibility were measured through these additional criteria:

- Location relative to high levels of population and employment density;
- Walkscore/density of commercial activity near project;
- Proximity to a given station entrance
- Estimated project cost

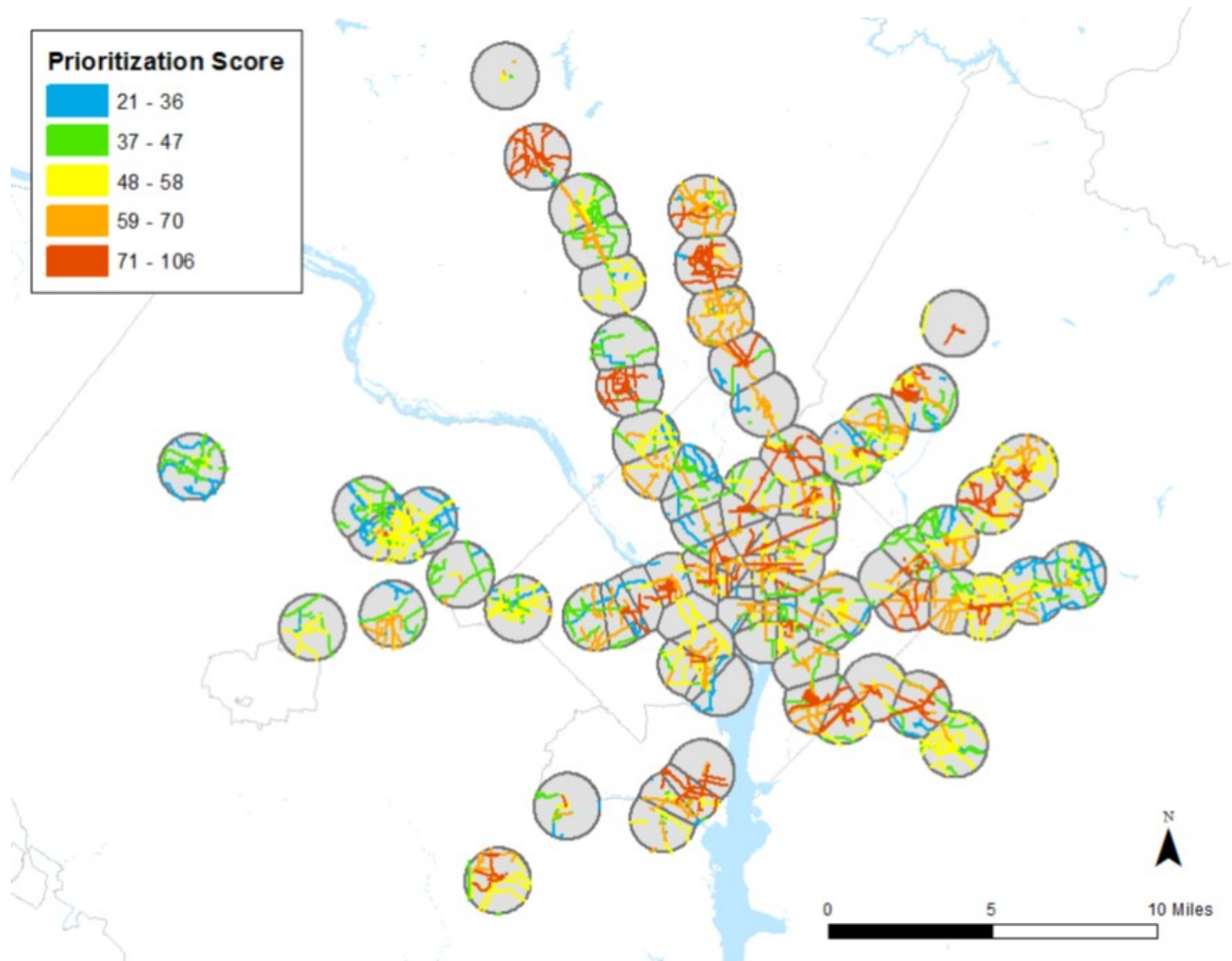
The 12 criteria listed above were assigned varying weights. Using these criteria, WMATA staff identified 394 priority projects, which are located near 31 Metro stations. Continuing to work with the local jurisdiction staff, the MSIS study team further narrowed the list to eliminate projects that had already been built or would soon be completed. Projects that were no longer under consideration were also removed from the list. For example, some jurisdictions indicated their policies had shifted away from implementing sharrows (shared-lane markings) in favor of other bicycle infrastructure.

The final MSIS report, which was released in 2016, included 200 projects that were prioritized and remain unfunded and unbuilt, and are still considered “active” by local jurisdictions. In an effort to understand the return on investment for these 200 projects, WMATA staff looked at the pedestrian projects, which were 62 in total, that were included in the priority list. These pedestrian projects were estimated to cost nearly \$13 million and the monetized benefit of these projects (in increased ridership and reduced MetroAccess trips) was estimated at approximately \$24 million. So, the study found that the return on investment for the 62 projects would be approximately \$11 million.

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<sup>7</sup> The TPB's TCSP study and WMATA's MSIS had different geographic areas of focus around each given station. The TCSP study included projects in some cases up to three miles from a station entrance while the MSIS focused on a ½ mile for pedestrian projects and one mile for bike projects. This difference in methodology explains why the TCSP identified 3,000 projects at only 24 stations, while the MSIS identified 4,200 projects at 91 stations.

**Figure 3: MSIS Prioritization of Pedestrian and Bicycle Improvements**



Source: WMATA Metrorail Strategic Investment Strategy

Figure 3 features a map depicting the scoring for all 4,200+ projects identified in the MSIS master inventory. Using the rankings assigned to each project, WMATA staff listed each project in rank order by jurisdiction to identify the top 50 to 100 projects for further review. The maps of the Metro priority projects in each jurisdiction were refined through jurisdiction feedback.

Figure 4 provides a tally of all the projects that were initially identified for the MSIS (4,217), along with the projects that were initially prioritized (394) and the final number of prioritized projects (200) that were considered still “active” after review at the jurisdictional level.

Appendix B features a table with information about the 200 projects that were identified as priorities and were still active at the time the MSIS study was finalized in 2016.

## Moving Forward

For the purposes of understanding TPB priority initiatives, the list of 200 projects prioritized in the MSIS should be considered illustrative. Given the time that has passed since the release of the MSIS in 2016, local planning efforts are likely to have changed the reality on the ground in many cases. Therefore, rather than approving the specific projects in the 2016 plan as priorities, the TPB, through this document, is endorsing the concept of prioritizing station access improvements. Following this endorsement, regional leaders will work to promote implementation of such types of projects near high-capacity stations across the region, including Metrorail, commuter rail, light rail, and bus rapid transit (BRT).

**Figure 4: Number of Projects Per Jurisdiction Identified in the MSIS**

	Station Access Projects Identified in Local and Other Plans					Initial Number of Priority Projects	Priority Projects Potentially Still Requiring Further Action
	Plans Sidewalk/ Trail	Inter-section	On-Street Bike	Other	Total		
Arlington County	68	26	86	55	235	50	40
City of Alexandria	43	86	147	7	283	102	1
District of Columbia	355	305	350	84	1,094	72	61
Fairfax County	182	258	327	54	821	50	26
Montgomery County	188	152	214	53	607	70	49
Prince George's County	374	393	307	103	1,177	50	23
<b>TOTAL</b>	<b>1,210</b>	<b>1,220</b>	<b>1,431</b>	<b>356</b>	<b>4,217</b>	<b>394</b>	<b>200</b>

Source: WMATA Metrorail Strategic Investment Strategy

## NEXT STEPS

By endorsing the non-motorized initiatives described in this report, the TPB is calling for these concepts to be included in the aspirational element of the 2018 update of the region's long-range transportation plan, *Visualize 2045*. That plan is scheduled for TPB approval in October 2018. The meaning of such an endorsement is not a mandate from the TPB for its member jurisdictions to alter their own plans, programs, or policies or to design, fund, and implement these initiatives without further study.

Most fundamentally, the endorsement of these initiatives represents a call for future concerted action by TPB members. At a minimum, it involves a commitment by all TPB member jurisdictions and agencies to collaborate and undertake further examination of the concepts. Such next steps could include a study of the constructability of projects associated with the initiatives. In addition, the TPB and its members may choose to seek funding to implement such projects. Funding sources could include the federal TIGER program, the TPB's TLC and TAP program, and other funding opportunities at the state, local and private levels.



# APPENDIX A

## National Capital Trail Projects

	Name	Jurisdiction	Description	Primary Plan Documents	Purpose
1	Union Street at Pendleton Street Improvements	Alexandria	Extend the Mount Vernon Trail by two blocks	Alexandria Pedestrian and Bicycle Master Plan	Fill Gap
2	Royal Street Neighborhood Bikeway	Alexandria	Provide direct, alternative connection for Mount Vernon Trail users traveling through Old Town	Alexandria Pedestrian and Bicycle Master Plan, Alexandria CIP	Short Connection
3	Potomac Yard Trail to Four Mile Run Park Connection	Alexandria	Connect Potomac Yard Trail to Four Mile Run Park Trail on Alexandria side of river	Alexandria Pedestrian and Bicycle Master Plan, North Potomac Yard Small Area Plan	Short Connection
4	Four Mile Run Park to Mount Vernon Trail Connection	Alexandria	Connect Four Mile Run Park Trail to Mount Vernon Trail on Alexandria side of river	Alexandria Pedestrian and Bicycle Master Plan, North Potomac Yard Small Area Plan	Short Connection
5	East Abingdon at Mount Vernon Trail	Alexandria	Improve safety at East Abingdon and Slaters Lane intersection	Alexandria Pedestrian and Bicycle Master Plan, Alexandria CIP	Upgrade
6	Mount Vernon Trail - Widening	Alexandria	Create a wider, user-separated trail between East Abingdon and Pendleton Street	Old Town North Small Area Plan	Upgrade
7	Arlington Ridge Park Connection to TR Bridge	Arlington	Connect Arlington Ridge Park (USMC Memorial and Netherlands Carillon) to the TR Bridge	NPS Paved Trails Plan, Realize Rosslyn Sector Plan	Short Connection
8	Mount Vernon Trail Connection to the TR Bridge	Arlington	Connect trail on the south side of the TR Bridge to the Mount Vernon Trail	NPS Paved Trails Plan, Realize Rosslyn Sector Plan	Short Connection
9	Long Bridge Park Esplanade Extension (to Mt. Vernon Trail)	Arlington	Extend Long Bridge Park Esplanade with a bridge over the George Washington Memorial Parkway (GWMP) to connect with the Mt. Vernon Trail. (With possible new connections across the Potomac River to D.C.)	Long Bridge Park Master Plan	Short Connection
10	Connection from 14th Street Bridge to Boundary Channel Drive and Long Bridge Park	Arlington	The project addresses a bridge connection and a trail gap by establishing a formal connection from the 14th Street Bridge to the Pentagon by way of Boundary Channel Drive and also connecting the trail network to the recently constructed Long Bridge Park in Arlington County. This connection would greatly improve access to the Mount Vernon Trail and link to major parks in Virginia to Downtown D.C.	NPS Paved Trails	Short Connection
11	Mount Vernon Trail Connection to the Theodore Roosevelt Bridge	Arlington	The trail on the south side of the Theodore Roosevelt Bridge crosses the George Washington Memorial Parkway and terminates abruptly with no connections to the Mount Vernon Trail (or points west), stranding users in an area between several busy on-and off-ramps to the Parkway and Arlington Boulevard.	NPS Paved Trails	Short Connection

	Name	Jurisdiction	Description	Primary Plan Documents	Purpose
12	Airport Access Road at GWMP	Arlington, VA	Improve access on Airport Access Road overpass to Reagan National Airport/Aviation Circle; connect with steps; expand sidewalks	NPS Paved Trails	Short Connection
13	Mount Vernon Trail and Four Mile Run Trail Intersection	Arlington, VA	Provide safety and sightline improvements and explore the potential for new roundabout at Intersection of Mount Vernon Trail and Four Mile Run Trail at Reagan National Airport	NPS Paved Trails	Upgrade
14	P Street SW Protected Bike Lane	DC	South Capitol Street to SW Waterfront	MoveDC	Fill Gap
15	Anacostia River Trail	DC	Connect to Prince George's County Anacostia River Trail	MoveDC, NPS Paved Trails	Fill Gap
16	Georgetown Waterfront Connector	DC	Connect Capitol Crescent Trail to Rock Creek Trail	NPS Paved Trails, MoveDC	Fill Gap
17	Capitol to Virginia Ave SE Trail	DC	Connect US Capitol to Virginia Ave SE	MoveDC	Fill Gap
18	South Capitol Street Trail	DC	Connect Anacostia Riverwalk Trail south to PG County	NPS Paved Trails, MoveDC	Fill Gap
19	Extend 15th Street NW Protected Bike Lane	DC	Connect existing protected bike lane to 14th Street Bridge	MoveDC, NPS Paved Trail	Fill Gap
20	Virginia Ave SE Protected Bike Lane	DC	Connect to 11 <sup>th</sup> St Bridge and Anacostia Riverwalk Trail	MoveDC	Fill Gap
21	Key Bridge Connection to Capital Crescent Trail	DC	Provide direct connection from Key Bridge to the Capitol Crescent Trail	NPS Paved Trails, MoveDC	Short Connection
22	Whitney Memorial Bridge Ped and Bicycle Access	DC	Connect Anacostia Riverwalk Trail to East Capitol Street	MoveDC, NPS Paved Trails	Short Connection
23	Arboretum Bridge	DC	Connect National Arboretum to Anacostia River Trail System	MoveDC, NPS Paved Trails Plan	Short Connection
24	Fort Lincoln Connector Trail	DC	Connect Fort Lincoln to Anacostia River Trail System	MoveDC	Short Connection
25	TR Bridge Connector	DC	Improve safety of trail connectivity between National Mall, TR Bridge and Rock Creek Park Multi-Use Trail	NPS Paved Trail	Short Connection, Upgrade
26	Pedestrian and Bicycle Access at Lincoln Memorial Circle	DC	Develop a set of recommendations to improve visitor safety and reduce conflicts for motorists, pedestrians, and cyclists at Lincoln Memorial Circle.	NPS Paved Trails	Upgrade
27	Oxon Cove Hiker Biker Trail Connector	DC, Prince George's	Provides an off-street connection between the NPS Oxon Hill Farm property and the proposed South Capitol Street Trail currently under development by the DDOT.	NPS Paved Trails	Fill Gap
28	Capital Crescent Trail	Montgomery County	Connect Capital Crescent Trail to Silver Spring Transit Center	Montgomery County Trails Plan, Purple Line	Fill Gap
29	Silver Spring Green Trail	Montgomery County	Connect Silver Spring Transit Center to Sligo Creek Trail	Montgomery County Trails Plan, Purple Line	Fill Gap
30	Oxon Hill Farm Trail Connector	Prince George's County	Develop on-street facility from Oxon Hill Farm Trail across I-495 to Oxon Hill Road and Harborview Avenue (in Prince George's Co.); improve signage and crossings.	NPS Paved Trails, Prince George's County Trails Plan	Fill Gap



## APPENDIX B

### Metrorail Station Investment Strategy - Priority Projects Potentially Still Requiring Further Action

	METRO STATION	Road Name	Location Description	Improvement Type
1	ADDISON ROAD-SEAT PLEASANT	East Capital Street (MD 214)	DC Line to Addison Road South	On Street Bike Facility
2	ADDISON ROAD-SEAT PLEASANT	Central Avenue (MD 214)	Addison Road South to I-495	On Street Bike Facility
3	ADDISON ROAD-SEAT PLEASANT	Station access road off Addison Road		Sidewalk
4	ADDISON ROAD-SEAT PLEASANT	Addison Road	Central Avenue to Wilburn Drive	Sidewalk
5	ADDISON ROAD-SEAT PLEASANT		Central Avenue along station area	Sidewalk
6	ADDISON ROAD-SEAT PLEASANT	Central Avenue (MD 332)	Addison Road to DC Line	On Street Bike Facility
7	ADDISON ROAD-SEAT PLEASANT		Central Avenue along station area	Sidewalk
8	ADDISON ROAD-SEAT PLEASANT	Cabin Branch Road	Central Avenue to Wilburn Drive	Sidewalk
9	ADDISON ROAD-SEAT PLEASANT		Central Avenue to Station Area	Sidewalk
10	ADDISON ROAD-SEAT PLEASANT	Station access road off Addison Road		Sidewalk
11	ADDISON ROAD-SEAT PLEASANT	Central Avenue	From Yost Place to Addison Road	Sidewalk
12	ADDISON ROAD-SEAT PLEASANT	Station access road off Addison Road		Sidewalk
13	BALLSTON-MU	N Pershing Dr	N Pershing Drive between Washington Blvd and Henderson Road	Wayfinding
14	BALLSTON-MU	Henderson Road	Henderson Road from N. Glebe Road to Arlington Blvd, S Abingdon Street, 3rd Street S, and S Wakefield Street	Wayfinding
15	BALLSTON-MU	16th St N and 14th St N	From Westover shopping center to Washington-Lee High School and Custis Trail along 16th and 15th streets N.	Wayfinding
16	BALLSTON-MU	N Woodstock St	N Woodstock Street between N Glebe Road and Lee Highway	Wayfinding
17	BALLSTON-MU	N Park Dr	N Park Drive from Arlington Blvd to N Vermont Street	Wayfinding
18	BALLSTON-MU	N Utah St, 11th St N, N Stafford St	N Utah St from Old Lee Highway to 11th St N to N Stafford St to Ballston Metro	Wayfinding
19	BALLSTON-MU	N Edison St	N Edison from Lubber Run Trail to Bluemont Junction Trail	Wayfinding
20	BENNING ROAD	Nannie Helen Burroughs Avenue NE	from 46th St NE to Gault PI NE	On Street Bike Facility
21	BENNING ROAD	Division Avenue NE	from Nannie Helen Burroughs Ave NE to E Capitol St NE	On Street Bike Facility

	METRO STATION	Road Name	Location Description	Improvement Type
22	BENNING ROAD	Benning Road SE	from E Capitol St NE to Hillside Rd SE	On Street Bike Facility
23	BENNING ROAD	49th Street NE	from Nannie Helen Burroughs Ave NE to E Capitol St NE	On Street Bike Facility
24	BENNING ROAD	49th Street SE	from E Capitol St NE to C St SE	On Street Bike Facility
25	BENNING ROAD	Ridge Road SE	from Anacostia Rd SE to Ridge Playground	On Street Bike Facility
26	BENNING ROAD	E Street SE	from Texas Ave SE to Benning Rd SE	On Street Bike Facility
27	BENNING ROAD	Southern Avenue SE	from Fitch St SE to 51st St SE	On Street Bike Facility
28	BROOKLAND-CUA	Puerto Rico Ave	Taylor St to end	Sidewalk
29	BROOKLAND-CUA	9th Street		Sidewalk
30	BROOKLAND-CUA	9th St	Kearney St	Sidewalk
31	BROOKLAND-CUA	Perry St	13th St to 14th St	Sidewalk
32	BROOKLAND-CUA	13th St	Irving St to Hamlin St	Sidewalk
33	BROOKLAND-CUA	13th St	Quincy St to Otis St	Sidewalk
34	BROOKLAND-CUA	Hamlin St	7th St to end	Sidewalk
35	BROOKLAND-CUA	Jackson St	7th St to dorms	Sidewalk
36	BROOKLAND-CUA	11th Pl	Shepherd St to end	Sidewalk
37	BROOKLAND-CUA	Randolph St	13th St to 14th St	Sidewalk
38	BROOKLAND-CUA	Michigan Ave	John McCormack Rd to approx 9th St	Sidewalk
39	BROOKLAND-CUA	Michigan Ave	At 10th Street	Intersection
40	BROOKLAND-CUA	Michigan Ave	At 10th Street	Intersection
41	CHEVERLY	Bridge	From Station Area south	Trail/Path
42	CLARENDON	N Hartford St/N Highland St	Key Blvd to Wilson Blvd	On Street Bike Facility
43	CLARENDON	Washington Boulevard	Washington Boulevard between Wilson Boulevard and Arlington Boulevard	On Street Bike Facility
44	CLARENDON	10th St N	10th Street N between Washington Boulevard and Fairfax Dr	On Street Bike Facility
45	CLARENDON	N Highland St	N Highland Street between 10th Street N and Wilson Boulevard	On Street Bike Facility
46	COLUMBIA HEIGHTS	Irving Street NW	from 17th St NW to 626 Irving St NW	On Street Bike Facility
47	COLUMBIA HEIGHTS	14th Street NW	from Columbia St NW to Chapin St NW	On Street Bike Facility
48	COURT HOUSE	N Barton St	N Barton St from Lyon Street to 3rd Street to N Cleveland St to 1st Road N	Wayfinding
49	COURT HOUSE	14th St N	Arlington Blvd Trail to N Rhodes St	On Street Bike Facility
50	COURT HOUSE	Fairfax Dr	Fairfax Drive between Arlington Boulevard Trail and N. Barton Street	Wayfinding
51	CRYSTAL CITY	Jefferson Davis Hwy	12th St S to 26th St S	Sidewalk
52	CRYSTAL CITY	Clark-Bell St	15th St S to 26th St S	Other Spot Improvement
53	DUNN LORING-MERRIFIELD	Prosperity Avenue	Merillee Drive to Gallows Road	On Street Bike Facility
54	DUNN LORING-MERRIFIELD	Dorr Avenue	From Hilltop Road to Merrifield Avenue	On Street Bike Facility
55	DUNN LORING-MERRIFIELD	Hilltop Road	Cedar Lane to Lee Highway	On Street Bike Facility

	<b>METRO STATION</b>	<b>Road Name</b>	<b>Location Description</b>	<b>Improvement Type</b>
56	DUNN LORING-MERRIFIELD	Eskridge Road	Lee Highway to Williams Drive	On Street Bike Facility
57	DUNN LORING-MERRIFIELD	Gallows Road	I-495 to Dunn Loring Metro	On Street Bike Facility
58	DUNN LORING-MERRIFIELD	Gallows Road	Lee Highway	On Street Bike Facility
59	DUNN LORING-MERRIFIELD	Telestar Court/Porter Road	Lee Highway to Gatehouse Road	On Street Bike Facility
60	DUNN LORING-MERRIFIELD	Prosperity Avenue	Lee Highway to Bend in Prosperity Avenue	On Street Bike Facility
61	DUNN LORING-MERRIFIELD	Prosperity Avenue	Arlington Boulevard to Lee Highway	On Street Bike Facility
62	DUNN LORING-MERRIFIELD	Gallows Road	Lee Highway	On Street Bike Facility
63	DUNN LORING-MERRIFIELD	Prosperity Avenue	Bend in Prosperity Avenue to Merrilee Drive	On Street Bike Facility
64	DUNN LORING-MERRIFIELD	Gatehouse Road	Gallows Road to Slater Lane	On Street Bike Facility
65	DUPONT CIRCLE	N Street NW	from Connecticut Ave NW to St Matthews Ct NW	On Street Bike Facility
66	DUPONT CIRCLE	Florida Avenue NW	from Connecticut Ave NW to Massachusetts Ave NW	On Street Bike Facility
67	DUPONT CIRCLE	Massachusetts Avenue NW	from Dupont Cir to Bataan St NW	On Street Bike Facility
68	DUPONT CIRCLE	22nd Street NW	from Massachusetts Ave NW to Q St NW	On Street Bike Facility
69	DUPONT CIRCLE	Florida Avenue NW	from V St NW to Connecticut Ave NW	On Street Bike Facility
70	DUPONT CIRCLE	Connecticut Avenue NW	from Wyoming Ave NW to Jefferson Pl NW	On Street Bike Facility
71	DUPONT CIRCLE	17th Street NW	from Massachusetts Ave NW to N St NW	On Street Bike Facility
72	DUPONT CIRCLE	22nd Street NW	from Q St NW to Ward Pl NW	On Street Bike Facility
73	FOGGY BOTTOM-GWU	M Street NW	from Wisconsin Ave NW to Pennsylvania Ave NW	On Street Bike Facility
74	FOGGY BOTTOM-GWU	G Street NW	from Virginia Ave NW to 20th St NW	On Street Bike Facility
75	FOGGY BOTTOM-GWU	F Street NW	from Rock Creek and Potomac Parkway to 20th St NW	On Street Bike Facility
76	FOGGY BOTTOM-GWU	22nd Street NW	from Ward Pl NW to Virginia Ave NW	On Street Bike Facility
77	FOGGY BOTTOM-GWU	G Street NW (extension)	from Rock Creek and Potomac Parkway to Virginia Ave	On Street Bike Facility
78	FRANCONIA-SPRINGFIELD		Southwest Station Area	Trail/Path
79	FRANCONIA-SPRINGFIELD		Trail located North of Franc. Spring Pwy	Trail/Path
80	FRANCONIA-SPRINGFIELD		Trail located North of Franc. Spring Pwy	Trail/Path
81	FRANCONIA-SPRINGFIELD		Trail located North of Franc. Spring Pwy	Trail/Path
82	FRANCONIA-SPRINGFIELD		Southwest Station Area	Trail/Path
83	FRANCONIA-SPRINGFIELD		Trail located North of Franc. Spring Pwy	Trail/Path
84	FRANCONIA-SPRINGFIELD		Southwest Station Area	Trail/Path

	METRO STATION	Road Name	Location Description	Improvement Type
85	FRANCONIA-SPRINGFIELD		Trail located North of Franc. Spring Pwy	Trail/Path
86	FRANCONIA-SPRINGFIELD		Southern Station Entrance	Bike Parking
87	GREENSBORO	trail/path	Old Courthouse Rd to Station Entrance on Leesburg Pike	Trail/Path
88	HUNTINGTON		Station parking lot	On Street Bike Facility
89	HUNTINGTON		Station parking lot	On Street Bike Facility
90	HUNTINGTON		Kings Highway at Farmington Drive	Intersection
91	LANDOVER	73rd Avenue	Buchanan Street to Parkwood Street	Trail/Path
92	LANDOVER	Trail	Station Area to Fairwood Road	Trail/Path
93	LANDOVER	Parkwood Street	Warner Avenue to Taylor Street	Trail/Path
94	MCPHERSON SQUARE	Vermont Avenue NW	from Massachusetts Ave NW to K St NW	On Street Bike Facility
95	MCPHERSON SQUARE	15th Street NW	from K St NW to I St NW	On Street Bike Facility
96	MCPHERSON SQUARE	15th Street NW	from I St NW to Pennsylvania Ave	On Street Bike Facility
97	MCPHERSON SQUARE	Madison Square	from Pennsylvania Ave NW to H St NW	On Street Bike Facility
98	MCPHERSON SQUARE	H Street NW	from Madison Sq to 15th St NW	On Street Bike Facility
99	MCPHERSON SQUARE	Pennsylvania Avenue NW	from White House to 15th St NW	On Street Bike Facility
100	MT VERNON SQ 7TH ST-CONVENTION CENTER	M ST	From MBT/NoMa - Gallaudet U Univ Station to Thomas Circle	On Street Bike Facility
101	MT VERNON SQ 7TH ST-CONVENTION CENTER	M Street NW/NE	Florida Ave to Thomas Circle	On Street Bike Facility
102	NOMA-GALLAUDET U	L St	From I-395 interchange to MBT	On Street Bike Facility
103	NOMA-GALLAUDET U	K St	From New Jersey Ave NW to West Virginia Ave NE	On Street Bike Facility
104	NOMA-GALLAUDET U	M ST	From MBT/NoMa - Gallaudet U Univ Station to Thomas Circle	On Street Bike Facility
105	NOMA-GALLAUDET U	M Street NW/NE	from 1st St NW to Florida Ave NE	On Street Bike Facility
106	PENTAGON CITY	Army Navy Dr	S 12th St & Joyce St	On Street Bike Facility
107	PENTAGON CITY	12 St S	Clark-Bell St to Pentagon City Metro	On Street Bike Facility
108	PENTAGON CITY	Army Navy Dr	Army Navy Drive between S Joyce Street and 12th Street S	On Street Bike Facility
109	ROCKVILLE	Park Rd	Hungerford Dr to Grandin Ave	On Street Bike Facility
110	ROCKVILLE	Dover Rd	N Horners Ln to Gude Dr	On Street Bike Facility
111	ROCKVILLE	Dawson Ave ext	N Washington St to Hungerford Dr/Rockville Pike	On Street Bike Facility
112	ROCKVILLE	Martins Ln	Mannakee St to Washington St	On Street Bike Facility
113	ROCKVILLE	Hungerford Dr	Mannakee St to N Washington St	On Street Bike Facility
114	ROCKVILLE	First St	Rockville Pike to Veirs Mill Rd	On Street Bike Facility
115	ROCKVILLE	Mannakee St	Beall Ave to Martins Ln	On Street Bike Facility
116	ROCKVILLE	Washington St	Jefferson St to Hungerford Dr	On Street Bike Facility
117	ROCKVILLE	Monroe St	Monroe Pl to Fleet St	On Street Bike Facility

	METRO STATION	Road Name	Location Description	Improvement Type
118	ROCKVILLE	Maryland Ave	Great Falls Rd to Washington St	On Street Bike Facility
119	ROCKVILLE	Mannakee St	Martins Ln to Hungerford Dr	On Street Bike Facility
120	ROCKVILLE		Bus bay entrance	Intersection
121	ROCKVILLE		Park Road at Stonestreet Ave	Intersection
122	ROCKVILLE		Park Road at Stonestreet Ave	Intersection
123	ROCKVILLE		Park Road at Stonestreet Ave	Intersection
124	ROSSLYN	Arlington Ridge Rd/Rt 110	Wilson Blvd to Iwo Jima Memorial	Trail/Path
125	ROSSLYN	N Lynn St	N Lynn Street between Fairfax Drive and Wilson Blvd	On Street Bike Facility
126	ROSSLYN	N Nash St	Fort Myer Dr to Wilson Blvd (southbound)	On Street Bike Facility
127	ROSSLYN	19th St N	Fort Myer Dr to N Kent St	On Street Bike Facility
128	ROSSLYN	Key Blvd	EB, N Quinn St to N Nash St	On Street Bike Facility
129	ROSSLYN	pedestrian access	between Ft Myer Dr and N Lynn St at Metro	Other Spot Improvement
130	ROSSLYN	N Nash St/17th St N	Wilson Blvd to Fort Myer Dr	On Street Bike Facility
131	ROSSLYN	Arlington Blvd Trail	N Queen St to Ft Myer Dr	Trail/Path
132	ROSSLYN	Fort Myer Drive	Fort Myer Drive between Lee Highway and Fairfax Drive south of Arlington Boulevard	On Street Bike Facility
133	ROSSLYN	N Arlington Ridge Rd	N Kent St to Wilson Blvd	Trail/Path
134	ROSSLYN	17th St N/N Kent St	Fort Myer Dr to 19th St N	Trail/Path
135	ROSSLYN	N Meade St	N Meade St between 14th St N and Fort Myer Drive	On Street Bike Facility
136	ROSSLYN	Fairfax Dr	Fort Myer Dr to N Lynn St	On Street Bike Facility
137	ROSSLYN	N Nash St	Fort Myer Dr to Wilson Blvd (northbound)	On Street Bike Facility
138	ROSSLYN	Wilson Blvd	N Nash St to bikeshed boundary	On Street Bike Facility
139	ROSSLYN	N Lynn St	N Lynn Street between Lee Highway and Wilson Blvd	On Street Bike Facility
140	ROSSLYN	Lee Hwy Ramp to I66	Lee Hwy Ramp to I66	Trail/Path
141	ROSSLYN	14th St N	Arlington Blvd Trail to N Rhodes St	On Street Bike Facility
142	ROSSLYN		Wilson Boulevard at Nash Street	Other Spot Improvement
143	ROSSLYN		Wilson Boulevard at N Lynn Street	Other Spot Improvement
144	ROSSLYN	Fort Meyer Dr	At future 18th St N alignment	Intersection
145	SHAW-HOWARD U	Rhode Island Avenue NW	from Logan Circle to N Capitol St NW	On Street Bike Facility
146	SILVER SPRING		NP	Intersection
147	SOUTHERN AVENUE	Trail	23rd Place to Naylor Road	Trail/Path
148	SOUTHERN AVENUE	Oxon Run Trail	From station to main trail	Trail/Path
149	SOUTHERN AVENUE	Trail	23rd Place to Oxon Run	Trail/Path
150	SOUTHERN AVENUE	Sidewalk	Between Southern Ave and Bus Bays	Sidewalk
151	SOUTHERN AVENUE	Sidewalk	Connect North Anvil Lane to Metro access road	Sidewalk
152	SOUTHERN AVENUE	Southern Avenue, Wheeler Road, Mississippi Avenue	NP	On Street Bike Facility

	<b>METRO STATION</b>	<b>Road Name</b>	<b>Location Description</b>	<b>Improvement Type</b>
153	SOUTHERN AVENUE	Wheeler Road SE	from Bellevue St SE to Southern Ave SE	On Street Bike Facility
154	SOUTHERN AVENUE	Trail	Connect Southern Avenue Station to THEARC across Oxon Run	Trail/Path
155	SUITLAND	Silver Hill Road	MD 5 to Suitland Road	Sidewalk
156	SUITLAND	Navy Day Drive	Silver Hill Road to Census security gate	Sidewalk
157	U STREET/AFRICAN-AMER CIVIL WAR MEM/CARDOZO	11th Street NW	from Vermont Ave NW to Vermont Ave NW	On Street Bike Facility
158	U STREET/AFRICAN-AMER CIVIL WAR MEM/CARDOZO	Vermont Avenue NW	from 11th St NW to 12th St NW	On Street Bike Facility
159	U STREET/AFRICAN-AMER CIVIL WAR MEM/CARDOZO	Vermont Avenue NW	from Florida Ave NW to 11th St NW	On Street Bike Facility
160	U STREET/AFRICAN-AMER CIVIL WAR MEM/CARDOZO	Florida Avenue NW	from 11th St NW to Vermont Ave NW	On Street Bike Facility
161	UNION STATION	E Street NE	from N Capitol St NW to Columbus Cir NE	On Street Bike Facility
162	UNION STATION	Massachusetts Avenue NE	from Columbus Cir NE to 4th St NE	On Street Bike Facility
163	UNION STATION	Massachusetts Avenue NW	from New Jersey Ave NW to Columbus Cir NE	On Street Bike Facility
164	UNION STATION	North Capitol St	North Capitol St / Massachusetts Ave	Intersection
165	UNION STATION	Massachusetts Ave	Massachusetts Ave / E St NE	Intersection
166	VAN DORN STREET	New Road	Station to Pickett Street	
167	WEST FALLS CHURCH-VT/UVA	Buckelew Drive	Buckelew Dr and Shreve Rd	Intersection
168	WHEATON	Price Ave	Georgia Ave to Fern St	On Street Bike Facility
169	WHEATON	Valleyview Dr/Mall Ring Rd	From Hillsdale Dr to LB-3	On Street Bike Facility
170	WHEATON	Kensington Blvd	From Veirs Mill Rd to Fenimore Rd/SR-21	On Street Bike Facility
171	WHEATON	Plyers Mill Rd	From Beach Dr to Georgia Ave	On Street Bike Facility
172	WHEATON	Fenimore Rd	From Galt Ave to Grandview Ave	On Street Bike Facility
173	WHEATON	Carmody Dr	Alberti Dr to Horde St	On Street Bike Facility
174	WHEATON	McComas Ave/Douglas Ave	From Peregoy Dr & Amherst Dr	On Street Bike Facility
175	WHEATON	Elkin St	Price Ave to Amherst Ave	On Street Bike Facility
176	WHEATON	East Ave	From Upton Dr to Mall Ring Rd	On Street Bike Facility
177	WHEATON	Fern Rd	Reedie Dr to University Ave	On Street Bike Facility
178	WHEATON	East Ave	University to Mall Ring Road	On Street Bike Facility
179	WHEATON	Windham Lane	From Amherst Ave to Horde St	On Street Bike Facility
180	WHEATON	Upton Dr	End of Upton Dr to Galt Ave	On Street Bike Facility
181	WHEATON	Prichard Rd/Horde St	From Amherst Ave to Windham Ln	On Street Bike Facility
182	WHEATON	Windham Lane	From Amherst Ave to the Sligo Creek Trail	On Street Bike Facility
183	WHEATON	Grandview Ave	Kensington to Reedie	On Street Bike Facility
184	WHEATON	Veirs Mill Rd	From Georgia Ave to Kensington Blvd	On Street Bike Facility

	<b>METRO STATION</b>	<b>Road Name</b>	<b>Location Description</b>	<b>Improvement Type</b>
185	WHEATON	Trail	University Bl to East Ave	Trail/Path
186	WHEATON	Mall Ring Rd	From Torrance Ct to Reddie Dr entrance	On Street Bike Facility
187	WHEATON	New Street	Leesborough Circle to Elkin to Blueridge	Other Spot Improvement
188	WHEATON	Blueridge Ave	From Galt Ave to Amherst Ave	On Street Bike Facility
189	WHEATON	Alberti Dr	Inwood Ave to Horde St	On Street Bike Facility
190	WHEATON	Amherst Ave	Dennis Ave to Arcola Ave	On Street Bike Facility
191	WHEATON	Grandview Ave	From Reddie Dr to Dawson Ave	On Street Bike Facility
192	WHEATON	Kensington Blvd	From Upton Dr to Fenimore Rd/SR-21	On Street Bike Facility
193	WHEATON	Upton Dr	From Hillsdale Dr & East Dr	On Street Bike Facility
194	WHEATON	Georgia Ave	From Windham Ln & Reddie Dr	On Street Bike Facility
195	WHEATON	Torrance Ct	From Douglas Ave to Mall Ring Rd	On Street Bike Facility
196	WHEATON	Reddie Dr	From Mall Ring Rd to Amherst Ave	On Street Bike Facility
197	WHEATON	Mall Ring Rd	From LB-3 to SR-25	On Street Bike Facility
198	WHEATON	Elkin St	From Amherst Ave to Sector Plan Boundary	On Street Bike Facility
199	WHEATON	Mall Ring Rd	From Faulkner Place to Reddie Dr entrance	On Street Bike Facility
200	WHEATON	Galt Ave	From Fenimore Rd to Dawson Ave	On Street Bike Facility





# PEDESTRIAN & BICYCLE PRIORITY INITIATIVES

Developed for Inclusion in the TPB's  
2018 Long-Range Transportation Plan  
*Visualize 2045*

John Swanson  
Transportation Planner

Transportation Planning Board  
January 17, 2018

Agenda Item #12



National Capital Region  
Transportation Planning Board

## Presentation Overview

- Regional Policy Framework
- New Long-Range Plan: Visualize 2045
- Priority Initiative 1: Completion of the National Capital Trail
- Priority Initiative 2: Access Improvements to High-Capacity Transit Stations

Recommendation to the TPB:

*Endorse the two priority initiatives for inclusion in Visualize 2045 and for use in regional planning activities.*



National Capital Region  
Transportation Planning Board

Agenda Item #12: Pedestrian & Bicycle Priority Initiatives | 2  
January 17, 2018

# Regional Policy Framework

## TPB Vision (1998)

- “Make transportation facilities “safer, more accessible, and less intimidating for pedestrians, bicyclists, and persons with special needs.”

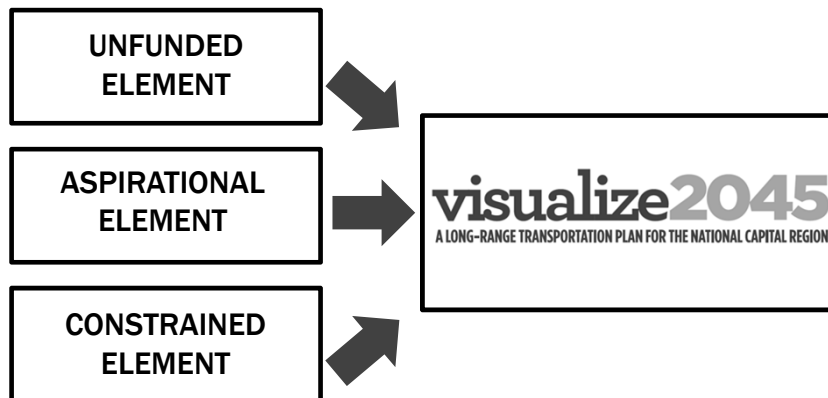


## Regional Transportation Priorities Plan (2014)

- Expansion of pedestrian and bicycle infrastructure throughout the region
- Activity Centers: Connections and Circulation



# New Long-Range Plan



## Bike-Ped Priorities for *Visualize 2045*

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### ASPIRATIONAL ELEMENT

1. National Capital Trail
2. Access Improvements to High-Capacity Transit Stations



## Why these Priorities?

---

- Promote regional policies
- Build on existing work
- Connect to the regional system



# Priority Initiative 1: Completion of the National Capital Trail



Mount Vernon Trail (BeyondDC, flickr.com)

“The NCT is compelling because it is simple, understandable, and refrains from trying to be overly ambitious or inclusive of all trails in the National Capital Region or broader region.”

-NPS Paved Trails Plan, 2016



National Capital Region  
Transportation Planning Board

Agenda Item #12: Pedestrian & Bicycle Priority Initiatives | 7  
January 17, 2018

# Evolution of an Idea

- 1990: National Park Service *Paved Recreation Trails of the National Capital Region*
- 2014: TPB Bicycle Beltway Working Group
- 2016: National Park Service's *Paved Trails Plan*



National Capital Region  
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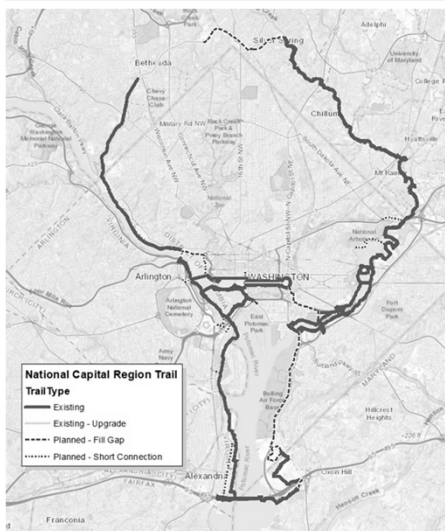
Agenda Item #12: Pedestrian & Bicycle Priority Initiatives | 8  
January 17, 2018

## Working Group Vision

- Connect major attractions, Activity Centers, and Transit Stations
- Attract both visitors and residents
- Be useable by persons of all ages and abilities
- Include clear and consistent wayfinding
- Provide good connections to surrounding communities
- Be an all-weather facility
- Be achievable or “within reach” financially and politically
- Use existing Right of Way and existing facilities wherever possible
- Be maintained in a State of Good Repair



## Achievable Next Steps



- 60 total miles total
- 21 miles unconstructed
- 3 miles need upgrading



## Priority Initiative 2: Access Improvements to High-Capacity Transit Stations

Increase access to transit through improved first- and last-mile connections on foot or by bike

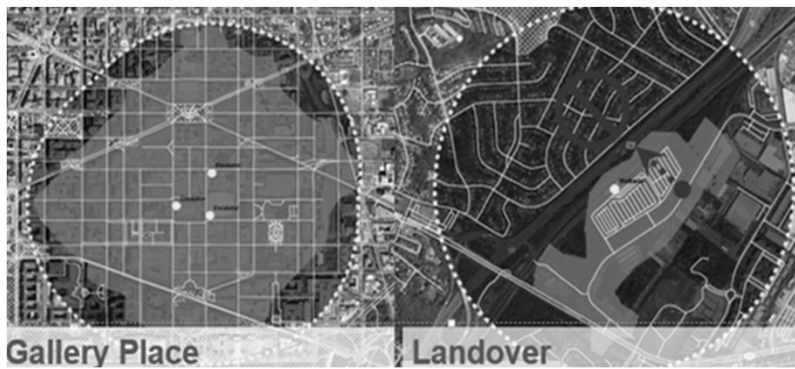


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Agenda Item #12: Pedestrian & Bicycle Priority Initiatives  
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## Walksheds Vary Among Stations



Gallery Place

Landover

WMATA



National Capital Region  
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Agenda Item #12: Pedestrian & Bicycle Priority Initiatives  
January 17, 2018

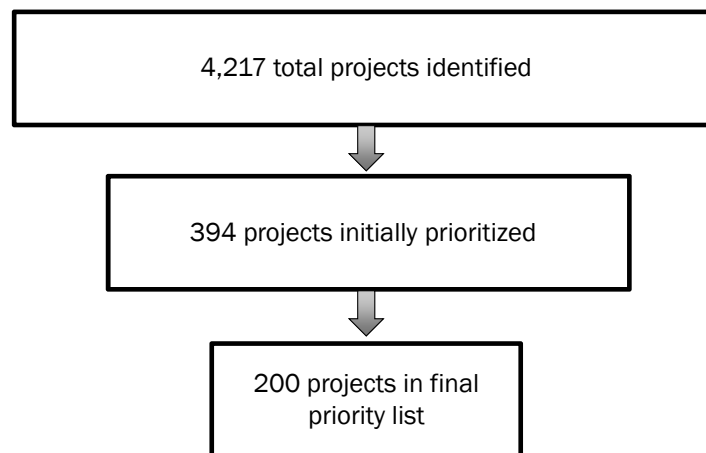
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## Building on Past Work

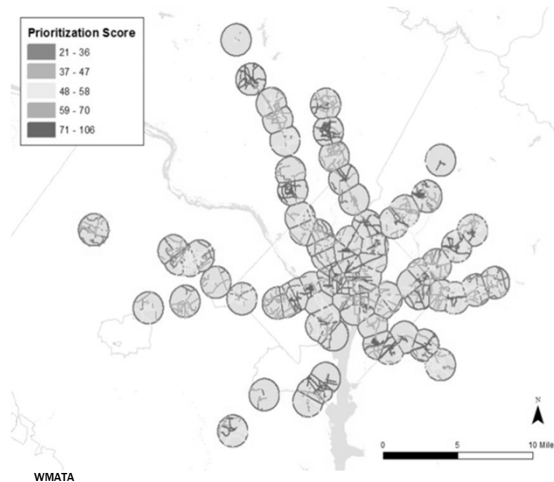
- 2015: TPB study “Improving Bicycle and Pedestrian Access at Select Rail Stations” (TCSP funded) – Identified station access improvements at 25 rail stations
- 2016: WMATA “Metrorail Station Investment Strategy” – Identified station access improvements for all remaining stations (91 total stations)



## WMATA Prioritization



## Prioritization of Projects



Because realities on the ground may have changed, this prioritization process should be considered illustrative.

## Next Steps: A Call to Action

Recommendation to the TPB:

*Endorse the two priority initiatives for inclusion in Visualize 2045 and for use in regional planning activities.*

- Use the priorities as a factor in selecting projects for the TLC Program and the Transportation Alternatives Program
- Consider pursuing funding for these priorities as a region (e.g., through a TIGER application)
- Promote implementation at the local level



The Ride Starts (Joe Flood, flickr.com)



**John Swanson**

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



National Capital Region  
Transportation Planning Board

# PEDESTRIAN & BICYCLE PRIORITY INITIATIVES

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2018 Long-Range Transportation Plan  
*Visualize 2045*

John Swanson  
Transportation Planner

Transportation Planning Board  
January 17, 2018

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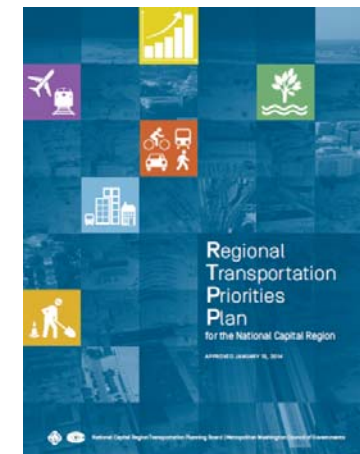
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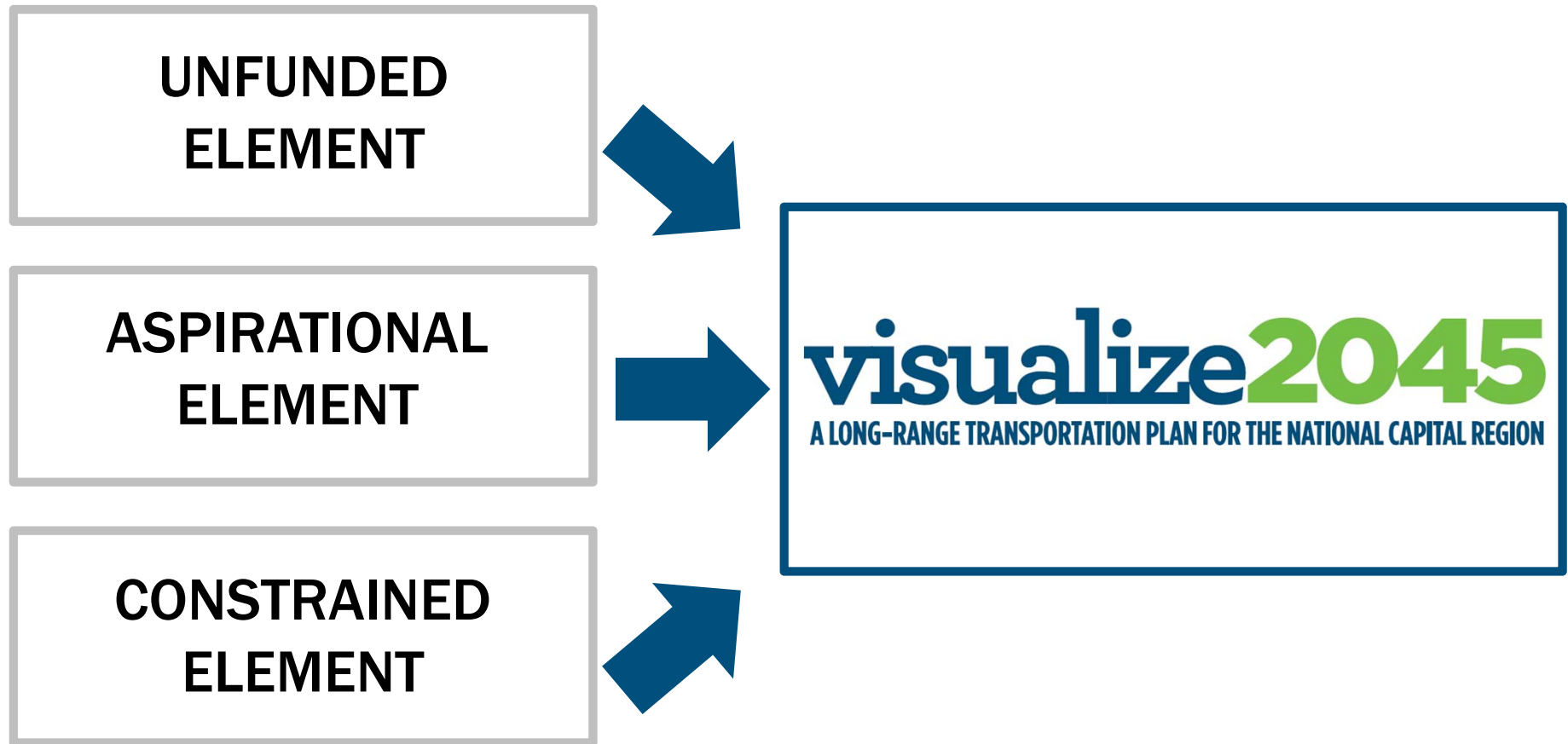
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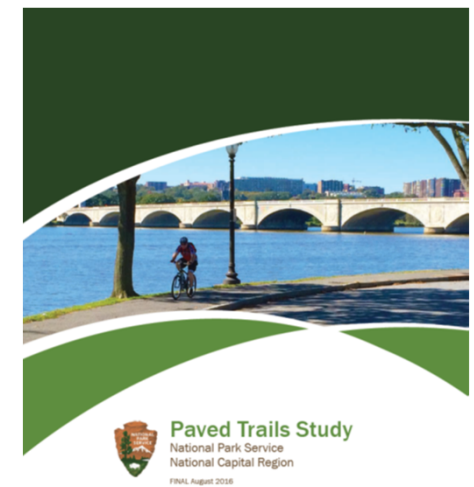
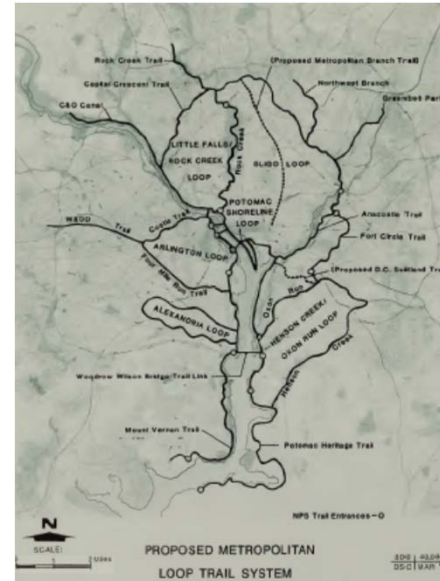
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# Evolution of an Idea

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Chesapeake & Ohio Canal National Historical Park  
George Washington Memorial Parkway

National Capital Parks - East  
National Mall and Memorial Parks

Potomac Heritage  
Rock Creek Park

AECOM

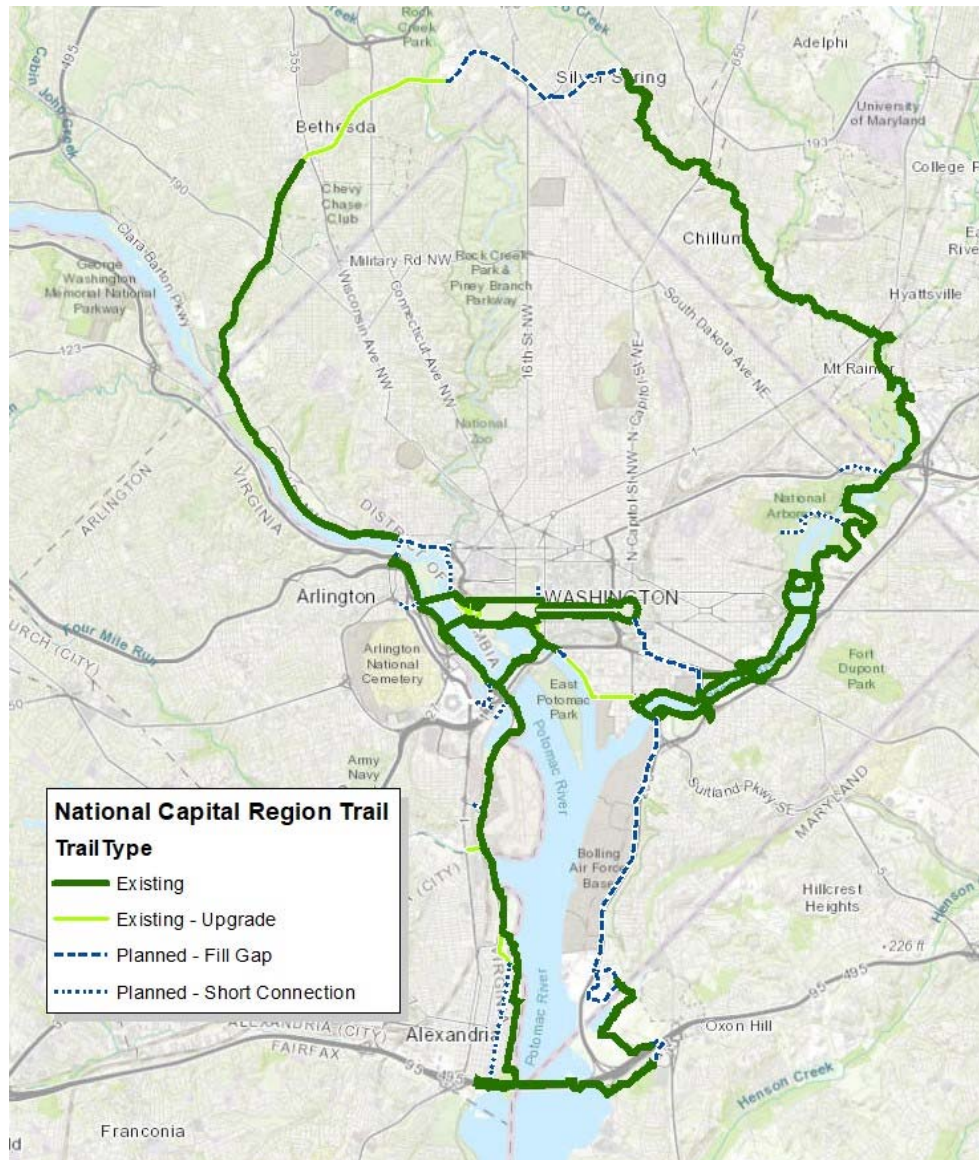
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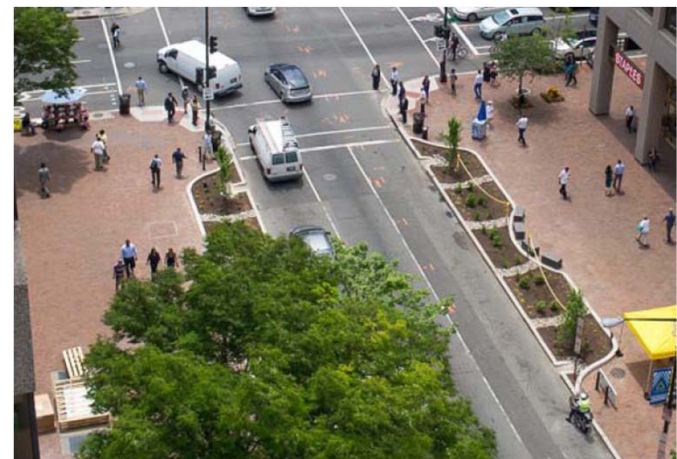
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WMATA

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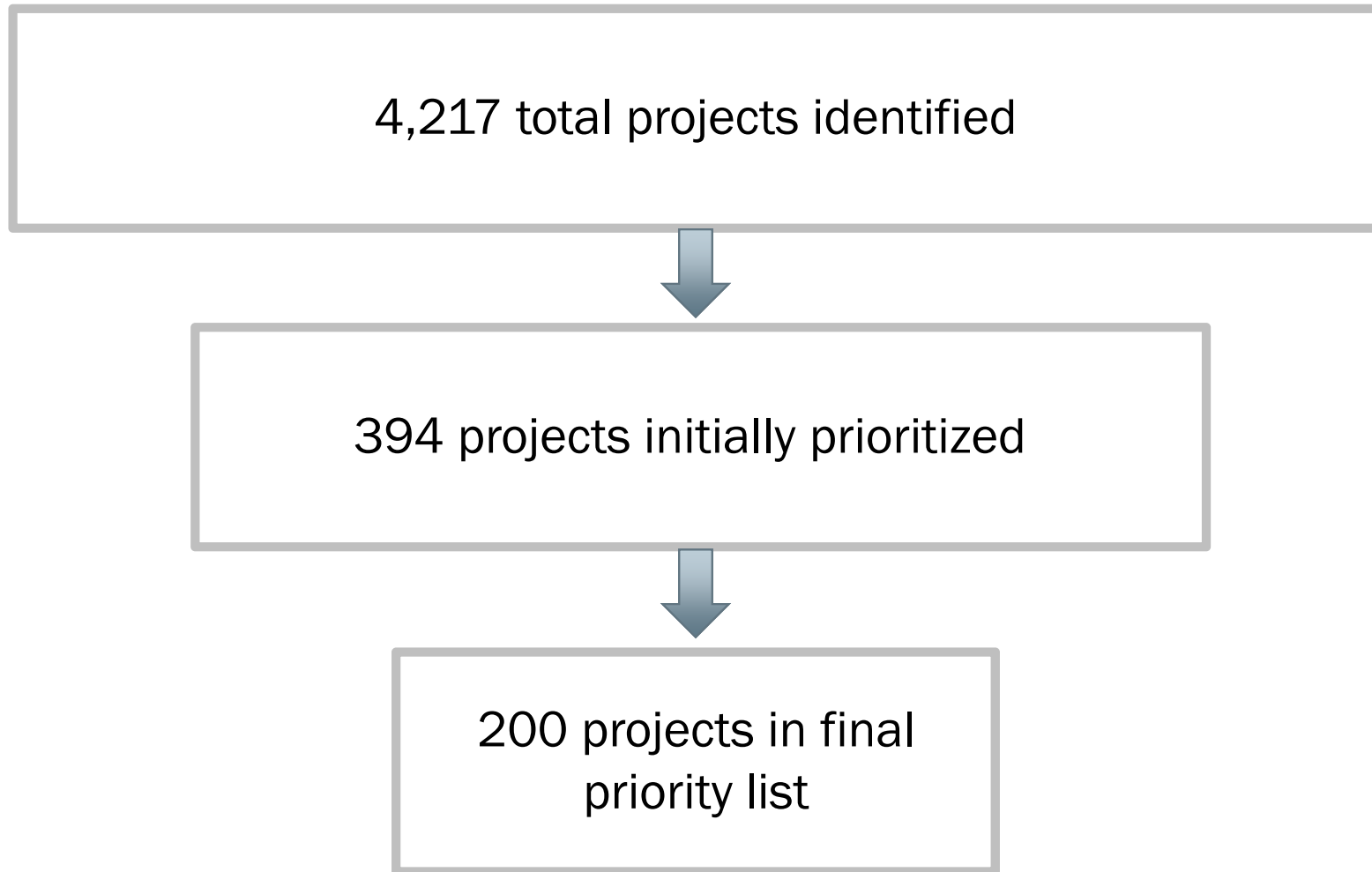


**Metrorail Station Investment Strategy**  
Summary Report



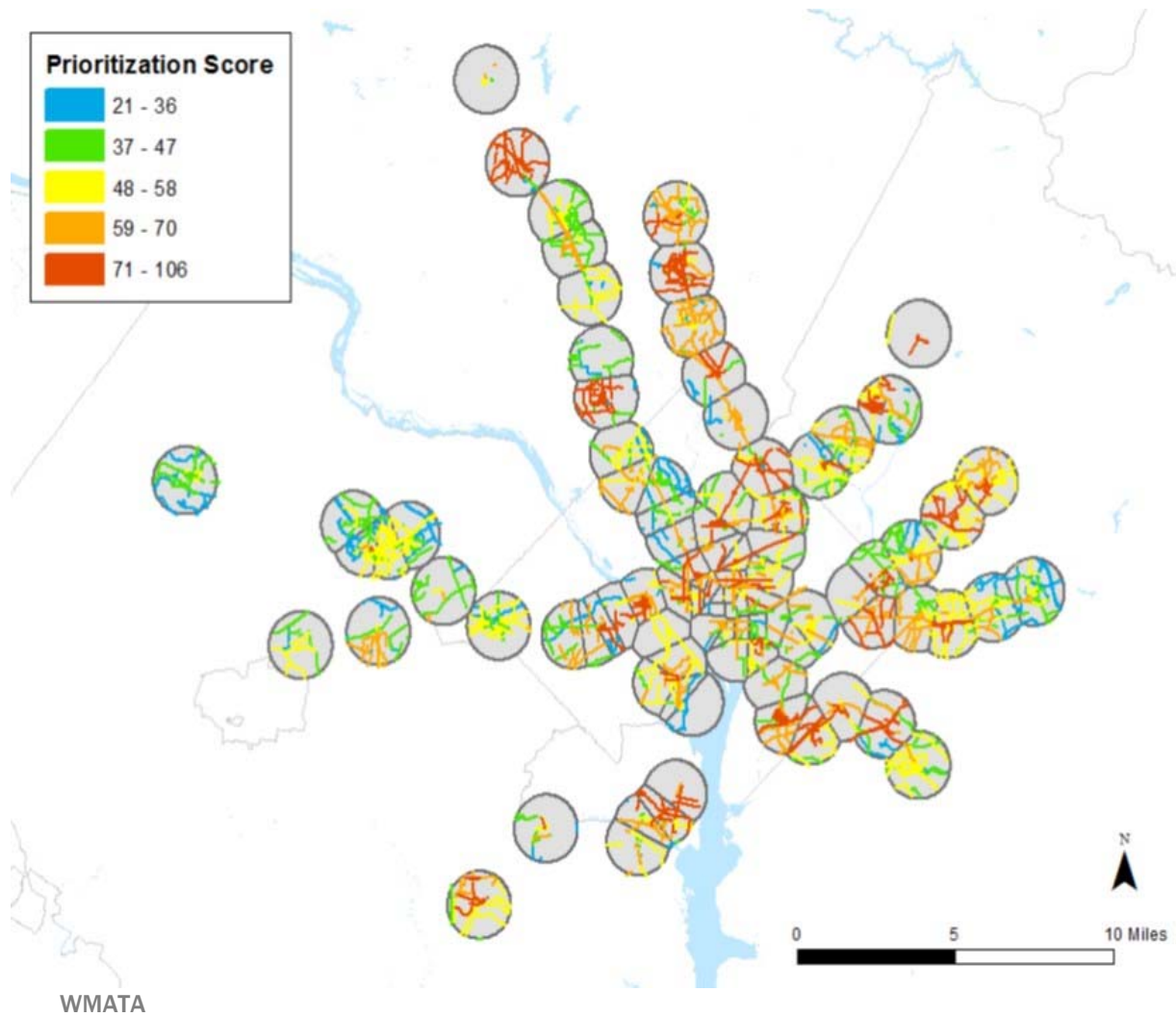
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Metropolitan Washington Council of Governments

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National Capital Region  
**Transportation Planning Board**

**ITEM 13 – Information**  
January 17, 2018

Review of Outline and Preliminary Budget for the FY 2019 Unified  
Planning Work Program (UPWP)

**Staff Recommendation:** Receive briefing.

**Issues:** None

**Background:** The board will be briefed on an outline and preliminary budget for the Unified Planning Work Program (UPWP) for FY 2019 (July 1, 2018 through June 30, 2019). A complete draft of the FY 2019 UPWP will be presented to the board for review at its February 21 meeting.





## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Lyn Erickson, Plan Development and Coordination Program Director  
**SUBJECT:** Outline and Preliminary Budget for the FY 2019 Unified Planning Work Program (UPWP)  
**DATE:** January 11, 2018

---

The Unified Planning Work Program (UPWP) is the annual budget for TPB staff to carry out the metropolitan transportation planning process. This memo includes a preliminary total budget estimate for the FY 2019 UPWP, the proposed funding level for each work activity, and an outline of the proposed FY 2019 work tasks. This information is preliminary and will be refined over the next 2 months. The TPB will be asked to approve the FY 2019 UPWP at its March 21, 2018 meeting.

### PRELIMINARY TOTAL UPWP REVENUE ESTIMATE

The budget for the FY 2019 UPWP is based upon Metropolitan Planning Organization (MPO) planning funding allocations provided by our three state departments of transportation (DOTs). Federal Metropolitan Planning Funds are apportioned to the state DOTs who then allocate and distribute these funds to the MPO to enable us to lead the metropolitan planning process. As with all federal funds, there is a match that is necessary to access the federal funds. In our case, 80 percent of the revenue comes from a combination of Federal Transit Administration Section 5303 funds and Federal Highway Administration PL funds. The state DOTs provide a 10 percent state match, and the local jurisdictions, through the COG dues, provide a 10 percent local match. Funding amounts are determined by the FY 2018 USDOT budget from the Fixing America's Surface Transportation Act (FAST) Act.

Estimated funding (the TPB revenue) is shown in Table 1 on the next page. The Total Basic UPWP budget for the work that TPB staff needs to do to meet the federal metropolitan planning requirements is **\$13,238,796**. At this time, this information is a preliminary estimate based on previous estimates and will change based on feedback from the state DOTs as they determine the amount of funding available (which is a function of how the federal agencies operate). This total will also change based on the amount we estimate will be "carried over" (this means the amount that we think we will not spend in the FY 2018 UPWP, and then it will be removed from the current FY 2018 UPWP and added to the 2019 UPWP). This information is not available at this time.

### PRELIMINARY CORE PROGRAM AND TECHNICAL ASSISTANCE BUDGET ESTIMATES

Table 2 on page 3 outlines the UPWP budget by work task. The work activities are organized into three major subsets: the TPB Core program (the bulk of the planning activities), state Technical Assistance (TPB staff support for more localized planning activities) and Continuous Airport System Planning (CASP). Lastly, an outline describing each work task follows Table 2.

**TABLE 1**  
**PRELIMINARY FUNDING OUTLINE FOR FY 2019 UPWP**

	<b>FTA SECT 5303 80% FED &amp; 20% STA/ LOC</b>	<b>FHWA PL FUNDS 80% FED &amp; 20% STA/ LOC</b>	<b>FAA CASP 90% / 10% Fed / Loc Plus MWAA/MAA</b>	<b>TOTALS</b>
<b>DDOT - ALLOCATIONS</b>				
NEW FY 2019	\$538,004	\$2,209,419	-	\$2,747,423
UNEXPENDED FY 2017	\$57,490	\$262,761	-	\$320,251
CARRYOVER FY 2018	TBD	TBD	-	\$0
<b>SUBTOTAL - D.C</b>	<b>\$595,494</b>	<b>\$2,472,180</b>	<b>-</b>	<b>\$3,067,674</b>
<b>MDOT - ALLOCATIONS</b>				
NEW FY 2019	\$1,288,745	\$3,709,536	-	\$4,998,281
UNEXPENDED FY 2017	\$133,397	\$470,465	-	\$603,862
CARRYOVER FY 2018	TBD	TBD	-	\$0
<b>SUBTOTAL - MD</b>	<b>\$1,422,142</b>	<b>\$4,180,001</b>	<b>-</b>	<b>\$5,602,143</b>
<b>VDRPT &amp; VDOT - ALLOCATIONS</b>				
NEW FY 2019	\$1,050,257	\$2,927,804	-	\$3,978,061
UNEXPENDED FY 2017	\$116,886	\$474,032	-	\$590,918
CARRYOVER FY 2018	TBD	TBD	-	\$0
<b>SUBTOTAL - VA</b>	<b>\$1,167,143</b>	<b>\$3,401,836</b>	<b>-</b>	<b>\$4,568,979</b>
<b>TOTAL FHWA/FTA FUNDING ALLOCATIONS</b>				
NEW FY 2019	\$2,877,006	\$8,846,759	-	\$11,723,765
SUB-TOTAL UNEXPENDED FY 2017	\$307,773	\$1,207,258	-	\$1,515,031
SUB-TOTAL CARRYOVER FY 2018	TBD	TBD	-	\$0
<b>SUBTOTAL - FHWA/FTA</b>	<b>\$3,184,779</b>	<b>\$10,054,017</b>	<b>-</b>	<b>\$13,238,796</b>
<b>TOTAL BASIC UPWP</b>	<b>\$3,184,779</b>	<b>\$10,054,017</b>	<b>-</b>	<b>\$13,238,796</b>
Continuous Air System Planning (CASP)				
<b>SUBTOTAL - CASP</b>			<b>\$277,778</b>	
<b>GRAND TOTAL UPWP</b>	<b>\$3,184,779</b>	<b>\$10,054,017</b>	<b>\$277,778</b>	<b>\$13,516,574</b>

Note: Above amounts are preliminary and incomplete. These amounts will be updated by 2/2/2018

1. New FY 2019 funding amounts are same as in the FY 2018 UPWP. DOTs to provide updates by 2/2/2018
2. Unexpended FY 2017 funding amounts based on preliminary MWCOG accounting.
3. Carryover FY 2018 funding amounts will be identified by 2/2/2018.

**TABLE 2  
PRELIMINARY FY 2019 UPWP EXPENDITURES**

WORK ACTIVITY	FY 2019 TOTAL COST ESTIMATE
<b>CORE PROGRAMS</b>	
1. Long-Range Planning	\$1,173,080
2. Performance-Based Planning and Programming	\$647,049
3. Mobile Emissions Planning	\$1,669,857
4. Planning Programs	\$1,815,036
5. Travel Forecasting	\$2,510,357
6. Travel Monitoring and Data Programs	\$2,191,404
7. Cooperative Forecasting & Transportation Planning Coordination	\$934,238
8. Public Participation & Human Transportation Service Coordination	\$1,250,530
9. Transportation Alternatives and Land Use Connection Programs	\$478,437
10. TPB Support and Management	\$859,281
Sub-total: Core Program	\$13,529,270
<b>TECHNICAL ASSISTANCE</b>	
A. District of Columbia	\$274,274
B. Maryland	\$368,298
C. Virginia	\$288,110
D. WMATA	\$15,233
Sub-total: Technical Assistance Program	\$945,915
<b>Total - Basic UPWP</b>	<b>\$14,475,185</b>
<b>AIR SYSTEMS PLANNING</b>	
1. Continuous Airport System Planning (CASP)	\$314,582
Sub-total: CASP	\$314,582
<b>GRAND TOTAL UPWP</b>	<b>\$14,789,766</b>

1. Above estimates are based on minimum level of effort including labor and Other Direct Costs.
2. The above estimates has to be reconciled with revenue estimates (Table 1) once finalized.
3. CASP work activities are anticipate being requested and funded by FAA grants to process the biennial Air Passenger Survey conducted in FY 2018 and to assist in ground access improvement planning.

## OUTLINE OF PROPOSED UPWP WORK ACTIVITIES FOR FY 2019

### 1. LONG-RANGE TRANSPORTATION PLANNING

- 1.1 Long-Range Transportation Plan

### 2. PERFORMANCE-BASED PLANNING AND PROGRAMMING

- 2.1 Performance Measurements and Targets
- 2.2 Transportation Improvement Program (TIP)

### 3. MOBILE EMISSIONS PLANNING

- 3.1 Air Quality Conformity
- 3.2 Mobile Emissions Analysis

### 4. PLANNING PROGRAMS

- 4.1 Congestion Management Process
- 4.2 Systems Performance, Operations, and Technology Planning
- 4.3 Transportation Emergency Preparedness Planning
- 4.4 Transportation Safety Planning
- 4.5 Bicycle and Pedestrian Planning
- 4.6 Regional Public Transportation Planning
- 4.7 Freight Planning
- 4.8 Metropolitan Area Transportation Operations Coordination Program Planning

### 5. TRAVEL FORECASTING

- 5.1 Network Development
- 5.2 Travel Models Development

### 6. TRAVEL MONITORING AND DATA PROGRAMS

- 6.1 Household Travel Survey
- 6.2 Traffic Monitoring Studies and Research
- 6.3 Regional Transportation Data Clearinghouse
- 6.4 GIS Data and Analysis

### 7. COOPERATIVE FORECASTING AND TRANSPORTATION PLANNING COORDINATION

### 8. PUBLIC PARTICIPATION AND HUMAN SERVICE TRANSPORTATION COORDINATION

- 8.1 Public Participation and Outreach
- 8.2 Communications
- 8.3 Human Service Transportation Coordination

### 9. TRANSPORTATION ALTERNATIVES AND LAND-USE COORDINATION PROGRAMS

### 10. TPB SUPPORT AND MANAGEMENT

- 10.1 Transportation Planning Board (TPB) Support and Management
- 10.2 Unified Planning Work Program (UPWP)

### 11. TECHNICAL ASSISTANCE

- 11.1 District of Columbia
- 11.2 Maryland
- 11.3 Virginia
- 11.4 WMATA

### 12. CONTINUOUS AIRPORT SYSTEM PLANNING PROGRAM (CASPP)



## 1. LONG-RANGE TRANSPORTATION PLANNING

[Proposed FY 2019 Budget \$1,173,080]

This activity will encompass the following work tasks in FY 2019:

### Long-Range Transportation Plan “Visualize 2045”

Visualize 2045 is the federally required long-range transportation plan for the National Capital Region. It will identify all regionally significant transportation investments planned through 2045 and provide detailed analysis to help decision makers and the public “visualize” the region’s future under current plans. This plan will be different than past plans in that the product will be one document. This document will be coordinated through and reviewed by various committees throughout the year, and by the Technical Committee over the summer 2018. The following “elements” will be nearing completion in the Fall of 2018 and approved by the TPB in October 2018. There will be additional elements and analysis as necessary; the major elements of the plan include:

- Federal Compliance: Visualize 2045 will be fully compliant with federal regulations.
- Performance Based Planning and Programming: Develop element to fulfill PBPP requirements.
- Stakeholder and public outreach: See Task 8 for specific details. Visualize 2045 plan will document and summarize these activities.
- Financial Element: Develop element analyzing revenue and expenditure projections through 2045 to adequately fund the operations and maintenance of the current transportation infrastructure and for any capacity enhancement of the highway, transit, and federally-funded non-motorized (bicycle and pedestrian) system within the metropolitan planning area.
- Constrained Element: Develop element containing projects, programs, and policies officially submitted by the funding agencies for conformity analysis (approved by the TPB in January 2018). This element will be tested for fiscal constraint and for air quality conformity and includes a performance analysis of the plan.
- Unconstrained Element: Develop element containing the All-Build Network, the Non-motorized element (includes the National Capital Trail and high-capacity Transit Station Access Improvements), and the Aspirational element (i.e., unfunded priorities from the Long-Range Plan Task Force).
- Specialty Elements: Regional Bike/Ped Plan; Freight Element; Airports Systems Element; Congestion Management Process; Equity Emphasis Areas; Compliance with Other Federal Requirements; Public Participation Plan Update; Tourism; Risk Reduction; Resiliency; Intercity Buses; Safety; Management and Operations; Evolving Technology; etc.
- Environmental Consultation: Consultation with federal, state, and local agencies in charge of natural resources, wildlife, land management, environmental protection, conservation, and historic preservation on the discussion of potential environmental mitigation activities.
- Additional analysis and link to RTPP: Forecast growth in travel demand and land-use while highlighting regional goals and the vision.

### Implementation of Visualize 2045, and conduct additional planning analysis

- Conduct general coordination and outreach to members to implement the plan.
- Conduct a separate Title VI / Environmental Justice analysis of Visualize 2045 to evaluate the impact of the plan for disproportionately high and adverse effects on low-income and minority population groups. This analysis will use the Equity Emphasis Areas adopted in March 2017 by the TPB, and will use the revised analytical methods which will be developed in FY 2018.

## **2. PERFORMANCE-BASED PLANNING AND PROGRAMMING**

**[Proposed FY 2019 Budget \$647,049]**

This activity will encompass the following work tasks in FY 2019:

### Performance Measurements and Targets

- Continue implementation of a performance-based planning framework for regional transportation decision making for incorporation into metropolitan transportation planning. Ensures that the TIP contains projects that are consistent with and reflect the region's long-range transportation plan's investment priorities; demonstrates progress toward achieving transportation system performance targets; links investment priorities to the performance targets; and describes the anticipated effect of the TIP toward achieving the performance targets.
- Coordinate with the states and public transportation providers on transportation systems performance data sharing, the selection of performance targets, the reporting of performance targets, and the reporting of system performance measures to be used in tracking progress toward attainment of critical outcomes and the collection of data for the asset management plans for the National Highway System.
- Coordinate with the State DOTs and public transportation providers in the preparation of a system performance report. Evaluates the condition and performance of the transportation system with respect to the coordinated performance targets established for the TPB planning area.

### TIP Programming

- Prepare, review, and process administrative modifications and amendments to the currently approved TIP.
- Review administrative modifications and amendments for fiscal constraint.
- Enhance documentation of the TIP with additional analysis as a part of the long-range plan/TIP publications and the Visualize 2045 web site.
- Provide public access to long-range plan and TIP project data through an improved online searchable database and a linked GIS database.
- Prepare annual certification of compliance with regulations on the provision of transit services to persons with disabilities.
- Prepare an annual listing of projects for which federal funds have been obligated in the preceding year for the FY 2017-2022 TIP.

### 3. MOBILE EMISSIONS PLANNING [Proposed FY 2019 Budget \$1,669,857]

This activity will encompass the following work tasks in FY 2019:

#### Air Quality Conformity Analysis

- Provide technical travel demand and mobile emissions modeling support to the Conformity Analysis of the Constrained Element of Visualize 2045 and TIP in accordance with federal requirements. Includes the preparation of technical inputs used in transportation and mobile emissions modeling, analysis of modeling outputs, and documentation of the analysis process and final results in memoranda and a final report.
- Keep abreast of federal requirements as related to Air Quality Conformity determinations.
- Continue working to incorporate performance-based planning and programming requirements pertaining to CMAQ and GHG reductions into the planning process as it relates to Visualize 2045.
- Maintain communication and consultation among transportation agencies, air agencies, and the public regarding the TPB's conformity schedule for the Constrained Element of Visualize 2045.

#### Mobile Emissions Analysis

- Support travel demand modeling and mobile emissions modeling in support of SIP planning activities. Pending the EPA finalization of designations for the 2015 ozone NAAQS, develop mobile source inventories for VOC and NO<sub>x</sub> for a designated Base Year. Inventories will require highway and transit network coding, travel demand modeling, and MOVES mobile emissions modeling for the designated Base Year.
- Conduct a school bus and transit bus fleet data inventory in coordination with state and local governments. School bus and transit bus inventories are used in the development of mobile inventories for air quality conformity and SIP work.
- When called upon, provide state-level mobile inventories or inputs to mobile inventories. The states air agencies are required to develop National Emissions Inventories (NEIs) every three years. The deadline for States to submit mobile source emissions for the 2017 NEI to EPA is January 15, 2019.
- Support CMAQ-related activities and support with "Hot-Spot" analyses conducted by local transportation agencies.
- Respond to technical requests from COG's Department of Environmental Programs and from TPB member jurisdictions for mobile emissions information.
- Follow established TPB interagency and public consultation procedures and coordinate with COG/DEP staff to involve the Metropolitan Washington Air Quality Committee (MWAQC) in the public and interagency consultation process.
- Keep abreast of mobile emissions software (MOVES) updates and best practices.

#### 4. PLANNING PROGRAMS

[Proposed FY 2019 Budget \$1,815,036]

This activity will encompass the following work tasks in FY 2019:

##### Congestion Management Process (CMP)

- Address FAST and MAP-21 requirements related to the regional Congestion Management Process (CMP).
- Compile information and undertake analysis for the development of major components of the regional CMP, including potential application of emerging “big data” sources.
- Provide support for incorporating CMP information into Visualize 2045 and TIP.
- Prepare information for inclusion in the FY 2020 CMP Technical Report.
- Support the Vehicle Probe Data Users Group (VPDUG).

##### Systems Performance, Operations, and Technology (SPOT) Planning

- Address FAST/MAP-21 requirements related to technology and Regional Transportation Systems Management and Operations (RTSMO).
- Provide opportunities for consideration, coordination, and collaborative enhancement of planning for systems performance, operations, and technology applications in the region.
- Encourage the consideration of systems performance, operations, and technology enhancements in TIP development and Visualize 2045.
- Address emerging connected and autonomous vehicle technology and shared mobility developments as they relate to regional transportation planning and RTSMO, and related aspects of the Regional Intelligent Transportation Systems (ITS) Architecture.
- Support the Systems Performance, Operations, and Technology Subcommittee (SPOTS) and the Traffic Signals Subcommittee in their coordination and advisory roles.

##### Transportation Emergency Preparedness Planning

- Provide support and coordination for the transportation sector's role in overall regional emergency preparedness planning, in coordination with the COG Regional Emergency Support Function #1 – Emergency Transportation Committee.
- Provide support for incorporating emergency preparedness considerations into the long-range plan.

##### Transportation Safety Planning

- Support engineering, education, enforcement, and emergency medical services strategies to reduce fatalities, serious injuries, and crashes in the National Capital Region.
- Provide opportunities for consideration, coordination, and collaborative enhancement of transportation safety in the region.
- Encourage the consideration of transportation safety in all aspects of regional transportation and land use planning including TIP development and the safety element of Visualize 2045.

- Address FAST/MAP-21 requirements related to regional transportation safety.
- Support the Transportation Safety Subcommittee in its coordination and advisory roles.

#### Bicycle and Pedestrian Planning

- Provide opportunities for consideration, coordination, and collaborative enhancement of planning for pedestrian and bicycle safety, facilities, and activities in the region.
- Encourage the consideration of bicycle and pedestrian transportation in all aspects of regional transportation and land use planning including TIP development and the bicycle and pedestrian element of Visualize 2045.
- Support the Bicycle and Pedestrian Subcommittee in its coordination and advisory roles.

#### Regional Public Transportation Planning

- Provide opportunities for consideration, coordination, and collaborative enhancement of planning for public transportation in the region.
- Encourage the consideration of public transportation in all aspects of regional transportation and land use planning including TIP development and the public transportation element of Visualize 2045.
- Support the Regional Public Transportation Subcommittee in its coordination and advisory roles.
- Evaluate federal rulemaking for the performance-based planning requirements, specifically transit safety and transit state of good repair, including data collection, analysis of the performance measures, forecasting, and setting of targets.
- Provide support to private providers of transportation in the region, including organizing the annual Private Providers Annual Transit Forum.
- Evaluate the performance of the corridor projects implemented by the TPB's Transportation Investments Generating Economic Recovery (TIGER) Grant for Priority Bus in the National Capital Region, including the submission of one year after and two years after reports for projects concluded in calendar year 2016.

#### Freight Planning

- Provide opportunities for consideration, coordination, and collaborative enhancement of planning for freight movement in the region, Visualize 2045, and TIP.
- Encourage the consideration of freight transport in all aspects of regional transportation and land use planning.
- Support the Freight Subcommittee in its coordination and advisory roles.
- Address the FAST/MAP-21 requirements related to regional freight transportation planning.

#### Metropolitan Area Transportation Operations Coordination (MATOC) Planning

- Provide planning support for the Metropolitan Area Transportation Operations Coordination (MATOC) Program, in conjunction with the MATOC Steering Committee, subcommittees, and partner agencies.

## 5. TRAVEL FORECASTING

[Proposed FY 2019 Budget \$2,510,357]

This activity will encompass the following work tasks in FY 2019:

### Transportation Network Development

- Develop, maintain, and improve the transportation networks (highway and transit) used as inputs to the regional travel demand forecasting model, including the following:
  - Visualize 2045 Plan
  - Studies related to the TPB Long-Range Plan Task Force
  - Project planning studies
- Develop base-year transit networks, used for both base-year and future-year scenarios.
- Maintain and refine the multi-year transportation network database used in regional travel demand modeling.
- Support the network-related needs of the TPB's travel modeling improvements.
- Respond to network-related technical data requests.

### Travel Model Development

- Develop, maintain, and improve the TPB's regional travel demand forecasting models, both the production model and one or more developmental models.
- Support the current production model (currently Ver. 2.3) for both internal and external users of the model.
- Continue implementation of consultant-recommended improvements to the TPB's travel forecasting methods in accordance with a seven-year strategic model development plan established in 2015. The plan includes three phases: 1) Implement updates to the existing trip-based model; 2) Develop a next-generation (NextGen) model, with existing survey data; 3) Develop a revised NextGen model with new survey data. During FY 2019:
  - Phase 1 will be completed. The refined trip-based model developed by a consultant during FY 2017 (Version 2.5) and evaluated by TPB staff during FY 2018 will supplant the Version 2.3 model series as the region's adopted travel forecasting process.
  - Phase 2 will be initiated. A three-year consultant-assisted effort to develop a NextGen model using existing data, such as the 2007/2008 Household Travel Survey, will begin.
- Keep abreast of best practices in travel demand modeling through conference attendance and participation in AMPO Travel Modeling Work Group meetings.
- Collect, prepare, and analyze data relevant to travel modeling development and validation.
- Respond to travel-model related technical data requests from consultants and local agencies.
- Maintain software and hardware required to apply the regional travel demand model.
- Staff the TPB Travel Forecasting Subcommittee.
- Coordinate with the COG Office of Information Technology and Facilities Management (ITFM) to help maintain the computers used to run the regional travel demand model.

## 6. TRAVEL MONITORING AND DATA PROGRAMS

[Proposed FY 2019 Budget \$2,191,404]

This activity will encompass the following work tasks in FY 2019:

### Household Travel Survey

- Complete data collection of the 2017/2018 TPB Regional Travel Survey (RTS).
- Complete data validation for all survey records, including data editing and imputation.
- Geocode all survey records into a geodatabase.
- Develop initial survey weighting factors.
- Develop completed survey datasets to be used in subsequent analyses to provide inputs into travel demand models used to forecast future travel patterns and vehicle emissions.
- Compare results of 2017/2018 RTS with 2007/2008 HTS and present the findings to appropriate committees.
- Respond to inquiries about the survey from state and local government staff, survey participants, and the media.

### Traffic Monitoring Studies and Research

This task conducts travel monitoring studies and research activities to support the regional travel demand forecasting model, performance-based planning and programming (PBPP), and long-range plan development. Studies completed in recent years under this task included:

- Regional high-occupancy vehicle (HOV) facility performance analysis of volume, occupancy, and travel time
- Identification of high-volume truck travel routes in the region
- A baseline inventory of intercity bus routes and performance analysis of intercity bus passenger volumes at the terminal at Washington Union Station and other major regional stop locations

Individual studies for FY 2019 will be determined based on programmatic needs of the regional travel demand forecasting model, PBPP requirements, and long-range plan development activities. There will be a special emphasis on the emerging needs associated with development of the next generation regional travel demand forecast model. Continuation of consultant assistance for this task initially procured in the third and fourth quarters of FY 2018 is anticipated to continue during FY 2019.

### Regional Transportation Data Clearinghouse

- 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.
- Update freeway and arterial road speed and level of service data.

- Update Clearinghouse highway network bridge and pavement condition data from most current National Bridge Inventory and Highway Performance Management System databases.
- Add updated Cooperative Forecasting data by TAZ to the Regional Transportation Clearinghouse Data.
- Work with the Travel Forecasting and Mobile Emissions Planning Team to develop specifications for a geodatabase of cadastral (parcel-level) data; evaluate data availability and collective relevant data as required; begin developing a regional parcel-level land use database using TAZ-level Cooperative Forecasting data to support travel forecasting model improvements.
- Distribute Regional Transportation Clearinghouse Data to TPB participating agencies via a GIS web-based application.

#### GIS Data and Analysis

- Provide data and technical support to staff using GIS for development and distribution of data and information developed for TPB planning activities, Visualize 2045, the TIP, Congestion Monitoring and Analysis, Cooperative Forecasting, Regional Transportation Data Clearinghouse, Network and Models Development, and Freight, Bike and Pedestrian Planning activities.
- Maintain and update GIS-related hardware and software used by staff for regional transportation planning activities.
- Respond to request for TPB GIS metadata, databases, and applications.
- Continue to coordinate the regional GIS activities with state DOTs, WMATA, and the local governments through COG's GIS Committees.

## **7. COOPERATIVE FORECASTING AND TRANSPORTATION PLANNING COORDINATION** [Proposed FY 2019 Budget \$934,238]

This activity will encompass the following work tasks in FY 2019:

- Support the Planning Directors Technical Advisory Committee (PDTAC) in the coordination of local, state, and federal planning activities and the integration of land use and transportation planning in the region.
- Analyze changes in regional economic, demographic, and housing trends drawing on the results from the U.S. Census American Communities Survey and from other available federal, state, and local data sources.
- Work with members of the Cooperative Forecasting Subcommittee to enhance and improve the quality of small area (TAZ-level) employment, population, and employment data.
- 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.
- Work with the Cooperative Forecasting Subcommittee and the region's Planning Directors to develop updated Round 9.2 Transportation Analysis Zone (TAZ)-level growth forecasts.
- Document key land use and transportation assumptions used in making updates to the Cooperative Forecasting land activity forecasts.



- Update and maintain Cooperative Forecasting land activity databases of TAZ-level population, household, and employment forecasts that are used as input into TPB travel demand-forecasting model.
- Map and analyze Cooperative Forecasting growth forecasts in relation to COG Activity Centers and premium transit locations.
- Respond to public comments on the Round 9.2 forecasts and the Cooperative Forecasting process.
- Develop and publish useful economic, demographic and housing-related information products including the Regional Economic Monitoring Reports (REMS), the annual "Commercial Development Indicators," and economic and demographic data tables to be included in the Region Forward work program.
- Using TPB transportation planning data to update information for the approved COG Region Forward Targets and Indicators.

## **8. PUBLIC PARTICIPATION AND HUMAN SERVICE TRANSPORTATION COORDINATION** **[Proposed FY 2019 Budget \$1,250,530]**

This activity will encompass the following work tasks in FY 2019:

### Public Participation and Outreach

- Conduct regular public involvement as described in the TPB Participation Plan, including public comment sessions at the beginning of TPB meetings and official public comment periods prior to the adoption of TPB plans and programs as key TPB policies and documents.
- Provide staff support for the TPB Citizens Advisory Committee (CAC), including organizing monthly meetings and outreach sessions, and drafting written materials for the committee. Staff will ensure that CAC comments are communicated to the TPB regarding transportation plans, projects, programs, and issues that are important to the committee and its members.
- Provide staff support for the TPB Access for All Advisory (AFA) Committee that includes leaders and representatives of low-income communities, minority communities, persons with disabilities, older adults, and those with limited English skills as the TPB's primary strategy for engaging traditionally-disadvantaged population groups in the planning process and for providing guidance on Human Service Transportation Program activities. AFA Committee comments will be shared with the TPB on transportation plans, projects, programs, services, and issues that are important to AFA community groups.
- Develop and conduct workshops or events to engage the public and community leaders on key regional transportation issues, including the development of Visualize 2045, the TIP, and other regional planning activities.
- Conduct training activities to help community leaders learn how to get more actively involved in transportation decision making in the Washington region.
- Conduct evaluation activities of the public involvement process.
- Ensure that all public participation is consistent with and meets the Federal Civil Rights Act (Title VI) and Executive Order 12988 Environmental Justice.
- Update the TPB Public Participation Plan.

### Communications

- Develop written and visual materials to spread information about regional transportation planning issues, explain how transportation decision-making works, and engage the public.
- Produce content for the *TPB News*, *Visualize 2045* newsletter, and other digital publications.
- Produce an annual report or other print publication highlighting significant TPB activities.
- Regularly update information on the TPB's webpages, ensuring the site is timely, thorough, and user-friendly.
- Effectively use social media and other digital tools to engage the public in current TPB activities.

### Human Service Transportation Coordination

- Update the Coordinated Human Service Transportation Plan to guide the implementation of the Section 5310 Enhanced Mobility program. Work with the AFA Committee to revise the Coordinated Plan which was adopted by the TPB in 2014.
- Plan for the next solicitation and selection of projects for FTA Section 5310 Enhanced Mobility funding anticipated to occur in FY 2020.
- Support the implementation of the Coordinated Plan by furthering the goals and strategies in the plan provide an array of transportation services and options to older adults and people with disabilities.

## **9. TRANSPORTATION ALTERNATIVES AND LAND USE CONNECTION (TLC) PROGRAMS [Proposed FY 2019 Budget \$478,437]**

This activity will encompass the following work tasks in FY 2019:

### Transportation Alternatives Program

- Conduct the selection process for small capital improvement projects using funding sub-allocated to the Washington metropolitan region through the state DOTs from the MAP-21 Transportation Alternatives Program (TAP).

### Transportation and Land Use Connection Program

- Offer short-term consultant team technical assistance to local jurisdictions to advance their land use and transportation planning activities.
- 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.
- 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.
- 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.

## **10. TPB SUPPORT AND MANAGEMENT** **[Proposed FY 2019 Budget \$859,281]**

This activity will encompass the following work tasks in FY 2019:

### TPB and Committees Support and Management

- Make all administrative arrangements and provide staff support for TPB, the TPB Steering Committee, the State Technical Working Group, the TPB Technical Committee, and special TPB work groups meetings.
- Maintain TPB Committee membership rosters and distribution lists and prepare meeting materials for TPB Committee meetings.
- Prepare monthly Director's Report.
- Respond to periodic requests from TPB members, federal agencies, Congressional offices, media, and others for information or data of a general transportation nature.
- Meet with TPB Board members and participating agency staff to discuss current and emerging regional transportation planning issues.
- Respond to TPB correspondence and draft correspondence requested by the Board.
- Participate in meetings of other agencies whose programs and activities relate to and impact the TPB work program.
- Draft Memoranda of Understanding with other agencies for the TPB's review and approval.
- Participate in the Association of Metropolitan Planning Organizations (AMPO) and meetings.
- Coordination of TPB Planning Activities with Program Directors.
- Day-to-day management of and allocation of staff and financial resources.
- Monitoring of all work program activities and expenditures.

### Unified Planning Work Program

- Develop Unified Planning Work Program (UPWP) that complies with anticipated metropolitan planning requirements in the Fixing America's Surface Transportation (FAST) Act.
- Supervise the preparation, negotiation, and approval of the annual work program and budget involving the State Transportation Agencies, the TPB Technical Committee, the TPB Technical Committee, the Steering Committee, and the TPB.
- Preparation of monthly UPWP progress reports for each of the state agencies administering planning funding and prepare all necessary federal grant applications submissions.
- Review all monthly UPWP invoices going to each of the state agencies administering planning funding.
- Prepare for Federal certification review to be conducted in summer 2019.

## **11. TECHNICAL ASSISTANCE PROGRAM**

<b>11.a</b>	<b>DDOT Technical Assistance - \$274,274</b>
<b>11.b</b>	<b>MDOT Technical Assistance - \$368,298</b>
<b>11.c</b>	<b>VDOT Technical Assistance - \$288,110</b>
<b>11.d</b>	<b>WMATA Technical Assistance - \$15,233</b>