



MEMORANDUM

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

The attached materials include:

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



MEMORANDUM

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

At its meeting on July 6, the TPB Steering Committee approved the following resolutions to amend the FY 2017-2022 Transportation Improvement Program (TIP):

- **SR1-2019:** To update funding for 22 projects in the District of Columbia, 16 projects in Maryland, and 30 projects in Virginia, as requested by Eastern Federal Lands Highway Division of the Federal Highway Administration. These projects are exempt from the air quality conformity requirement or have been included in the Air Quality Conformity Analysis of the 2016 CLRP Amendment and the FY 2017-2022 TIP. Some projects in Maryland and Virginia lie outside the TPB planning area.
- **SR2-2019:** To reduce Section 5307 funding by \$3 million, and to add \$4.7 million in local funding and \$130 million in Section 5337 – State of Good Repair funding for the Facilities Maintenance Support project grouping, as requested by the Washington Metropolitan Area Transit Authority. This project grouping is exempt from the air quality conformity requirement.
- **SR3-2019:** To include \$2.56 million in revenue sharing funds (state/local) for the Northstar Boulevard Extension project, as requested by the Virginia Department of Transportation. This project is included in the Air Quality Conformity Analysis of the 2016 CLRP Amendment and the FY 2017-2022 TIP.

The Steering Committee also approved a technical correction to TPB resolution R20-2018, supporting the submission of Northern Virginia projects for the Commonwealth of Virginia’s Smart Scale Transportation Project Prioritization Process, which the TPB approved on June 20, 2018. The technical correction moved four projects from the “For Information Only: Smart Scale Project Proposals Already Included in the Approved 2016 CLRP Amendment” list to the “Smart Scale Project Proposals Not Currently Included in the Approved 2016 CLRP Amendment” list to be considered for support. The four projects, all in Fairfax County are:

- Braddock Rd. Improvement Phase 1
- Braddock Rd. Improvement Phase 2
- Seven Corners Ring Rd. (Phase 1A Segment 1A)
- Soapstone Rd. Extension/Dulles Toll Rd. Overpass

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

- SR1-2019
- SR2-2019
- SR3-2019
- Technical correction to TPB resolution R20-2018

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

MEMBERS

Martin Nohe	Prince William County
Kelly Russell	City of Frederick
Mark Rawlings	DDOT
Kari Snyder	MDOT
Norman Whitaker	VDOT
Bob Brown	Loudoun County

PARTICIPANTS

Lucia Butts	WMATA
Clinton Edwards	VDRPT
Gary Erenrich	Montgomery County DOT
Regina Moore	VDOT
Malcolm Watson	Fairfax County DOT
Vic Weissberg	Prince George's County DPW&T

COG STAFF

Kanti Srikanth, DTP
Lyn Erickson, DTP
Tim Canan, DTP
Andrew Meese, DTP
Ron Milone, DTP
Andrew Austin, DTP
Brandon Brown, DTP
Eric Randall, DTP
John Swanson, DTP
Paul DesJardin, DCPS

OTHER

Bill Orleans

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

RESOLUTION ON AN AMENDMENT TO THE FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO UPDATE FUNDING FOR SIXTY-EIGHT PROJECTS IN THE DISTRICT OF COLUMBIA, MARYLAND, AND VIRGINIA, AS REQUESTED BY THE EASTERN FEDERAL LANDS HIGHWAY DIVISION OF THE FEDERAL HIGHWAY ADMINISTRATION

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

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

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

WHEREAS, in the attached letter of May 2, 2018, EFLHD has requested that the FY 2017-2022 TIP be amended to show updated funding consistent with their FY 2018-2021 TIP for 22 projects in the District of Columbia, 16 projects in Maryland, and 30 projects in Virginia, as described in the attached materials; and

WHEREAS, these projects are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012, or have been included in the Air Quality Conformity Analysis of the 2016 CLRP Amendment and the FY 2017-2022 TIP;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2017-2022 TIP to show updated funding consistent with the Eastern Federal Lands Highway Divisions FY 2018-2021 TIP for 22 projects in the District of Columbia, 16 projects in Maryland, and 30 projects in Virginia, as described in the attached materials.

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



U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

Subject: Fiscal Year 2018-2021 Transportation Improvement
Program – Mid-Year Project Update

Date: MAY 02 2018

From: Mr. Kurt Dowden *For KSK*
Chief of Business Operations

In Reply Refer To: HFPP-15

To: Mr. Joseph C. Lawson
Division Administrator
HDA-DC

The Eastern Federal Lands Highway Division (EFLHD) has developed a Mid-Year Update for the FY 2018-2021 Transportation Improvement Program (TIP) for transportation projects within Federal Lands. The Federal requirement under Title 23 U.S.C. § 204 requires that the TIP be developed as part of the transportation planning process for Federal Lands projects. The attached spreadsheet contains an overall list of those projects that are to be undertaken within your State. This updated, mid-year TIP reflects the addition of new projects or adjustments to project schedules and budgets made by our federal land management agency partners between December 15, 2017 and March 31, 2018. This updated list will soon be placed on the EFLHD website (<http://www.epl.fhwa.dot.gov>) to provide reference and information for citizens, affected public agencies, transportation agencies, private providers of transportation, and other interested parties.

Through this transmittal, we are seeking your assistance in transmitting the EFLHD's Updated TIP to your State Department of Transportation for inclusion (*as an appendix*) into their Statewide Transportation Improvement Program (STIP) and to applicable Metropolitan Planning Organizations (MPO). If you have questions or comments regarding the TIP, please contact Mr. Lewis Grimm, Planning Team Leader, at (703) 404-6289 or Lewis.Grimm@dot.gov. Thank you for your assistance.

Attachment

cc:
Ms. Sandra Jackson – Community Planner

FY2018-FY2021 Transportation Improvement Program

Federal Highway Administration
Eastern Federal Lands Highway Division

PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	TYPE OF WORK	PRIMARY FUND SOURCE	TOTAL PROGRAMMED AMOUNT	FUNDS FROM TITLE	DELIVERED BY	STATUS	CONGRESSIONAL DISTRICT	FLMA REGION
District of Columbia													
DC_FLAP_DOT_STDY(1)	2018	DC	District of Columbia	National Park Service, National Mall and Memorial Parks, President's Park	Feasibility Bicycle Study to fill in key bicycle connectivity & safety gaps from 14th to 15th st.	MISC	FLAP	\$510,000.00	Title 23	STATE	Planned	-	NPS_NC
DC_FLAP_DOT_TILDN(1)	2018	DC	District of Columbia	Rock Creek Park	Const. trail Tilden St. & crosswalk to Peirce Mill Spring House.	MISC	FLAP	\$200,000.00	Title 23	EFLHD	In Design	-	NPS_NC
GWMP_11(4)	2018	DC	District of Columbia	George Washington Memorial Parkway	Rehabilitation of the Arlington Memorial Bridge	BRRC	OTHER	\$150,000,000.00	Title 23	EFLHD	In Acquisitions	-	NPS_NC
GWMP_11(7)	2018	DC	District of Columbia	George Washington Memorial Parkway	Emergency Shoring for Arlington Memorial Bridge	BRRH	FAST	\$5,300,000.00	Title 23	EFLHD	In Acquisitions	-	NPS_NC
NACE_17(2)_18(2)_ETC	2018	DC	District of Columbia	East Fort DuPont	Resurface, restore RTs 17, 18, 19, 118, and 206 in Forts DuPont and Davis	3RH	FLTP	\$3,866,000.00	Title 23	EFLHD	In Design	-	NPS_NC
NP_WHHO_Lafayette_Pk	2018	DC	District of Columbia	White House - President's Park	Reset 7,000 square feet of brick sidewalks within Lafayette Park.	MISC	NPS	\$331,000.00	Title 54	EFLHD	In Design	-	NPS_NC
DC_FLAP_DOT_ARTTRL(1)	2019	DC	District of Columbia	NPS, National Arboretum; Kenilworth Aquatic Gardens	Multi-use trail and PED bridge design and construction.	MISC	FLAP	\$6,600,000.00	Title 23	STATE	Planned	-	NPS_NC
DC_FLAP_DOT_GALWY(1)	2019	DC	District of Columbia	Rock Creek Park	Construct a trail along Galloway Street	MISC	FLAP	\$500,000.00	Title 23	EFLHD	In Design	-	NPS_NC
JFK1(2)_NAMA16(2)TRL	2019	DC	District of Columbia	Kennedy Center / NPS	Kennedy Center Ped/Bicycle Trail & Rehab Rock Creek & Potomac Pkwy	3RL	FLTP	\$2,700,000.00	Title 23	EFLHD	In Design	-	NPS_NC
NP_NAMA_20(2)_ETC	2019	DC	District of Columbia	National Mall & Memorial Parks	17th St. EB & WB Ind.Ave. and E&W Tidal Basin Turnaround Pmnt.rehab.	3RL	FLTP	\$5,415,585.00	Title 23	EFLHD	In Design	-	NPS_NC
WHHO_400(1)_413(1)_ETC	2019	DC	District of Columbia	White House - President's Park	Resurfacing Ellipse, South Grounds Road and associated connection roads.	3RL	NPS	\$1,233,000.00	Title 54	EFLHD	In Design	-	NPS_NC
CHOH_238(1)	2020	DC	District of Columbia	Chesapeake & Ohio Canal National Historical Park	Fletcher's Boathouse ent. relocation & replace Structure No. 3100-029P	4R	FLTP	\$2,400,000.00	Title 23	EFLHD	In Design	-	NPS_NC
NAMA_11(6)	2020	DC	District of Columbia	National Mall & Memorial Parks	Rehab Inlet Bridge (3400-033)	BRRH	FLTP	\$1,002,759.00	Title 23	EFLHD	In Design	-	NPS_NC
NAMA_11(7)	2020	DC	District of Columbia	National Mall & Memorial Parks	Rehabilitate Ohio Dr, W Basin Dr & WB to EB Turnaround	3RL	FLTP	\$2,810,000.00	Title 23	EFLHD	Planned	-	NPS_NC
ROCR_15(2)	2020	DC	District of Columbia	Rock Creek Park	Joyce Rd Bridge at Military Rd Reconst	BRRC	FLTP	\$1,500,000.00	Title 23	EFLHD	In Design	-	NPS_NC
ROCR_503(1)	2020	DC	District of Columbia	Rock Creek Park	Waterside Dr. Rdway Reconst & street light replacement & misc	3RH_BRRP	FLTP	\$1,600,000.00	Title 23	EFLHD	In Design	-	NPS_NC
NAMA_12(3)	2021	DC	District of Columbia	National Mall & Memorial Parks	Rehab Outlet Bridge & resurface East Basin Dr.	3RL_BRRH	FLTP	\$4,763,776.00	Title 23	EFLHD	In Design	-	NPS_NC
NAMA_21(2)_501(3)	2021	DC	District of Columbia	National Mall & Memorial Parks	15th St & Jefferson Dr Resurfacing	3RL	FLTP	\$4,248,149.00	Title 23	EFLHD	Planned	-	NPS_NC
NP_ROCR_24(2)	2021	DC	District of Columbia	Rock Creek Parkway	Piney Branch Parkway Northwest pavement & drainage rehab.	3RH	FLTP	\$3,000,000.00	Title 23	EFLHD	Planned	-	NPS_NC
ROCR_12(1)_19(1)	2021	DC	District of Columbia	Rock Creek Park	Rehab Wise & Glover Roads	3RL	FLTP	\$2,124,000.00	Title 23	EFLHD	Planned	-	NPS_NC
ROCR_14(1)_17(1)	2021	DC	District of Columbia	Rock Creek Park	Light pave rehab & replace drainage system on Bingham and Morrow Dr	3RL	FLTP	\$1,191,000.00	Title 23	EFLHD	Planned	-	NPS_NC
ROCR_BMS_(1)	2021	DC	Washington DC	Rock Creek Park	Rehab Structures 3450-029P, 033P, 004P, 012P and 013P	BRRH	FLTP	\$1,990,000.00	Title 23	EFLHD	In Design	-	NPS_NC

FY2018-FY2021 Transportation Improvement Program

Last Printed: 26-Apr-18

Federal Highway Administration
Eastern Federal Lands Highway Division

PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	TYPE OF WORK	PRIMARY FUND SOURCE	TOTAL PROGRAMMED AMOUNT	FUNDS FROM TITLE	DELIVERED BY	STATUS	CONGRESSIONAL DISTRICT	FLMA REGION
Maryland													
CATO_900(1)	2018	MD	Frederick	Catoctin Mountain Park	Replace Visitor Center Bridge at Catoctin Mt National Park	BRRP	NPS	\$1,800,000.00	Title 23	EFLHD	In Design	MD-06	NPS_NC
MD_FLAP_WMSPT_63(1)_68(1)	2018	MD	Washington	National Park Service / C&O Canal National Historical Park	Rehabilitating the roadway and sidewalks along MD 63 and MD 68 in the Town of Williamsport, MD.	3RL	FLAP	\$1,003,407.38	Title 23	LOCAL	Planned	MD-06	NPS_NC
NP_BAWA_1(5)_2(5)	2018	MD	Prince George's	Baltimore Washington Parkway	Resurface BW Parkway, Beaver Dam Rd to MD 197.	3RL	FLTP	\$3,000,000.00	Title 23	EFLHD	In Design	MD-05	NPS_NC
SUIT_1(2)_2(2)	2018	MD	Prince George's	National Capital Parks-East	Improve Ped Cross at SUIT Prky & Forestville Rd	MISC	FLAP	\$1,400,000.00	Title 23	EFLHD	In Design	MD-05	NPS_NC
GREE_11(1)	2019	MD	Prince George's	Greenbelt Park	Main Entrance & Park Central Rd. Bridge Replacement and Resurfacing	3RH_BRRP	FLTP	\$6,235,000.00	Title 23	EFLHD	In Design	MD-05	NPS_NC
MD_ST_FT_MEADE(2)	2019	MD	Anne Arundel	Fl. Meade Rockenbach	Pedestrian bridge, trail and connector road at Rockenbach Rd	MISC	FAST	\$2,359,000.00	Title 23	EFLHD	Planned	MD-03	X_NA_OTH
NP_BAWA_1(7)_2(7)	2019	MD	Anne Arundel	Baltimore Washington Parkway	Resurfacing BW Parkway from Pautuxant River to MD 198	3RL	FLTP	\$4,200,000.00	Title 23	EFLHD	Planned	MD-05	NPS_NC
BAWA_1(6)_2(6)	2020	MD	Prince George's	Baltimore Washington Parkway	Baltimore Washington Parkway median safety improvements.	MISC	NPS	\$900,000.00	Title 23	EFLHD	In Design	MD-05	NPS_NC
GWMP_6(1)_7(2)	2020	MD	Montgomery and Prince George's	George Washington Memorial Parkway	Clara Barton Pkwy mill including guardrail and guardwall	3RH	FLTP	\$8,000,000.00	Title 23	EFLHD	In Design	_VARIOUS	NPS_NC
NP_ANTI_300(2)_307(1)_ETC	2020	MD	Washington	Antietam National Battlefield	Pavement preservation of various Routes and trail work at Burnside Bridge.	2R	FLTP	\$1,300,000.00	Title 23	EFLHD	In Design	MD-06	NPS_NC
NP_BAWA_1(8)_2(8)	2020	MD	Anne Arundel	Baltimore Washington Parkway	Rehabilitate BW Parkway from MD 198 to MD 32	3RL	FLTP	\$3,000,000.00	Title 23	EFLHD	Planned	MD-05	NPS_NC
BAWA_1A26_E20	2021	MD	Anne Arundel	Baltimore Washington Parkway	Rehab walls Baltimore Washington Parkway near Rt 197.	RW	FLTP	\$450,000.00	Title 23	EFLHD	In Design	MD-05	NPS_NC
CATO_11(2)	2021	MD	Frederick	Catoctin Mountain Park	Repair RT 11 Section 0 Foxville-Deerfield Rd	3RL	FLTP	\$500,000.00	Title 23	EFLHD	In Design	MD-06	NPS_NC
NP_BAWA1(10)_2(10)	2021	MD	Anne Arundel	Baltimore Washington Parkway	Improve shoulder areas at 8 locations for vehicles to safely stand outside of the traffic lanes.	MISC	FLTP	\$5,000,000.00	Title 23	EFLHD	Planned	MD-04	NPS_NC
NP_BAWA1(11)_2(11)			Anne Arundel						Title 23		Planned		NPS_NC
NP_BAWA_1(9)_2(9)			Anne Arundel			3RL		\$2,000,000.00	Title 23		Planned		NPS_NC

FY2018-FY2021 Transportation Improvement Program

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Eastern Federal Lands Highway Division

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Virginia													
BLRI_1E10	2018	VA	Nelson and Rockbridge	Blue Ridge Parkway	R/R ML Rd Section 1E	3RL_2R	FLTP	\$2,900,000.00	Title 23	EFLHD	In Design	VA-09	NPS_NE
GWMP_210(1)	2018	VA	Fairfax	George Washington Memorial Parkway	Spall repair CIA/FHWA bridge structure 3300-003	BRRH	OTHER	\$943,000.00	Title 54	EFLHD	In Design	VA-08	NPS_NC
NP_GWMP_1(1)_2(1)	2018	VA	Arlington	George Washington Memorial Parkway	Windy Run Bridge Rehabilitation	BRRH	FLTP	\$3,860,000.00	Title 23	EFLHD	In Design	VA-08	NPS_NC
NP_GWMP_2(2)	2018	VA	Arlington	George Washington Memorial Parkway	Slope stabilization and installation of soil nails near Spout Run.	MISC	FLTP	\$1,100,000.00	Title 23	EFLHD	In Design	VA-08	NPS_NC
NP_GWMP_5(4)	2018	VA	Arlington	George Washington Memorial Parkway	Rock Scaling Spout Run Ramp from NB GWMP.	MISC	FLTP	\$150,000.00	Title 23	EFLHD	In Acquisitions	VA-08	NPS_NC
NP_PRWL_406(1)	2018	VA	Prince William	Prince William Forest Park	Pyrite Mine Bridge Rehab (3700-005S)	BRRH	FLTP	\$518,668.00	Title 23	EFLHD	Planned	VA-11	NPS_NC
PRWL_11(3)	2018	VA	Prince William	Prince William Forest Park	Repair the historic wooden truss bridge	BRRH	FLTP	\$450,000.00	Title 23	EFLHD	Planned	VA-11	NPS_NC
SO_NP_COLO(1)	2018	VA	James City and York	Colonial National Historic Park	Joint Repair & crack seal COLO PWY MP 9.00-20.34 and parking.	2R	FLTP	\$1,139,710.00	Title 23	NPS	In Design	VA-01	NPS_NE
VA_FLAP_ARL_ANDR(1)	2018	VA	Arlington	Department of Defense (DOD), Pentagon	Reconstruct 3,549 feet of Army Navy Drive: complete street bike/ped transit improvements.	3RH	FLAP	\$714,000.00	Title 23	LOCAL	In Design	VA-08	X_NA_OTH
VA_FLAP_RRG_TRL(1)	2018	VA	Roanoke	(NPS), Blue Ridge Parkway	Construct 1.7 mile ext. of Roanoke River Greenway from BLRI visitor Ctr to Explore Park River Trail.	MISC	FLAP	\$1,387,000.00	Title 23	LOCAL	In Design	VA-06	NPS_SE
BLRI_BMS_FY19(1)	2019	VA	Various	Blue Ridge Parkway	FY19 Bridge Preventive Maintenance at BLRI	BRRH	FLTP	\$500,000.00	Title 23	EFLHD	Planned	NC-08	NPS_SE
BLRI_1M21	2021	VA	Botetourt, Roanoke and Bedford	Blue Ridge Pkwy	Repave/Repair Mainline Road Section 1M - (MP 105.65 to 121.05)	3RH_3RL	FLTP	\$6,000,000.00	Title 23	EFLHD	Planned	_VARIOUS	NPS_SE
GWMP_105(1)_106(1)	2021	VA	Fairfax	George Washington Memorial Parkway	Fort Hunt Entrance Rd Mill & Overlay	3RL	FLTP	\$440,000.00	Title 23	EFLHD	Planned	VA-05	NPS_NC
PRWL_401(1)_402(1)	2021	VA	Prince William	Prince William Forest Park	North Multi-use Trail access	MISC	FLTP	\$500,000.00	Title 23	EFLHD	Planned	VA-11	NPS_NC
VA_ST_Lee_Ave_Gate	2019	VA	Prince George	Fort Lee Garrison	Improvements to RT. 36 onto Lee Avenue.	4R	DOT	\$1,800,000.00	Title 23	EFLHD	In Design	VA-03	X_NA_OTH
BLRI_1M20	2020	VA	Roanoke	Blue Ridge Parkway	Repair Asphalt Wearing Surface and Approaches on Roanoke River Bridge 028P	3RH	FLTP	\$5,282,092.00	Title 23	EFLHD	Planned	VA-06	NPS_NE
FW_CHIN_10(2)	2020	VA	Accomack	Chincoteague National Wildlife Refuge	Construct new Beach Parking Area at D-Pond, realign Beach Access Rd	3RH_NEW	REIMB FED	\$10,000,000.00	Other	EFLHD	Planned	VA-01	FWS_R5
GWMP_MVT(4)	2020	VA	Fairfax	George Washington Memorial Parkway	Replace Deck, reduce deflection, correct trail alignment Bridge 31/32	4R	FLTP	\$1,260,000.00	Title 23	EFLHD	In Design	VA-08	NPS_NC
NP_GWMP_MVT(6)	2020	VA	Fairfax	George Washington Memorial Parkway	Replacement of Bridge 12 on Mount Vernon Trail	BRRP	DOT	\$1,100,000.00	Title 23	EFLHD	Planned	VA-08	NPS_NC
NP_NCR_PMS_VA(1)	2020	VA	Fairfax	National Capital Region	Pvmt Mgnt and sign updating at PWFP	2R	FLTP	\$1,000,000.00	Title 23	EFLHD	Planned	VA-11	NPS_NC
VA_FLAP_NORTON_TRL(1)	2020	VA	Wise and Scott Counties, VA	USFS High Knob Recreation Area	Trail improvements between City of Norton & USFS High Knob Rec area and	MISC	FLAP	\$3,565,000.00	Title 23	LOCAL	In Design	VA-09	USFS_R8

FY2018-FY2021 Transportation Improvement Program

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Federal Highway Administration
Eastern Federal Lands Highway Division

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NP.COLO.1D47	2019	VA	City of Williamsburg	Colonial National Historical Site	Repairs to structure 4290-033 Williamsburg Tunnel.	TUN	FLTP	\$500,000.00	Title 23	EFLHD	Planned	VA-02	NPS_NE
NP.COLO.1B37.1D46	2019	VA	James City	Colonial National Historical Park	Rehab. of Halfway Crk Brdg 4290-022P, Felgate's Crk Brdg 4290-011P & Kings Crk Brdg 4290-012P.	BRRH	FLTP	\$1,700,000.00	Title 23	EFLHD	Planned	VA-01	NPS_NE
NP.GWMP.MVT(5)	2019	VA	Fairfax	George Washington Memorial Parkway	Replace Bridges #23 & #24 over Dyke Marsh on Mount Vernon Trail	BRRP	FLTP	\$705,032.00	Title 23	EFLHD	In Design	VA-08	NPS_NC
PRWI.201(1).400(1).ETC	2019	VA	Prince William	Prince William Forrest	Rehabilitate Park Roads and Parking.	3RL	REIMB	\$884,000.00	Other	EFLHD	Planned	VA-11	NPS_NC
VA.FLAP.DOT.AHRT(1)	2019	VA	Appomattox	NPS Appomattox Court House National Historic Park	Multi-use trail, 1.5 mile long, 8-10 foot wide with aggregate surface, parallel to SR24	MISC	FLAP	\$587,000.00	Title 23	STATE	In Design	VA-05	NPS_NE
VA.FLAP.FRKN.TRL(1)	2019	VA	Franklin	NPS Booker T. Washington National Monument	Two miles of 8-10 foot wide aggregate PED trail w/ 6 bridges connecting retirement community to BOWA	MISC	FLAP	\$617,412.00	Title 23	LOCAL	In Design	VA-06	NPS_NE
VA.FLAP.NPNWS.105(1)	2019	VA	N/A	Joint Base Langley-Eustis	Design and const superstructure repairs of Rt 105 (Ft. Eustis Blvd) bridge	3RL_BRRH	FLAP	\$15,500,000.00	Title 23	EFLHD	Planned	VA-01	X_NA_OTH
VA.FLAP.VMI.CNT(1)	2019	VA	Rockbridge	FS GW National Forest, NPS Appalachian Trail and Blue Ridge Parkway	PED bridge replacement, & trail and associated parking improvements on VMI's Chessie Nature Trail	BRRP	FLAP	\$1,020,000.00	Title 23	LOCAL	In Design	VA-06	NPS_NE
VA.ST.ANC(1)	2019	VA	Arlington	Arlington National Cemetery	Arlington National Cemetery - Realign Southgate Rd	4R	DAR	\$40,000,000.00	Title 23	EFLHD	In Design	VA-08	X_NA_OTH

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 FACILITIES MAINTENANCE SUPPORT PROJECT GROUPING, AS REQUESTED BY THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA)

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

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

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

WHEREAS, in the attached letter of June 29, 2018 WMATA has requested that the FY 2017-2022 TIP be amended to reduce local funding in FY 2020 by \$2.8 million and to add \$2.5 million in FY 2021 and \$5 million in FY 2022 using local funding; to reduce Section 5307 funding in FY 2020 by \$3 million; and to add \$130 million in Section 5337 – State of Good Repair (SGR) funding between FY 2020 and FY 2022 for the Facilities Maintenance Support project grouping (TIP ID 5867), as described in the attached materials; and

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

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2017-2022 TIP to reduce local funding in FY 2020 by \$2.8 million and to add \$2.5 million in FY 2021 and \$5 million in FY 2022 using local funding; to reduce Section 5307 funding in FY 2020 by \$3 million; and to add \$130 million in Section 5337-SGR funding between FY 2020 and FY 2022 for the Facilities Maintenance Support project grouping (TIP ID 5867), as described in the attached materials.

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



June 29, 2018

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

RE: Approval of an Amendment to the FY 2017-2022 TIP to Update Project Information for TIP ID 5867 for the period FY2020-2022 in order to incorporate the construction of WMATA's Heavy Overhaul Facility

Dear Chairman Allen:

The region's six-year Transportation Improvement Program (TIP) outlines the schedule for obligating federal funds to state and local projects. The purpose of this amendment is to modify the project budget and sources of funds for TIP ID 5867 for the period FY2020-2022, in order to incorporate the construction of WMATA's Heavy Overhaul Facility.

Attachment A is a summary of the proposed FY2020-2022 budget and funding-source information for the TIP ID 5867 amendment. Attachment B shows the FY2020-2022 project budget that is part of the currently adopted TIP as well as the proposed changes to this TIP ID. In FY2020 this TIP ID will increase from \$10.8 million to \$45.0 million. Currently, in FY2021 and FY2022 this TIP ID does not have a budget. WMATA is adding \$32.5 million and 65.0 million, respectively, to account for the expenses related to the construction of WMATA's heavy overhaul facility. WMATA expects to fund this project from both Federal and local funds.

WMATA's TIP projects do not affect the currently approved air quality conformity analysis because these projects are either exempt or not regionally significant in terms of air quality.

WMATA's submission for this FY 2020-2022 TIP amendment is consistent with the FY 2019-2024 Capital Improvement Program that was approved by the WMATA Board of Directors on March 22, 2018. Prior to approval of the CIP, WMATA held a public hearing on its proposed operating and capital budgets, including the proposed sources and uses of its capital funds.

In addition to the requirement of consistency with an approved TIP, the FTA requires that agency's grant applications match the corresponding State

**Washington
Metropolitan Area
Transit Authority**

600 Fifth Street, NW
Washington, D.C. 20001
202/962-1234

*By Metrorail:
Judiciary Square-Red Line
Gallery Place-Chinatown
Red, Green and
Yellow Lines*

*A District of Columbia
Maryland and Virginia
Transit Partnership*

Transportation Improvement Program (STIP) for that agency. WMATA's TIP is part of the District of Columbia's STIP. If approved by the Transportation Planning Board, WMATA will request that this amendment be reflected in the District of Columbia's STIP as soon as possible.

WMATA requests that the Transportation Planning Board Steering Committee approve this amendment at its July 18, 2018 meeting. Thank you for your continued support of WMATA.

Sincerely,

A handwritten signature in cursive script, appearing to read "Yetunde Olumide".

Yetunde Olumide
Managing Director
Office of Management and Budget Services

Attachments

FY20-2022 Proposed TIP
Attachment A
(In Millions)

Category	TIP Sub-Category	FY	Federal 5307 Grants	Federal 5337 Grants	Federal 5339 Grants	Federal PRIIA Grants	Federal 5310 Grants	VA CMAQ	VA RSTP	DHS	Federal 5312 Grants	Local Funding	Other Sources Non-Fed	Total All Sources
C. Maintenance Facilities	Facilities Maintenance Support - Systemwide Support Equipment, Environmental Compliance Projects, and Administrative Support	FY2020	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	45.0
		FY2021	0.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.5	0.0	32.5
		FY2022	0.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	65.0
		Total TIP ID 5867		\$0.0	\$130.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$12.5	\$0.0

FY2020-2022 Revised Budget

Attachment B

(In Millions)

Category	TIP Sub-Category	FY	Approved TIP Budget	Proposed TIP Budget	\$ Change	% Change
C. Maintenance Facilities	Facilities Maintenance Support - Systemwide Support Equipment, Environmental Compliance Projects, and Administrative Support	FY2020	10.8	\$45.0	34.2	315.5%
		FY2021	0.0	\$32.5	32.5	
		FY2022	0.0	\$65.0	65.0	
Total TIP ID 5867			\$10.8	\$142.5	\$131.7	1215.8%

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
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
TIP ID: 5867 Agency ID: Title: Facilities Maintenance Support – Systemwide Support Equipment, Environmental Compl Complete:										
Facility:	DHS	100/0/0	10,613 e	871 e						871
From:	Local	0/0/100	48,414 e	7,631 e	5,904 e	21,809 e	5,000 e	2,500 e	5,000 e	47,844
To:	PRIIA	50/0/50	21,071 e							
	Sect. 5337-SGR	80/0/20	3,519 e				40,000 e	30,000 e	60,000 e	130,000
	WIP	0/0/100	1,185 e		15,596 e					15,596
Total Funds:										194,311

Description: Provides funds for:

- a. Environmental Compliance Projects: facility or equipment upgrades and/or replacements required to comply with environmental regulatory requirements or directives.
- b. Maintenance Bus & Rail Facilities: upgrades, rehabilitation, and/or replacements of systemwide support equipment, financial planning and project administration, to include a new test track, railcar commissioning facility and New Carrollton Yard capacity improvements.

Amendment: Add Funding	Approved on: 7/6/2018
In FY 2020, reduce local funding by \$2.5 million and Sect. 5307 by \$3 million, add \$40 million in Sect. 5337-SGR. In FY 2021, add \$2.5 million in local funding and \$30 million in Sect. 5337-SGR. In FY 2022, add \$5 million in local funding and \$60 million in Sect. 5337-SGR.	
Amendment: Update FY19 Project Information	Approved on: 2/21/2018
Amended for consistency with approved WMATA FY2017 – FY2022 Capital Improvement Program and Federal grant applications. For FY2019 funding: Decreased Section 5307 by \$3 million; increased Local funding by \$15.2 million.	
Modification: Update FY18 Project Information	Approved on: 8/9/2017
Modified for consistency with approved WMATA FY2017 - 2022 Capital Improvement Program and federal grant applications. For FY2018 funding; decreased DHS by \$1 million, decreased WIP by \$2.3 million, and increased Local by \$1.744 million.	
Modification: Update FY2018 Project Information	Approved on: 4/13/2017
Modified for consistency with WMATAs approved FY 2018 Capital Improvement Program and federal grant applications. For FY 2018 funding: decreased Local funding by \$1.13 million; added WIP funding for \$1.67 million.	
Amendment: Update FY18 Project information	Approved on: 2/15/2017
This amendment will update FY18 project information to reflect WMATA's FY18 approved budget.	

**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 NORTHSTAR BOULEVARD EXTENSION PROJECT, AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)

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

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

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

WHEREAS, in the attached letter of June 26, 2018 VDOT has requested that the FY 2017-2022 TIP be amended to include \$2.56 million in revenue sharing funds in FY 2018 for the Northstar Boulevard Extension project (TIP ID 6634), as described in the attached materials; and

WHEREAS, this project is included in the Air Quality Conformity Analysis of the 2016 CLRP Amendment and the FY 2017-2022 TIP (CON ID 570, VP12R);

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 \$2.56 million in revenue sharing funds in FY 2018 for the Northstar Boulevard Extension project (TIP ID 6634), as described in the attached materials.

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



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

Stephen C. Brich, P.E.
COMMISSIONER

June 26, 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 Northstar Boulevard Extension, Loudoun County, VA (UPC# 106994)

Dear Mr. Allen:

The Virginia Department of Transportation (VDOT) requests an amendment to the FY 2017-2022 Transportation Improvement Program (TIP) to add the Northstar Boulevard Extension in Loudoun County as a new project, and to add approximately \$2.56 million in State Revenue Sharing and local matching funding to Preliminary Engineering phase for FY 2018.

This project fills in a missing link in the Loudoun County road network, completing a 14-mile north-south corridor of statewide significance connecting Route 7 to Route 50. The road segment will be designed as a controlled access, four-lane divided roadway located within a proposed six-lane right-of-way including a shared-use path, sidewalks and two new bridges. Constructing this segment will enable improved north-south movements in eastern Loudoun County.

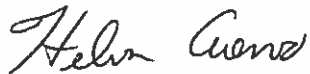
The Northstar Boulevard Extension is listed in the 2016 CLRP Air Quality Conformity Analysis. The requested amendment reflects the Virginia Commonwealth Transportation Board's latest approved cost estimates and obligations. The Revenue Sharing funding is consistent with the 2014 Financial Element of the CLRP. Loudoun County was recently awarded a \$25 million TIGER Grant for this project.

Honorable Charles Allen
June 26, 2018
Page Two

VDOT requests that this amendment be placed on the agenda of the Transportation Planning Board's Steering Committee at its meeting on July 6, 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,



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

Cc Ms. Rene'e Hamilton, VDOT
Ms. Maria Sinner, P.E., VDOT
Mr. Farid Bigdeli, 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
TIP ID: 6634 Agency ID: 106994		Title: Northstar Blvd. Extension				Project Cost: \$64,352 Complete:				
Facility: Northstar Extension	REVSH	0/50/50		2,560	a					2,560
From: US 50 John Mosby Highway										
To: Shreveport Drive										Total Funds: 2,560

Description:

Amendment: Add New Project Amend project into the FY 2017-2022 TIP with \$2.56 million in revenue sharing funds in FY 2018.	Approved on: 7/6/2018
---	------------------------------



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

Stephen C. Brich, P.E.
COMMISSIONER

July 5, 2018

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

RE: Request to Amend TPB Resolution R20-2018 Project List attachment

Dear Mr. Allen:

On June 20, The Transportation Planning Board approved Resolution R20-2018, as requested by VDOT. The Resolution expressed the TPB's support for Virginia Smart Scale funding applications that were not listed in the 2016 CLRP. The resolution was needed to comply with Virginia's Smart Scale application procedures for projects not listed the most recent CLRP.


The Resolution references "an attached preliminary list", which is titled "Northern Virginia Projects Submitted to the Commonwealth Of Virginia Smart Scale Project Prioritization Process". This list was based on information VDOT staff provided to the TPB. We have determined that the following projects we listed as being in the CLRP are referenced in the CLRP as "studies". The projects are:

- Braddock Rd. Improvements, Phases 1 and 2 Fairfax County
- Seven Corners Ring Rd. (Phase 1A Segment 1A) Fairfax County
- Soapstone Rd. Extension/Dulles Toll Rd. Overpass Fairfax County

This means that the projects will still need to be included in a future Air Quality Conformity Analysis before they can proceed beyond the planning/P.E. phase. We therefore are requesting the addition of these projects to the R20-2018 attachment as project proposals not currently included in the 2016 CLRP. We request that this correction be added to the agenda of the July 6, 2018 Steering Committee for consideration.

VDOT appreciates the cooperation and assistance the TPB staff and Board have provided in enabling our local government partners to apply for funding through Smart Scale. Thank you for your consideration of this request.

Sincerely,

for 
 Helen Cuervo, P.E.
 District Engineer
 VDOT Northern Virginia District

cc:
Renée Hamilton, VDOT
Ms. Maria Sinner, P.E., VDOT
Mr. Norman Whitaker, AICP, VDOT

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

**A RESOLUTION OF SUPPORT FOR SUBMISSION OF NORTHERN VIRGINIA PROJECTS
FOR THE COMMONWEALTH OF VIRGINIA'S SMART SCALE TRANSPORTATION PROJECT
PRIORITIZATION PROCESS**

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 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, on October 18, 2017, the TPB approved the 2016 Amendment to the Constrained Long-Range Transportation Plan (CLRP) which was developed as specified in the Federal Planning Regulations and is the MPO's long-range plan of record; and

WHEREAS, localities, agencies and public transportation providers that wish to submit projects for the Commonwealth of Virginia SMART SCALE funding must demonstrate that the project is included in or is exempt from inclusion in the CLRP, or, if the project is not in the CLRP, the project must have an MPO resolution of support, in order to be considered for the SMART SCALE prioritization process; and

WHEREAS, the Virginia Department of Transportation (VDOT) receives all highway and transit SMART SCALE project submissions, has transmitted the attached list of preliminary applications received by June 1, and has worked with TPB staff in reviewing the highway and transit project submissions for submission eligibility; and

WHEREAS, absent a determination by TPB staff that a project is already included in the approved CLRP, submission of projects for SMART SCALE funding requires a resolution of support by the TPB; and

WHEREAS, submission of projects to the Commonwealth for the SMART SCALE process does not infer nor commit TPB to include any project into its long-range plan; and

WHEREAS, all projects that are awarded SMART SCALE funding and are not already included in the 2016 CLRP, as amended or updated, must each be treated as a new project to the TPB's process and will be evaluated accordingly as specified in the TPB's Technical Inputs Solicitation Submission Guide; and

WHEREAS, VDOT expects the final list of projects submitted to be a subset of the attached preliminary list and will provide the TPB with a list of projects that were submitted at the August 1 deadline, and will also provide TPB with the list of projects that were awarded funding;

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board supports submission of the following Northern Virginia projects to the Commonwealth of Virginia SMART SCALE Project Prioritization Process:

**NORTHERN VIRGINIA PROJECTS SUBMITTED TO THE COMMONWEALTH OF VIRGINIA
SMART SCALE PROJECT PRIORITIZATION PROCESS**

SMART SCALE PROJECT PROPOSALS NOT CURRENTLY INCLUDED IN THE APPROVED 2016 CLRP AMENDMENT

Bus Transit Projects

- | | |
|---|--------------------------|
| • ART – Arlington Transit Facilities | Arlington County Transit |
| • Citywide Transit Signal Prioritization on Major Corridors | DASH/Alexandria Transit |
| • Loudoun ADA Transition Plan | Loudoun County Transit |
| • Shirlington Station Expansion | Arlington County Transit |
| • Transit Technology and ITS Improvements | Arlington County Transit |

Highway Projects

- | | |
|--|-----------------------|
| • Braddock Rd. Improvement Phase 1 | Fairfax County |
| • Braddock Rd. Improvements Phase 2 | Fairfax County |
| • Davis Dr. Extension and Dulles Toll Rd. Rock Hill Overpass | Fairfax County |
| • Fairfax Blvd./Warwick Ave. Intersection Improvements | Fairfax City |
| • Intersection Improvements at Old Bridge Rd., Occoquan Rd. | Prince William County |
| • Jermantown Rd. Corridor Improvements | Fairfax City |
| • Lawyers Rd. NW and Church St. NW Roundabout | Vienna Town |
| • Northern Virginia Regional Multimodal Mobility Program | NVTA |
| • Performance Parking Deployment in Commercial Corridors | Arlington County |
| • Route 15 (Braddock Rd. - Roundabout) | Loudoun County |
| • Route 50 Roundabout at Trailhead Dr. | Loudoun County |
| • Ryan Rd. - Evergreen Mills Rd. to Northstar Blvd. | Loudoun County |
| • Safety, Capacity Enhancements at Duke/Taylor Run/Telegraph | Alexandria City |
| • Seven Corners Ring Rd. (Phase 1A Segment 1A) | Fairfax County |
| • Soapstone Rd. Extension/Dulles Toll Rd. Overpass | Fairfax County |
| • Trailhead Dr. Roundabout - at Braddock Rd. | Loudoun County |
| • Wellington Rd. Widening - University Blvd. to Balls Ford Rd. | Prince William County |

Bicycle & Pedestrian Projects

- | | |
|--|-------------------|
| • 110 Trail (South) | Arlington County |
| • Crosstown Multimodal Improvements | Arlington County |
| • Crystal City to Reagan National Airport Bridge | Arlington County |
| • Park Avenue Streetscape and Utility Relocation | Falls Church City |
| • Pickett Trail Connector | Fairfax City |
| • S. Washington Multimodal Improvements | Falls Church City |

FOR INFORMATION ONLY: SMART SCALE PROJECT PROPOSALS ALREADY INCLUDED IN THE APPROVED 2016 CLRP AMENDMENT

Bus Transit Projects

- Crystal City Potomac Yard Transitway Extension (Southern) Arlington County Transit
- DASH Zero Emission Fleet Program DASH Alexandria Transit
- Pentagon City Multimodal Connections/Transitway Extension Arlington County Transit
- Richmond Highway Bus Rapid Transit Fairfax County
- West End Transitway - Southern Segment Alexandria City

Rail Transit Projects

- Ballston MU Metrorail Station West Entrance Arlington County Transit
- Crystal City Metro East Entrance Arlington County Transit
- Northern Entrance - Eisenhower Ave Metro Alexandria City

Highway Projects

- Belmont Ridge Rd. - Shreveport Dr. to Evergreen Mills Rd. Loudoun County
- ~~Braddock Rd. Improvement Phase 1~~ ~~Fairfax County~~
- ~~Braddock Rd. Improvements Phase 2~~ ~~Fairfax County~~
- Croson Lane - Claiborne Pkwy. to Old Ryan Rd. Loudoun County
- Devlin Rd. Widening - Linton Hall Rd. to Relocated Balls Ford Rd. Prince William County
- Dulles West Blvd. - Loudoun County Pkwy to Northstar Blvd. Loudoun County
- Eaton Pl. and Chain Bridge Rd. Intersection Improvements Fairfax City
- Evergreen Mills Rd. Realignment (Reservoir Rd. to Watson Rd.) Loudoun County
- Frontier Dr. Extension Fairfax County
- I-95 Southbound Auxiliary Lane Project - Exit 160 to 158 Prince William County
- Northstar Blvd (Braddock Rd. to Shreveport Dr.) Loudoun County
- Northstar Blvd - Braddock Rd. to Tall Cedars Blvd Loudoun County
- Prentice Dr. Extension - Shellhorn Rd. to Lockridge Rd. Loudoun County
- Richmond Highway Corridor Improvements Fairfax County
- Route 1 (Fraley Blvd) Widening Dumfries Town
- Route 1 at Route 123 Intersection Improvements Prince William County
- Route 15 (Battlefield Rd. to Montresor Rd.) Loudoun County
- Route 15 (North of Montresor to Lucketts) Loudoun County
- Route 15 Improvements with RailRd. Overpass Prince William County
- Route 234 and Brentsville Rd. Interchange Prince William County
- Route 234 and Sudley Manor Dr. Intersection Improvements Prince William County
- Route 234 and University Blvd Intersection Improvements Prince William County
- Route 28 Corridor Rd.way Improvements Prince William County
- Route 28 NB Widening (Dulles Toll Rd. and Sterling Blvd) Loudoun County
- Route 28 Widening NB (McLearn Rd. to Route 50) Fairfax County
- Route 286 Widening from Route 29 to Route 123 Fairfax County
- Route 29 Telephone Road Alternative Intersection Fauquier County
- Route 50 Collector Improvements and new Collector Rd. Loudoun County
- Route 50 Roundabout at Everfield Dr. Loudoun County
- Route 15 Leesburg Bypass Interchange with Edwards Ferry Rd. Leesburg Town
- Route 234 and Sudley Manor Dr. Intersection Improvements Prince William County

- Route 7 - Route 9 to Dulles Greenway Loudoun County
- ~~Seven Corners Ring Rd. (Phase 1A Segment 1A)~~ ~~Fairfax County~~
- ~~Soapstone Rd. Extension/Dulles Toll Rd. Overpass~~ ~~Fairfax County~~
- Shellhorn Rd./Sterling Blvd - Loudoun Co Pkwy to Randolph Dr. Loudoun County
- South Elden St. Corridor Improvements Herndon Town
- Summit School Rd. Extension and Telegraph Rd. Widening Prince William County
- University Boulevard Extension - Devlin Rd. to Wellington Rd. Prince William County
- Widen Telegraph Rd. - Minnieville to Prince William Pkwy Prince William County

Bicycle & Pedestrian Projects

- Access Improvements to West End Transitway Alexandria City
- Crystal City Streets Arlington County

Approved by the Transportation Planning Board at its regular meeting on June 20, 2018.

Technical correction approved by the TPB Steering Committee at its regular meeting on July 6, 2018.

Underlined text = New language

~~Stricken Text~~ = Delete



ITEM #5

MEMORANDUM

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

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

Attachment



National Capital Region
Transportation Planning Board

June 20, 2018

Paul J. Wiedefeld
General Manager
Washington Metropolitan Area Transit Authority
600 Fifth Street, NW
Washington, D.C. 20001-2693

Re: Street Smart FY 2018 funding

Dear Mr. Wiedefeld:

On behalf of the Transportation Planning Board (TPB) I am happy to inform you that the TPB will be launching its "Street Smart" Pedestrian and Bicycle Safety Campaign in FY 2019. This region-wide campaign promotes safety for Pedestrians and Bicyclists including WMATA's transit riders as they walk or bike to and from bus stops and Metrorail stations. The campaign is funded by DDOT, the Maryland Highway Safety Office, the Virginia Highway Safety Office, and by WMATA. I am now asking that you consider renewing WMATA's contribution of \$150,000 for FY 2019.

The Street Smart campaign cautions drivers to slow down and watch out for people walking and biking. Messages are delivered in both English and Spanish via online media, news stories, on-the-ground outreach, and outdoor media, including transit ads.

WMATA is a valued partner and funder of the campaign. WMATA's financial contribution of \$150,000 accounted for 19% of the FY 2018 budget of \$775,000. WMATA also ran pro bono transit advertising when space was available. WMATA staff serve on the advisory group, and helped shape the development of the new ads which were launched in Fall 2017.

The Street Smart campaign benefits to WMATA include: passenger safety messaging, advertising revenue, and partnership in a major public service program. Street Smart campaign deployed outreach teams at Metrorail stations, as well as on bus corridors with heavy pedestrian traffic, and placed advertising on WMATA buses. See the attached FY 2018 WMATA Summary and FY 2017 Annual Report for more details.

The Street Smart campaign has been successful in terms of increasing public awareness of the consequences of unsafe behaviors, changing reported pedestrian and motorist behavior, and leveraging earned media and local law enforcement. The transit advertising has been particularly effective. In our 2018 post-campaign survey, 71% of the pedestrians and motorists in the Washington region could recall at least one of the Street Smart ads. Unaided awareness - people who could describe the ads without any reminders - was 30%, an all-time high.

As a unified regional campaign, Street Smart benefits from economies of scale in production and purchase of advertising, greater leveraging of federal funding from multiple recipients, and greater media attention than would be possible for an individual agency safety campaign.

For funds to be available for the Fall 2018 campaign, funding commitment letters should be sent to Director of Transportation Planning, Kanti Srikanth, at the address below by August 31st, 2018.

Should you have any questions about the campaign or the requested voluntary contribution, please contact Kanti Srikanth at (202) 962-3257. Thank you for your participation in this program that addresses one of our region's most critical needs: pedestrian and bicyclist safety.

Paul J. Wiedefeld
June 20, 2018

Sincerely,



Charles Allen
Chairman, National Capital Region
Transportation Planning Board

cc: ✓ Kanti Srikanth, Director of Transportation Planning, MWCOG
Carla Grano, Assistant Chief Safety Officer, WMATA
Shyam Kannan, Managing Director, Office of Planning, WMATA



National Capital Region
Transportation Planning Board

June 20, 2018

Ms. Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Ms. Chao:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by Loudoun County, Virginia for a Transportation Planning Grant under the FY 2018 Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants Program.

The Planning Grant would fund the preparation of a corridor operations and safety study for Route 9, from the West Virginia State Line to Route 7. Route 9 is one of the Primary Rural Routes in Loudoun County. This study was identified as a need by the County Board of Supervisors following a county transportation summit in 2017, and will lead to improvements in safety and in corridor operations and management.

Safety and efficient operations on the region's transportation system are regional priorities for the TPB. The study proposed for this grant directly responds to these regional transportation goals and priorities adopted by the Transportation Planning Board and identified in the Washington region's long-range transportation plan. As such the TPB appreciates your favorable consideration of Loudoun County's application. I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include this project.

Sincerely,

A handwritten signature in purple ink, appearing to read "Charles Allen".

Charles Allen
Chair, National Capital Region
Transportation Planning Board



National Capital Region
Transportation Planning Board

June 20, 2018

Ms. Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Ms. Chao:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by Loudoun County, Virginia for a Transportation Planning Grant under the FY 2018 Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants Program.

The Planning Grant would fund the preparation of NEPA documentation for a project along Route 15, from Whites Ferry Road to the Maryland State Line at the Potomac River. Loudoun County is already funding the preparation of NEPA documentation for part of the Route 15 corridor, from Battlefield Parkway to Montresor Road. The Planning Grant would fund a study for Phase 2 of the Route 15 project from the town of Leesburg to Maryland. The Phase 2 portion of the project is completely in a rural area. Route 15 is an important connection from the town of Leesburg to Maryland, and the BUILD Planning Grant will allow the County to plan for improvements on this important rural corridor.

The TPB's Vision and Priorities documents call for actions that addresses the mobility and accessibility needs of the region in an environmentally sensitive and sustainable manner. The environmental impact analysis study proposed for this grant directly responds to this aspect of regional transportation goals and priorities adopted by the Transportation Planning Board and identified in the Washington region's long-range transportation plan. As such the TPB appreciates your favorable consideration of Loudoun County's application. I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include this project.

Sincerely,

A handwritten signature in purple ink, appearing to read "Charles Allen".

Charles Allen
Chair, National Capital Region
Transportation Planning Board



National Capital Region
Transportation Planning Board

June 20, 2018

Ms. Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Ms. Chao:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by Loudoun County, Virginia for a grant under the FY 2018 Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants Program.

The BUILD Grant will fund the construction of two roundabouts on Braddock Road, a major east west corridor for County, at intersections with Trailhead Drive and Route 15. Both roundabouts are in a rural area, south of US 50. The roundabout at Trailhead Drive will address traffic concerns related to the development of the HS 9 School site. Both roundabouts will improve safety and corridor operations and management.

Safety and efficient operations on the region's transportation system are regional priorities for the TPB. The project proposed for this grant directly responds to these regional transportation goals and priorities adopted by the Transportation Planning Board and identified in the Washington region's long-range transportation plan. As such the TPB appreciates your favorable consideration of Loudoun County's application. I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include this project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Charles Allen".

Charles Allen
Chair, National Capital Region
Transportation Planning Board



National Capital Region
Transportation Planning Board

June 20, 2018

Ms. Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Ms. Chao:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by Montgomery County, Maryland for a grant under the FY 2018 Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants Program.

The BUILD Grant will improve safety and relieve congestion by constructing intersection improvements, purchasing transit buses for a circulator, and building a bicycle connection between the Food and Drug Administration (FDA) campus and the community of Hillandale along highway Maryland 650 (New Hampshire Avenue).

Enhancing safety and promoting alternative modes of travel and transit usage are regional priorities for the TPB. The project proposed for this grant directly responds to these regional transportation goals and priorities adopted by the Transportation Planning Board and identified in the Washington region's long-range transportation plan. As such the TPB appreciates your favorable consideration of Montgomery County's application. I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include this project.

Sincerely,

A handwritten signature in purple ink, appearing to read "Charles Allen".

Charles Allen
Chair, National Capital Region
Transportation Planning Board



National Capital Region
Transportation Planning Board

July 5, 2018

Ms. Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Ms. Chao:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by Virginia Railway Express for a Transportation Planning Grant under the FY 2018 Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants Program.

The BUILD Planning Grant would fund final design for the L'Enfant Station and Fourth Track improvements project, leading to an expansion of the station and construction of a fourth main track through the station area. In combination with the Long Bridge Project under development by the District Department of Transportation and Virginia's Atlantic Gateway Initiative, the L'Enfant Station and Fourth Track improvements would benefit the public traveling in the National Capital Region by creating more railroad capacity, decreasing operational conflicts between passenger and freight trains, decreasing travel and station dwell times, and accommodating increases in commuter, inter-city, and freight train traffic.

Expanding and improving the efficiency of the region's transportation system are regional priorities for the TPB. The study proposed for this grant directly responds to these regional transportation goals and priorities adopted by the Transportation Planning Board and identified in the Washington region's long-range transportation plan. As such the TPB appreciates your favorable consideration of Virginia Railway Express's application. I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include this project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Charles Allen".

Charles Allen
Chair, National Capital Region
Transportation Planning Board



National Capital Region
Transportation Planning Board

June 28, 2018

Dear U.S. DOE ARPA-E Staff and Proposal Reviewers:

I am writing to express the support of the National Capital Region Transportation Planning Board's (TPB's) Commuter Connections program at the Metropolitan Washington Council of Governments (COG) for the proposal, led by the Maryland Transportation Institute (MTI) at the University of Maryland (UMD). The proposal seeks to reduce energy use, emissions and congestion by developing and deploying to develop innovative, personalized and real-time traveler incentives.

The TPB is the federally designated metropolitan planning organization (MPO) for the Washington metropolitan area. The TPB is involved in transportation planning, programming, and travel monitoring activities. The TPB's Commuter Connections program is a network of transportation organizations that encourage the use of alternative commute modes and departure time. The program also assists the region in reducing congestion, energy use, and improving air quality by offering programs leading to travel behavior changes. Rideshare services, incentive programs and outreach to over 8,000 employers have led to a highly impactful program with over 30,000 active users, 3 million daily vehicle miles of travel and over 155,000 vehicle trips reduced.

Commuter Connections and the MTI at UMD have collaborated on a previous U.S. DOE ARAP-E TRANSNET project, and signed an MOU to execute travel demand management and incentive-based approaches for energy-efficient mobility. If this new ARPA-E OPEN 2018 proposal is funded by DOE, Commuter Connections intends to work with the research team to: (1) Implement additional incentive programs with DOE funding and matching funds to increase quantity and quality of ridesharing trips in the region, including both long-term and dynamic ridesharing; (2) Implement additional incentive programs via the Flextime platform to reduce peak period travel demand; and (3) Provide data for the evaluation of the energy and mobility benefits of the proposed incentive programs.

Commuter Connections will use \$400,000 in existing non-federal funding as cost share match from its annual Work Program. This amount is representative for certain Commuter Connections project areas that will lend themselves to the ridesharing and Flextime incentives. Should you have further questions or need additional information, please do not hesitate to contact Nicholas Ramfos, at (202) 962-3313, or via email at nramfos@mwkog.org.

Sincerely,

Kanathur Srikanth
Director, NCR-TPB and COG Transportation Planning Department

Lyn Erickson

From: Stewart Schwartz <stewart@smartergrowth.net>
Sent: Friday, June 29, 2018 3:51 PM
To: Chuck Bean; Stuart Freudberg; Kanti Srikanth; Lyn Erickson; John Swanson
Subject: Fwd: Our Statement of Principals re Regional Bus Study
Attachments: Statement of Principles.WMATA.Final.pdf

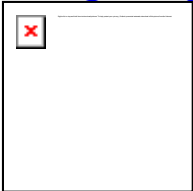
COG and TPB:

Please see the attached and include in your letters packets for your board members.

Thank you and have a great weekend.

Stewart

Stewart Schwartz | Executive Director
Coalition for Smarter Growth
316 F Street NE | Suite 200
Washington, DC 20002 (202) 675-0016 (*main*) | (703) 599-6437 (*cell*)
stewart@smartergrowth.net



“Fund It, Fix It” Coalition
A coalition of non-profits supporting a strong regional bus system

June 28, 2018

Re: WMATA Bus Redesign Study

Dear stakeholders, elected officials and decision makers:

On behalf of the Coalition for Smarter Growth and the “Fund It, Fix It” Coalition please accept this statement of principles supporting a reliable, frequent and efficient regional bus system.

A well-functioning regional bus system is crucial for the economic health and sustainability of the Washington DC region. Our region will not remain economically competitive without this vital public resource.

For this reason, we are urging regional leaders to ensure that improving existing bus service is a key focus of the WMATA bus redesign study. It is essential that WMATA and regional jurisdictions collaborate on a shared vision for improving both Metrobus and the entire regional bus network. Thanks for all that you do.

Sincerely,



Stewart Schwartz
Executive Director
Coalition for Smarter Growth

Enclosure (1): Statement of Principles

Statement of Principles

Supporting an extensive, reliable, frequent, and accessible regional bus network

We, the undersigned groups and individuals, support an extensive, reliable, frequent, and accessible regional bus network in the DC region. Today, 45 percent of regional transit trips are by bus, and over 400,000 area residents rely on the bus every day to get to work and do daily errands. Of those trips, 75 percent are carried by Metrobus. But local systems – Fairfax Connector, DC Circulator, Montgomery Ride-On, Prince George’s The Bus, Arlington ART, Alexandria DASH, Loudoun County Transit, PRTC, City of Fairfax CUE, and the Maryland Transit Administration extend bus service to communities throughout the region. A well-functioning bus system is crucial to the economic health and sustainability of the Washington DC region.

As WMATA prepares to undergo a comprehensive region-wide bus study, it is imperative that all jurisdictions fully participate in this process:

1) We urge our elected officials in Virginia, Maryland, and the District of Columbia to ensure that their state and local transit agencies and transportation planners work together with WMATA and community stakeholders to make the study successful.

2) We not only urge all of the jurisdictions and agencies to freely share all available data with WMATA and its consultants, but also that all local bus systems be evaluated in conjunction with the evaluation of WMATA service so that we can develop the best possible interconnected system, no matter who might run any particular routes and services.

3) In addition, as the study moves forward, stakeholders and decision-makers must prioritize:

- **Extensive bus transit service:** Bus and bus rapid transit offer the opportunity to provide an extensive transit network where Metrorail, the Purple Line, and commuter rail do not reach. Service on dedicated lanes can speed trips, help to shape more transit-oriented land use, and can provide connections across the city and suburbs to improve access to jobs and services.
- **Reliable and frequent bus transit service:** Creating a more reliable and frequent bus system must remain at the forefront of the study. In order to achieve a world-class bus system, we must implement improvements like dedicated bus lanes, limited stop service, queue jumps, off-board fare collection, and rush-hour express buses. These improvements make the best use of our existing road space. A dedicated bus lane can move three times as many people per hour as a lane reserved for single occupancy cars. Combining these speed and efficiency investments with funding for more buses, integrated fare systems, real time information, improved maps and graphics, and clean and safe vehicles will ensure we provide the best service possible to customers.
- **A sustainable transit system:** The transportation sector is now the largest source of US greenhouse gas emissions. Combating the climate crisis requires a focus on transit-

oriented development and transit, plus a transition to electric vehicles and clean transportation choices. An extended and improved regional bus network will help reduce driving, improve air quality, and reduce greenhouse gas emissions.

- **An accessible transit system:** The bus system provides lower income communities with vital links to jobs, resources, and opportunity. This is especially important considering 51 percent of Metrobus riders earn less than \$30,000 per year. As changes to bus service are considered, conducting outreach to all communities and all income levels must be a priority. While we want to increase system efficiency, the need to preserve access to service and access to opportunity must remain a top goal of comprehensive transit planning.

Investing in a more frequent, reliable bus system is crucial to sustain an economically successful and equitable DC region. Our regional bus system, whether Metrobus or our many jurisdictionally based services, provides affordable transit, connects workers to jobs, increases our economic competitiveness, reduces air pollution and greenhouse gas emissions, and increases quality of life for all residents.

Just as the region came together to approve dedicated funding for Metro, we must come together again to create a stronger bus system. We urge the leaders of Virginia, Maryland, and the District of Columbia, including all local jurisdictions, to come together and approve full participation in this study.

Sincerely,

Stewart Schwartz, Executive Director, Coalition for Smarter Growth
Michelle Krockner, Executive Director, Northern Virginia Affordable Housing Alliance
Amy Ginsburg, Executive Director, Friends of White Flint
Kimberly Brandt, Executive Director, 1000 Friends of Maryland
Trip Pollard, Director- Land & Community Program, Southern Environmental Law Center
Brent Bolin, Chesapeake Regional Director, Clean Water Action
Mary Rafferty, Executive Director, Virginia Conservation Network
Benjamin Orr, Executive Director, Maryland Center on Economic Policy
Kathy McGuire, President, League of Women Voters of the National Capital Area
Judy Helein, Co-President, League of Women Voters of the Fairfax Area
Bee Ditzler, Transportation Chair, League of Women Voters Montgomery County
Karen Campblin, Transportation Committee- Co-Chair, Sierra Club Virginia
Brian Ditzler, Chair, Sierra Club Maryland
Payton Chung, Board Member-Smart Growth Committee Chair, Sierra Club DC
Tina Slater, Transportation Chair, Montgomery County Sierra Club



National Capital Region
Transportation Planning Board

July 5, 2018

Ms. K. Jane Williams
Acting Administrator
Federal Transit Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Ms. Williams:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by the Maryland Department of Transportation for the Federal Transit Administration's FY 2018 Pilot Program for Transit-Oriented Development (TOD) Planning.

The TOD Planning Pilot grant would fund the Purple Line Corridor Mobility, Economic Development and TOD Implementation Plan. Funding for this proposal will enable a multi-sector partnership, convened through the Purple Line Corridor Coalition, to address economic development and land use opportunities at this critical time with construction already underway on the Purple Line.

Concentrated growth in activity centers around high-quality transit, enhanced circulation and pedestrian infrastructure, and improved access to transit stops and stations are regional priorities for the TPB. The proposal directly responds to these regional transportation goals and priorities adopted by the Transportation Planning Board and identified in the Washington region's long-range transportation plan. As such the TPB appreciates your favorable consideration of the Maryland Department of Transportation's application. I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include this project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Charles Allen".

Charles Allen
Chair, National Capital Region
Transportation Planning Board



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

Stephen C. Brich, P.E.
COMMISSIONER

July 11, 2018

Mr. Kanti Srikanth
Director – MWCOG, Dept. of Transportation Planning
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington, DC 20002-4201

RE: Supplementary Information on the Consideration of Equity in the Virginia Smart Scale Process

Dear Kanti:

On June 20, the Transportation Planning Board approved Resolution R20-2018, as requested by VDOT. The resolution expressed TPB's support for Smart Scale funding applications for Northern Virginia transportation projects that have not yet been included in the Constrained Long Range Plan. This letter provides further information regarding equity as an evaluation measure for the Smart Scale Process.

Listed below are the six Smart Scale evaluation factor areas as they apply to Northern Virginia, including measures considered for each factor, a brief description, and the weight used for each factor. As highlighted, equity is addressed in both the Accessibility and Economic Development evaluation measures.

1. Safety (5%)

- S.1 - Reduction in number of Fatal and Injury crashes - Equivalent property damage only (EPDO) of fatal and injury crashes expected to be avoided due to project implementation
- S.2 - Reduction in Fatal and Injury crash Rate - Equivalent property damage only (EPDO) of fatal and injury crashes per 100 million vehicle miles traveled (VMT) expected to be avoided due to project implementation

2. Congestion Mitigation (45%)

- C.1 - Increase in Person Throughput - Increase in corridor total (multimodal) person throughput attributed to the project
- C.2 - Decrease in Person Hours Delay - Decrease in the number of person hours of delay in the corridor

3. Accessibility (15%)

A.1 - Increase Access to Jobs - Change in average jobs accessibility within 45 minutes (within 60 minutes for transit projects)

A.2 - Access to jobs for disadvantaged population - Change in average jobs accessibility for disadvantaged populations within 45 minutes (within 60 minutes for transit projects)

A.3 - Access to Multimodal Choices - Assessment of the project support for connections between modes, and promotion of multiple transportation choices

4. Environment Quality (10%)

E.1 - Air Quality and Energy Environmental Effect - Potential of project to improve air quality and reduce greenhouse gas emissions

E.2 - Impact to Natural and Cultural Resources - Potential of project to minimize impact on natural and cultural resources located within project buffer

5. Economic Development (5%)

ED.1 - Project Support for Economic Development - Project consistency with regional and local economic development plans and policies and support for local development activity.

If a transportation project is located in an area of economic distress, additional points are added to the application score.

ED.2 - Intermodal Access and Efficiency - Rate projects based on the extent to which the project is deemed to enhance access to critical intermodal locations, interregional freight movement, and/or freight intensive industries

ED.3 - Travel Time Reliability - Improvement in travel time reliability attributed to the project

6. Land Use and Transportation Coordination (20%)

L.1 - Transportation efficient land use - Amount of population and employment located in areas with high non-work accessibility

L.2 - Increase in Transportation Efficient Land Use - Increase in amount of population and employment located in areas with high non-work accessibility between present day and the horizon year of 2025

VDOT appreciates the cooperation and assistance the TPB staff and Board have provided in enabling our local government partners to apply for funding through Smart Scale. We hope that this letter addresses any concerns about consideration of equity as a Smart Scale factor, and we will be happy to provide any additional information as requested.

Sincerely,



Renée Hamilton
Deputy District Administrator
VDOT Northern Virginia District

Cc: Mr. Norman Whitaker, AICP, VDOT



MEMORANDUM

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

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



MEMORANDUM

TO: Transportation Planning Board
FROM: Nicholas Ramfos, TPB Operations Programs Director
SUBJECT: 2018 Commuter Connections Employer Recognition Awards
DATE: July 12, 2018

The intent of this memorandum is to provide a summary of the 2018 Commuter Connections Employer Recognition Awards.

Each fiscal year, COG/TPB staff coordinates the annual Commuter Connections Employer Recognition Awards for employers showing commitment towards voluntarily implementing commute alternative programs and telecommuting at their respective worksite.

During FY 2018, nominations for the awards categories of Incentives, Marketing and Telework were received in February and reviewed by a selection committee in March which was chaired by the City of Falls Church Council Member and TPB member David Snyder.

The 2018 Employer Recognition Awards event was held at the National Press Club on June 26, 2018. The event was emceed by Prince William County Board of Supervisor and TPB Vice Chairman Martin Nohe. Awards presenters included: District of Columbia Council Member and TPB Vice Chair Charles Allen; Ginanne Italiano, President & CEO of the Greater Bethesda Chamber of Commerce; Tom Calcagni, Regional Director, AAA Mid-Atlantic; and Jim Bongiorno, Director, SmartBenefits & Business Sales, WMATA.

Awards recipients included:

Incentives: American Pharmacists Association (APhA), Washington, DC

Marketing: The Donohoe Companies, Bethesda, MD

Telework: IQ Solutions, Rockville, MD

Employer Services Sales Team Achievement Award: Loudoun County Commuter Services

Employer Services Organization Achievement Award: FAST for Potomac Yard



MEMORANDUM

TO: Transportation Planning Board
FROM: Lori Zeller
SUBJECT: Status Update on Visualize 2045
DATE: July 12, 2018

This memo provides the timeline for upcoming activities regarding your review and adoption of Visualize 2045, the federally required long-range transportation plan for the National Capital Region. A detailed outline of the plan document is also included which reflects feedback staff received from the TPB at the March 21, 2018 meeting, as well as continuous feedback received from the TPB Technical Committee.

On Friday, September 21, there will be a **special Visualize 2045 Work Session that will take place before the TPB meets, from 10:30-11:45 A.M. in the Board Room.** The work session will provide an opportunity for TPB members to review in detail and discuss some of the more technical aspects of Visualize 2045, including but not limited to the Financial Plan, Air Quality Conformity analysis, and performance analysis. The TPB will receive a much shorter version of these presentations at the September 21 meeting.

Date	Event or Activity	Details
Friday, September 7	Draft plan released for public comment	Draft Visualize 2045 released for public comment and presented to Technical Committee. TPB members will receive email notification that draft plan has been released for public comment.
September (dates TBD)	Public Open Houses	Three public open houses will take place: one each in the District of Columbia, Maryland and Virginia
Friday, September 21	Pre-TPB Meeting Work Session 10:30 – 11:45 A.M. TPB Meeting <i>12:00 – 2:00 P.M.</i>	TPB members to review in detail and discuss technical aspects of plan, including but not limited to the Financial Plan, Air Quality Conformity analysis, and performance analysis Overview of Draft Visualize 2045 presented to TPB
Sunday, October 7		Public comment period ends
Wednesday, October 17	TPB Meeting	Public comment responses presented to TPB and TPB expected adoption of Visualize 2045, the Air Quality Conformity Determination, the 2019-2024 TIP, and the Self-Certification Statement

VISUALIZE 2045 TABLE OF CONTENTS

Below is the table of contents for the Visualize 2045 plan document. The list of appendices follows the table of contents.

1. Introduction

- A. About the TPB
- B. Overview of Visualize 2045
 - i. Seven Endorsed Initiatives (What the Region **ASPIRES TO DO**)
 - ii. Financially Constrained Element (What the Region **CAN DO**)
 - iii. Federal Requirements (What the Region **MUST DO**)
 - iv. Regional Planning Activities
 - v. Planning Process

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- A. Existing Development and Forecast Growth
 - i. Regional Activity Centers
- B. The Regional Transportation System
- C. Travel Patterns in Metropolitan Washington
 - i. Trips and Mode Share
 - ii. Bus and Rail Transit Use
 - iii. Vehicle Travel
 - iv. Teleworking
 - v. Taxis and Ride-Hailing Services
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- D. The Future of Regional Travel

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- A. TPB Policy Framework
 - i. The TPB Vision
 - ii. The Regional Transportation Priorities Plan
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 - iv. Seven Endorsed Initiatives
- B. Federal Requirements
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 - iii. Non-Discrimination and Equity
 - iv. Public Participation

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- B. The Seven Endorsed Initiatives
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 - ii. Expand Bus Rapid Transit Regionwide
 - iii. Provide More Telecommuting and Other Options for Commuting
 - iv. Move More People on Metrorail
 - v. Expand Express Highway Network
 - vi. Improve Walk and Bike Access to Transit
 - vii. Complete the National Capital Trail
- C. Getting to the Seven Endorsed Initiatives
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 - ii. Step 2: Bundled Projects, Programs and Policies for Analysis
 - iii. Step 3: Endorsed Seven Initiatives with the Most Promise

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 - ii. Major HOT, HOV, and Toll Lane Projects
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 - i. Bring Jobs and Housing Closer Together
 - ii. Expand Bus Rapid Transit Regionwide
 - iii. Provide More Telecommuting and Other Options for Commuting
 - iv. Move More People on Metrorail
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 - vii. Complete the National Capital Trail
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- A. *Under development*

9. Conclusion

- A. *Under development*

Appendices

Appendix A	Financial Plan
Appendix B	Summary of Projects in the Financially Constrained Element
Appendix C	Air Quality Conformity Report
Appendix D	PBPP System Performance Report
Appendix E	Congestion Management Process
Appendix F	Safety Planning
Appendix G	Environmental Consultation and Mitigation
Appendix H	Report on Phase I of Public Outreach: Public Input Survey
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Appendix K	Summary of Comments from Public Comment Periods
Appendix L	Federal Compliance Checklist



MEMORANDUM

TO: Transportation Planning Board
THROUGH: Andrew Meese, Systems Performance Planning Director Daivamani Sivasailam, Principal Transportation Engineer
FROM: Andrew Burke, Transportation Engineer
SUBJECT: Traffic Signal Power Back-up and Traffic Signal Optimization Surveys
DATE: July 12, 2018

TPB staff recently conducted the latest in a series of regional traffic signal-related surveys, focusing on timing/optimization and power back-ups. Surveys are self-reported by the state departments of transportation and local jurisdictions that operate traffic signals in the region. The most recent survey was conducted in early 2018 requesting status as of December 31, 2017.

TRAFFIC SIGNAL OPTIMIZATION AND POWER BACK-UP SURVEY RESULTS

The most recent survey results are shown below, compared to selected previous survey results. Previous optimization and power back-up surveys were conducted on differing schedules, but are now conducted simultaneously. The two tables show the most recent results compared to the most recent immediate prior survey (2013 in the case of optimization, and 2015 in the case of power back-ups), as well as being compared to the earliest year for which full regional results were compiled (2005 for optimization and 2012 for back-ups). All figures are approximate.

Table 1. Signal Optimization Results

Survey Year	Signalized Intersections	Optimized	Optimized Signals Percentage
2005	4700	3200	68%
2013	5400	3600	67%
2017	5900	4300	73%

Table 2. Signal Power Back-up Results

Survey Year	Signalized Intersections	Battery Based Backup	Generator Ready
2012	5400	1400 (26%)	3100 (57%)
2015	5500	1500 (27%)	3200 (58%)
2017	5900	2100 (35%)	4500 (77%)

SURVEYS

The surveys have evolved from being paper-based to the recent online survey and questions have evolved over time. Since the numbers are self-reported, the numbers shown in the tables should be considered approximate.

TRAFFIC SIGNAL OPTIMIZATION

Signal optimization is a traffic engineering concept whereby traffic signals (often groups of signals in corridors and/or isolated systems) are (re-)timed to reduce delay for vehicles on the roadway system while ensuring safety. TPB staff have conducted several optimization surveys between 2005 and 2017. The survey was originally conceived in response to a 2002-2005 Transportation Emissions Reduction Measure (TERM) focusing on increasing traffic signal optimization in the region. Note that prior to the 2002-2005 TERM, the estimated regional level of optimized signals was 45%. Thus, the most recent estimated result of 73% optimized maintains levels considerably higher than pre-TERM levels.

TRAFFIC SIGNAL POWER BACK-UPS

The first power back-up survey was conducted after being recommended in the 2011 COG Incident and Management and Response (IMR) action plan, with several surveys being conducted since. Backup power for signals improve the resiliency and reliability of the signals and reduce the need for law enforcement to manually manage signals during power outages.

HIGHLIGHT FINDINGS

- The estimate of optimized signals in the region now exceeds 70%, with signals typically being optimized every 3 to 5 years.
- Funding limitations were the most common reason cited by survey respondents as an impediment to more frequent signal optimization.
- Approximately 35% of signals in the region have battery based back-up.
- Most agencies have their own generators with roughly 1000 owned by agencies throughout the region. About 80% of respondents have access to other generators owned by other agencies within their jurisdictions.
- Approximately 1150 of the regions signals can be maintained for over 24 hours without power.

OUTLOOK

Traffic signals play an important role in keeping traffic flowing on the region's network of roads safely. Signal optimization and power-backups are just two of the many important activities undertaken by the region's signal agencies, and discussed by the TPB's Traffic Signals Subcommittee. Staff and the subcommittee will continue to discuss these topics, as well as new and advancing technology, toward the goals of safety and efficiency.