



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: January 16, 2020

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 16, 2020

At its meeting on January 10, the TPB Steering Committee approved the following resolutions to amend the FY 2019-2024 Transportation Improvement Program (TIP):

- SR14-2020: To include \$28.6 million in public-private partnership and advanced construction funding for the I-95 SB Auxiliary Lane between RTE 123 and RTE 294 project; \$600,000 in revenue sharing funds for the Boundary Channel Drive at I-395 Interchange project; and to adjust National Highway Performance Program (NHPP) and Surface Transportation Block Grant (STBG) funding levels on three grouped project line items:
 - TIP Grouping project for Preventive Maintenance and System Preservation; (+ \$8.2 million NHPP, - \$20.6 million STBG)
 - TIP Grouping project for Preventive Maintenance for Bridges (\$1 million NHPP; + \$2 million STBG)
 - TIP Grouping project for Maintenance: Traffic and Safety Operations (+ \$11.7 million in STBG)

This amendment was requested by the Virginia Department of Transportation. The I-95 SB Auxiliary Lane project is included in the Air Quality Conformity Analysis of the plan and TIP. The Boundary Channel Drive project is considered “not regionally significant” for air quality analysis purposes; and the grouped projects are exempt from the air quality conformity requirement.

- SR15-2020: To include \$2.4 million in Highway Bridge Replacement and Rehabilitation program (HBRRP) funds and \$1.8 million in local funds for a grouped project for the study, design, right-of-way acquisition, construction and inspection of various bridges in Frederick County. This amendment was requested by Frederick County. These projects are exempt from the air quality conformity requirement.

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

Attachments

- TPB Steering Committee Attendance
- SR14-2020
- SR15-20

TPB STEERING COMMITTEE
ATTENDANCE – JANUARY 10, 2020

MEMBERS

Mark Phillips
Mark Rawlings
Kelly Russell
Kari Snyder
Norman Whitaker

WMATA
DDOT
City of Frederick
MDOT
VDOT

PARTICIPANTS

Ron Burns
David Edmondson
Gary Erenrich
Winstina Hughes
Chris Lakowski
Jim Maslanka
Sree Nampoothiri
Malcolm Watson
Ciara Williams

Frederick County
City of Frederick
Montgomery County
MDOT/SHA
DC Council
City of Alexandria
NVTA
Fairfax County
VDRPT

COG STAFF

Kanti Srikanth, DTP
Lyn Erickson, DTP
Tim Canan, DTP
Mark Moran, DTP
Andrew Austin, DTP
Brandon Brown, DTP
Stacy Cook, DTP
Nicole McCall, DTP
Eric Randall, DTP
Sergio Ritacco, DTP
Jon Schermann, DTP
Dusan Vuksan, DTP

OTHER

Bill Orleans

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

RESOLUTION ON AN AMENDMENT TO THE FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE FUNDING TWO ROADWAY PROJECTS AND THREE GROUPED 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 October 17, 2018 the TPB adopted the FY 2019-2024 TIP; and

WHEREAS, in the attached letters of December 30, 2019 and January 2, 2020, VDOT has requested an amendment to the FY 2019-2024 TIP to include funding for three grouped projects and two roadway projects, as described below and in the attached materials:

- Include \$8.2 million in National Highway Performance Program (NHPP) funding, and reduce Surface Transportation Block Grant (STBG) funding from \$20.6 million to \$3.55 million in FY 2020 for the **TIP Grouping project for Preventive Maintenance and System Preservation (TIP ID 5524)**
- Increase STBG funding in FY 2020 from \$2.46 million to \$4.53 million and add \$1 million in NHPP funding in FY 2020 for the **TIP Grouping project for Preventive Maintenance for Bridges (TIP ID 5525)**
- Increase STBG funding in FY 2020 from \$4.6 million to \$16.27 million for the **TIP Grouping project for Maintenance: Traffic and Safety Operations (TIP ID 5526)**
- Include \$24.15 million in concession funds (P3) and \$4.5 million in advanced construction (AC) funding in FY 2021 for construction for the **I-95 SB Auxiliary Lane between RTE 123 and RTE 294 project (TIP ID 6682)**
- Include \$600,000 in Revenue Sharing funds (REVSH) in FY 2020 for planning and engineering on the **Boundary Channel Drive at I-395 Interchange project (TIP ID 6691)**

WHEREAS, full funding for these projects is included in the Visualize 2045 financial analysis; and

WHEREAS, the I-95 SB Auxiliary Lane project is included in the Air Quality Conformity Analysis of Visualize 2045 and the FY 2019-2024 TIP, the Boundary Channel Drive project is considered “not regionally significant” for air quality analysis purposes; and the grouped projects are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency’s (EPA) Transportation Conformity Regulations as of April 2012

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2019-2024 TIP to include funding for three new roadway projects, as described below and in the attached materials:

- Include \$8.2 million in NHPP funding, and reduce STBG funding from \$20.6 million to \$3.55 million in FY 2020 for the **TIP Grouping project for Preventive Maintenance and System Preservation (TIP ID 5524)**
- Increase STBG funding in FY 2020 from \$2.46 million to \$4.53 million and add \$1 million in NHPP funding in FY 2020 for the **TIP Grouping project for Preventive Maintenance for Bridges (TIP ID 5525)**
- Increase STBG funding in FY 2020 from \$4.6 million to \$16.27 million for the **TIP Grouping project for Maintenance: Traffic and Safety Operations (TIP ID 5526)**
- Include \$24.15 million in P3 funds and \$4.5 million in AC funding in FY 2021 for construction on the **I-95 SB Auxiliary Lane between RTE 123 and RTE 294 project (TIP ID 6682)**
- Include \$600,000 in REVSH funding in FY 2020 for planning and engineering on the **Boundary Channel Drive at I-395 Interchange project (TIP ID 6691)**

Adopted by the TPB Steering Committee at its regular meeting on January 10, 2020.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

Stephen C. Brich, P.E.
COMMISSIONER

December 30, 2019

The Honorable Kelly Russell, 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: FY 2019-2024 Transportation Improvement Program Amendments for TIP# 5524 (NOVA Preventive Maintenance and System Preservation grouping), TIP# 5525 (NOVA Preventive Maintenance for Bridges), TIP# 5526 (NOVA Traffic Safety Operations)

Dear Ms. Russell:

The Virginia Department of Transportation (VDOT) requests amendments to the FY 2019-2024 Transportation Improvement Program (TIP) to revise the funding for the following on-going grouped projects:

TIP# 5524 (Preventive Maintenance and System Preservation), add \$8,194,023 (NHPP) & \$3,549,768 (STP/STBG) for FY20,

TIP# 5525 (Preventive Maintenance for Bridges), add \$4,530,492 (STP/STBG) & \$1,000,000 (NHPP) for FY20, and

TIP# 5526 (Traffic Safety Operations) add \$16,264,613 (STP/STBG) for FY20.

These maintenance and operations grouped projects are exempt from Air Quality Conformity Analysis, but their costs are anticipated in the Visualize 2045 Financial Plan. The funding changes reflect the Commonwealth Transportation Board's latest funding allocations and planned obligations.

VDOT requests approval of these amendments by the Transportation Planning Board's Steering Committee at its meeting on January 10, 2020. VDOT's representative will attend the meeting and be available to answer any questions about the amendments.

Thank you for your consideration of this request.

Sincerely,

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

Cc: Ms. Rene'e Hamilton, VDOT-NoVA
Ms. Maria Sinner, P.E., VDOT-NoVA,
Mr. Norman Whitaker, AICP, VDOT-NoVA



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

Stephen C. Brich, P.E.
COMMISSIONER

December 30, 2019

The Honorable Kelly Russell, 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: FY 2019-2024 Transportation Improvement Program Amendment for TIP #6682, UPC
115999, I-95 SB Auxiliary Lane Between VA 123 & VA 294, Prince William County, Virginia

Dear Ms. Russell:

The Virginia Department of Transportation (VDOT) requests an amendment to the FY 2019-2024 Transportation Improvement Program (TIP) to revise the funding for an auxiliary lane on I-95 Southbound between the VA 123 on-ramp and the VA 294 off-ramp. This project is expected to be completed by mid-2023. The TIP amendment adds \$24,150,000 of public-private partnership (P3) funding and \$4,500,000 of Advanced Construction funds (AC) for the construction phase in FY 21.

This project is included in the Visualize 2045 Air Quality Conformity Analysis, and the private funding does not affect the Fiscal Constraint findings of the TIP or CLRP. VDOT requests approval of this TIP amendment by the Transportation Planning Board's Steering Committee at its meeting on January 10, 2020. Our representative will attend the meeting and be available to answer any questions about the amendment.

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, VDOT

Cc: Ms. Rene'e Hamilton, VDOT-NoVA
Ms. Maria Sinner, P.E., VDOT-NoVA,
Mr. Norman Whitaker, AICP, VDOT-NoVA



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

Stephen C. Brich, P.E.
COMMISSIONER

January 2, 2019

The Honorable Kelly Russell, 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: FY 2019-2024 Transportation Improvement Program Amendments for TIP# 6691, Boundary Channel Drive at I-395 Interchange, UPC # 116394

Dear Ms. Russell:

The Virginia Department of Transportation (VDOT) requests an amendment to the FY 2019-2024 Transportation Improvement Program (TIP) to add TIP # 6691, Boundary Channel Drive at I-395 Interchange as a new project. The project will upgrade the Boundary Channel Drive/I-395 interchange to improve traffic operations and safety for all users and also includes a bicycle connection from the Mount Vernon Trail to Long Bridge Park. The proposed amendment adds \$600,000 in Virginia Revenue Sharing funds and local matching to FY 20 of the TIP for Preliminary Engineering.

This project is exempt from Air Quality Conformity Analysis because, while the interchange is being modified, the same movements will be allowed. The funding is included in the Visualize 2045 Financial Plan. The funding changes reflect the Commonwealth Transportation Board's latest allocations and planned obligations.

VDOT requests approval of the amendment by the Transportation Planning Board's Steering Committee at its meeting on January 10, 2020. VDOT's representative will attend the meeting and be available to answer any questions about the amendments.

Thank you for your consideration of this request.

Sincerely,

Helen Cuervo, P.E.

District Administrator, Northern Virginia District, VDOT

Cc: Ms. Rene'e Hamilton, VDOT-NoVA
Ms. Maria Sinner, P.E., VDOT-NoVA,
Mr. Norman Whitaker, AICP, VDOT-NoVA

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

		Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 5524		Agency ID: TIPGRP005		Title: TIP Grouping project for Preventive Maintenance and System Preservat				Complete:	Total Cost:		\$86,157
Facility:	Preventive Maintenance and System Preser	NHPP	100/0/0		8,194 c						8,194
From:	NoVA District										
To:		STBG	100/0/0		16,242 c	3,550 c	20,654 c				40,446
Total Funds:											48,640

Description: This listing covers a number of projects/programs throughout Northern Virginia District. The nature/scope of these projects are Preventive Maintenance and System Preservation. These projects have been determined to be exempt from conformity requirements and are eligible for a Categorical Exclusion (CE) under NEPA and hence may be grouped as per April 9, 2008 MOA between FHWA, FTA, VDOT & VDRPT which was subsequently adopted by the NCR-TPB. Individual projects within the STIP Group are found in Appendix A.

Amendment: Update Funding for FY 2020 **Approved on: 1/10/2020**
 TIP AMD to update FFY20 planned obligations based on revised projected revenue. Add \$8,194,023 NHPP and reduce STP/STBG funding from \$20,571,000 to \$3,549,768 in FY 2020.

TIP ID: 5525		Agency ID: TIPGRP006		Title: TIP Grouping for Preventive Maintenance for Bridges				Complete:	Total Cost:		\$17,741
Facility:	Bridges	NHPP	100/0/0		1,000 c						1,000
From:	NoVA District										
To:		STBG	100/0/0		2,734 c	4,530 c	3,476 c				10,740
Total Funds:											11,740

Description: TIP Grouping for Preventive Maintenance for Bridges.

Amendment: Add Funding for FY 2020 **Approved on: 1/10/2020**
 TIP AMD to update FFY20 planned obligations based on revised projected revenue. Add \$1,067,000 (STP/STBG) & \$1,000,000 (NHPP).

TIP ID: 5526		Agency ID: TIPGRP007		Title: TIP Grouping project for Maintenance: Traffic and Safety Operations				Complete:	Total Cost:		\$39,434
Facility:	Traffic and Safety Operations	STBG	100/0/0		3,632 c	4,600 c	4,618 c				12,850
From:	NoVA District										
To:											
Total Funds:											12,850

Description: TIP Grouping project for Maintenance: Traffic and Safety Operations. See CLRP for the derivation of STIP Grouping and how they are part of TIP. Individual projects within the STIP Group are found in Appendix A.

Amendment: Add Funding for FY 2020 **Approved on: 1/10/2020**
 TIP AMD to update FFY20 planned obligations based on revised projected revenue. Add \$11,665,000 (STP/STBG) CN FY20

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

		Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total	
TIP ID: 6682 Agency ID: 115999		Title: I-95 SB AUXILIARY LANE BETWEEN RTE 123 AND RTE 294					Complete: 2025		Total Cost:		\$32,000	
Facility: I 95		AC	80/20/0				4,500	c			4,500	
From: VA 294												
To: VA 123		P3	0/100/0		3,350	a	24,150	c			27,500	
Total Funds:											32,000	

Description: This project includes adding an auxiliary travel lane on Southbound Interstate 95, from the Route 123 entrance ramp, which will merge into an existing lane before the Prince William Parkway exit ramp. The length of the project is approximately 1.4 miles.

Amendment: Add New Project	Approved on: 9/6/2019
The amendment adds \$3,350,000 in concession funds (private) for preliminary planning phase in FY19.	
Amendment: Add Funding for FY 2021	Requested on: 1/10/2020
Add \$24,150,000 on CN for FY21 of Concession Funds (P3). Add \$4,500,000 on CN for FY21 of Advanced Construction funds (AC).	

TIP ID: 6691 Agency ID: 116394		Title: Boundary Channel Drive at I-395 Interchange					Complete: 2025		Total Cost:		\$20,312	
Facility: Boundary Channel Drive at I-395 Interchang		REVSH	0/50/50				600	a			600	
From:												
To:												
Total Funds:											600	

Description: The project will upgrade the Boundary Channel Drive/I-395 interchange to improve traffic operations and safety for all users. The project also includes a bicycle connection from the Mount Vernon Trail to Long Bridge Park.

Amendment: Add New Project	Approved on: 1/10/2020
Add \$600,000 in State/Local Revenue Sharing in FY 20 for PE. This project is listed in the CLRP. It is exempt from Air Quality Conformity Analysis.	

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

RESOLUTION ON AN AMENDMENT TO THE FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR THE STUDY, DESIGN, ROW, CONSTRUCTION AND INSPECTION OF VARIOUS BRIDGES GROUPED PROJECT, AS REQUESTED BY THE FREDERICK COUNTY DIVISION OF PLANNING AND PERMITTING

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

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

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

WHEREAS, in the attached letter of January 3, 2020, Frederick County has requested an amendment to the FY 2019-2024 TIP to include an additional \$2.442 million in Highway Bridge Replacement & Rehabilitation program (HBRRP) funds and \$1.861 million in local match funding in FYs 2020 and 2021 for the **Study, Design, ROW, Construction and Inspection** of various bridges grouped project (**TIP ID 3173**) as described in the attached materials; and

WHEREAS, this grouped 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

WHEREAS, funding for these projects are included in the Visualize 2045 financial analysis; and

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2019-2024 TIP to include an additional \$2.442 million in HBRRP funds and \$1.861 million in local match funding in FYs 2020 and 2021 for the **Study, Design, ROW, Construction and Inspection** of various bridges grouped project (**TIP ID 3173**) as described in the attached materials.

Adopted by the TPB Steering Committee at its regular meeting on January 10, 2020.



FREDERICK COUNTY GOVERNMENT

DIVISION OF PLANNING & PERMITTING
Department of Development Review & Planning

Jan H. Gardner
County Executive

Steven C. Horn, *Division Director*
Michael L. Wilkins, *Director*

January 3, 2020

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

SUBJECT: NCR FY2019-2024 TIP Amendment for Various Bridges – CIP

Dear Ms. Russell:

Frederick County requests an amendment to the FY2019-2024 Transportation Improvement Program (TIP) to add funding for the re-construction of various bridges, which include Gas House Pike Bridge, Brethren Church Road Bridge, Hessong Bridge Road Bridge, Hoovers Mill Road Bridge, Hornets' Nest Road Bridge, Stevens Road Bridge and the Old Mill Road Bridge.

This amendment is necessitated in advance of the upcoming comprehensive TIP update in order to utilize federal funding for bridge design. Historically, the County only utilized federal funding for construction, which the current TIP reflects. The Federal Highway Administration (FHWA) requires that the TIP be amended to break out federal participation for Design and Construction – thus the request to amend the TIP.

In addition, the amount of funding programmed for FY2020-2021 in the previously approved TIP for this line item has increased significantly. This is largely because a major construction cost item from FY18-19 was delayed two years – the Gas House Pike Bridge.

We request that this amendment be placed on the Transportation Planning Board's Steering Committee at its January 10 meeting. Ron Burns, the TPB Technical Committee representative, will attend to answer any questions about the amendment.

Thank you for your cooperation of this request. If you have any questions, please contact Mr. Burns at rburns@frederickcountymd.gov or at 301-600-6742.

Sincerely,

Steven C. Horn, Director
Planning and Permitting Division

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

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

TIP ID: 3173	Agency ID: F3	Title: Study, Design, ROW, Construction, & Inspection	Complete: 2025	Total Cost:	\$11,800	
Facility: Various Bridges	HBRRP	100/0/0	301 c	65 a	442 a	4,676
From:				377 c	3,491 c	
To:	Local	0/0/100	339 c	479 a	172 a	1,391 c
				2,767 c	476 c	5,624

Total Funds: 10,300

Description: Rehabilitate, construct (replace) & inspect bridges or culverts at the following locations: Biggs Ford Rd; Gas House Pike; Bretheren Church Rd; Hessong Bridge Rd; Hoovers Mill Rd; Hornets Nest Rd; bridge replacement of Old Mill Road Br; deck replacement on Stottlemeyer; and Stevens Rd

Amendment: Revise Funding Format and Add Funding for FYs 2020 and 2021 **Approved on: 1/10/2020**
 Break all funding line items into discrete federal and local matching amounts to be consistent with MDOT's TIP format. Increase HBRRP funding in FY 2020 by \$442,000 and local mach funding by \$1.8 million. Break \$544,000 from construction phase (c) to design (a). Increase HBRRP funding in FY 2021 by \$2 million and local match funds by \$38,000, with \$614,000 set aside for design.



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: January 16, 2020

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



January 14, 2020

Ms. Kelly Russell
Chairman
National Capital Region Transportation Planning Board
777 North Capitol Street, NE
Washington, DC 20002

Dear Ms. Russell:

On behalf of the project's Executive Steering Committee, thank you for receiving the briefing on the Bus Transformation Project Strategy on December 18, 2019. The staff and members of Metropolitan Washington Council of Governments and the Transportation Planning Board played integral roles in shaping the strategy and recommendations and we look forward to partnering with you and the TPB staff to advance its implementation.

At that briefing, there was a discussion regarding WMATA's approach to decision making on the service changes proposed in the FY21 budget and a request was made to provide a response. I do want to note that the Bus Transformation Project, the subject of the December 18, 2019 briefing, has not yet been endorsed by the WMATA Board of Directors and therefore does not yet inform WMATA service or budget policy. However, many of the Bus Transformation Projects' recommendations seek to increase decision-making logic and transparency regarding bus service provided, performance sought, and guidance about where bus service is most effective.

Service Adjustment Approach for the WMATA FY21 Budget

The service and fare proposals under consideration for WMATA's FY21 budget seek to improve service by seeking ridership growth potential while simultaneously seeking budget efficiencies. The data and factors that staff examined to inform the proposals under consideration for the FY21 budget included the following objectives:

- Improve Metrobus service frequency on weekends in cases where ridership growth would be expected;
- Deliver more MetroExtra service in cases where ridership growth would be expected;
- Deliver more frequent and more consistent Metrorail service on weekends;

**Washington
Metropolitan Area
Transit Authority**

600 Fifth Street, NW
Washington, DC 20001
202/962-1234

wmata.com

*A District of Columbia,
Maryland and Virginia
Transit Partnership*

- Restore late night Metrorail service;
- Deliver Metrorail service in the early mornings benchmarked against actual demand; and
- Find operating budget efficiencies in Metrobus responsive to the following:
 - Routes where existing or soon-to-be-implemented bus or rail services provide alternatives for customers;
 - Routes with very low ridership and limited growth potential;
 - Corridors with multiple routes that can be combined into a single, streamlined route with better, more direct service for customers;
 - Heavily-used routes where current ridership levels may warrant service adjustments; and
 - Routes with very low ridership trips at start/end of day.

Timeline for Providing Input in the FY21 WMATA Budget

It is anticipated that during its January 16th meeting the WMATA Board will approve a docket of proposals for formal consideration. After that action, both the general public and their elected/appointed governmental representatives will have greater certainty about the variety of proposals that the Board would like formally considered in the FY21 operating budget, including service proposals for Metrobus and Metrorail. During the remainder of the month of January, WMATA staff will develop the materials necessary to gather input from jurisdictional staff, elected officials, and the public, including printed materials, surveys, signage, online materials, and advertising/promotional collateral, in addition to formal public notices.

It is anticipated that the public comment period for the proposals will commence on or about February 8. WMATA staff will begin to gather stakeholder feedback the following week and this information-gathering will include specific outreach to jurisdictions, community-based organizations, impacted customers, the public at-large, and of course, customers. WMATA staff plans to hold open houses/public hearings in each major jurisdiction by the end of February, with the comment period expected to close on or about March 2.

During March, WMATA staff will process all the input gathered – including that gathered from the outreach to jurisdictional staff and elected officials - and document that feedback in a formal report to the WMATA Board of Directors. By the end of March, staff anticipates transmitting a compilation of the input to the Board's Finance Committee with the anticipation that the Board will vote on a final FY21 budget in April. The service adjustments in the budget would then go into effect on July 1, 2020, the start of WMATA's fiscal year.

If you have any additional questions on the budget process or potential changes to WMATA's service, please contact Regina Sullivan, Vice President of Governmental Relations at rsullivan@wmata.com.

Bus Transformation Strategy and Improving Decision-making Clarity

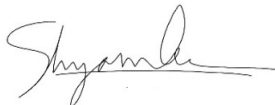
The questions that were raised regarding bus service decision-making at the December 18th TPB meeting were similarly voiced by many members of the Executive Steering Committee and the other stakeholder groups during development of the Bus Transformation Project's Strategy. There was a desire to increase transparency in the decision-making regarding service provided, performance sought, and guidance about where the bus service is most effective.

The Bus Transformation Project directly addresses the above concerns and seeks to make the bus system planning and implementation more transparent and systematic. Several of the Strategy's recommendations, when implemented, will help to structurally improve how service decisions are made and implemented by bus providers, including WMATA. With these recommendations in place, future service adjustments would be discussed in the context of clear standards that enhance decision-making clarity.

- *Recommendation A* would create standards for different types of bus service. These standards would guide decisions for service providers and funders about route and service design and performance, and also provide transparency in decisions in a time of limited resources.
- *Recommendation B* would ensure that the data necessary to evaluate the bus system is easily and readily available, which would facilitate the transparent reporting and decision-making incorporated in *Recommendation Y*.
- *Recommendation C* would establish a bus network that applies the above standards and utilizes the available data to provide service where and when people want to travel.
- *Recommendation Z* focuses on gathering and utilizing rider feedback, so that bus providers and funders can better understand their customers and make important service decisions based on what passengers really want.

As noted in December, the project team presented the Strategy to the WMATA Board's Safety and Operations Committee in December, seeking the WMATA Board's endorsement in January, and is presenting similar content to the jurisdictions within WMATA's Transit Zone in the coming weeks. Endorsement of the strategy by TPB would certainly be a significant step in a positive direction and set the stage for the improvements that bus customers demand and deserve.

Sincerely,



Shyam Kannan
Vice President
Office of Planning



National Capital Region
Transportation Planning Board

January 10, 2020

The Honorable Larry Hogan
Governor
State of Maryland
100 State Circle
Annapolis, MD 21401

Re: Governor Harry W. Nice Memorial/Senator Thomas “Mac” Middleton Bridge Replacement Project
Bicycle and Pedestrian Accommodations Decision

Dear Governor Hogan:

I am writing on behalf of the National Capital Region Transportation Planning Board (TPB) at the Metropolitan Washington Council of Governments (COG), to ask for your intervention to restore the original design of the replacement Governor Harry W. Nice Memorial/Senator Thomas “Mac” Middleton (Nice/Middleton) Bridge. Specifically, we strongly urge you to advise the Maryland Department of Transportation (MDOT) and the Maryland Transportation Authority (MDTA) to amend the selected bridge design to include a barrier-separated pathway for bicycle and pedestrian use. We call on you to provide any and all resources that the MDTA would need to restore the original design.

The TPB is extremely disappointed in the November 21, 2019 decision made by the MDTA Board to select a design for the new Nice/Middleton Bridge that excluded a barrier-separated path. TPB has acted several times since 2010 to include the Nice/Middleton Bridge project in TPB’s regional long-range transportation plan (Plan) and Transportation Improvement Programs (TIPs) based on understanding and previous documentation that the bridge design would provide for a barrier-separated bicycle and pedestrian pathway. It is tremendously dissatisfying that the TPB’s many good faith actions, including its final action on July 24, 2019, to help MDOT build this regionally significant and important transportation infrastructure, have not been reciprocated by MDOT and MDTA. The TPB calls on you to correct what would be both a missed opportunity and a short-sighted decision to provide a truly multi-modal, multi-state, safe, and regionally significant 100-year transportation facility that would meet current and future modes of travel for generations to come.

The Nice/Middleton Bridge with a barrier-separated pathway has been part of the TPB’s Plan, based on documents submitted by MDOT, since 2010 with a completion date of 2030. On November 21, 2016 you announced that the Nice/Middleton Bridge would be completed ahead of schedule, in 2023. At MDOT’s request, the TPB was pleased to amend its Plan on October 18, 2017 to reflect the accelerated completion of this project with a barrier-separated pathway, consistent with your announcement and as reflected in project document submitted to the TPB by MDOT. During this process, however, the TPB became aware that MDOT and MDTA were open to accepting designs that would not include a barrier-separated pathway. Instead, bicyclists would be required to share a travel lane with motorists, including trucks, and there would be no pedestrian access provided at all. Consequently, the TPB wrote on November 8, 2017 to the MDOT Secretary and the MDTA urging them to select a design that provided a barrier-separated bicycle/pedestrian facility on this regionally significant, once-in-100-years facility.

Based on subsequent information shared by MDTA with the TPB’s committees, it became evident that MDOT and MDTA were not fully committed to retaining the barrier-separated pathway on the

bridge. The TPB was assured that the MDTA procurement process did not preclude a barrier-separated pathway design, contingent on the budget estimates for the project (total \$768.6M). The TPB again wrote, on October 17, 2018, to the MDOT Secretary and the MDTA stating the TPB's absolute preference for a barrier-separated pathway and sharing the reasons for this preferred design feature.

Subsequently on May 15, 2019, MDOT requested the TPB to amend its TIP to reflect additional funding for the Nice/Middleton Bridge. The TPB was informed that this action was critical to allow MDOT and MDTA to apply for a federal low-cost Transportation Infrastructure Finance and Innovation Act (TIFIA) loan. The TPB once again sought assurances from MDOT and MDTA regarding the inclusion of a barrier-separated pathway for bicycle and pedestrian movement. While remaining non-committal about inclusion of the facility, MDOT did agree to brief the TPB on the final design selection and provide its rationale for the decision at the TPB's December 18, 2019 meeting. After a robust discussion, the TPB took a difficult and very reluctant action on July 24, 2019, to amend its TIP as requested by MDOT to facilitate their application for federal loans, relying in good faith that MDOT and MDTA would actually remain open to a design with barrier-separated pathway subject to financial viability.

MDOT and MDTA ultimately refused to include the barrier separated facility, deviating from all the documentation it had provided to TPB up until this point, including your November 21, 2016 media statement.

The TPB was disappointed and stunned to hear from MDOT and MDTA representatives at its December 18, 2019 meeting that MDTA board had selected a design that did not include a barrier-separated pathway at a total cost of \$635.8M, considerably less than the total cost estimate of \$768.5M submitted to the TPB. TPB's disappointment was compounded by disbelief when it learned that the MDTA board had chosen not to select an \$737.5M alternative design proposal that would have provided a barrier-separated pathway, even though this cost conformed to the total project cost estimate of \$768.5M submitted to the TPB.

The TPB found the explanations given, including the lack of sufficient forecast of bicycle and pedestrian demand in the Nice/Middleton Bridge area, lacking merit and lacking a wholistic (socio-economic) vision appropriate for such a long term (100-year) transportation facility. The explanations ignored that providing a barrier-separated bicycle and pedestrian path would indeed be the transformative, catalytic factor to generate bicyclist and pedestrian activity and associated positive economic, tourism, and environmental impacts for Southern Maryland. The TPB believes such positive impacts would be far in excess of the \$68M additional cost of the barrier-separated path-inclusive option, over the 100-year life span of the new bridge. That the MDTA Board prioritized a bottleneck relief project at location unrelated to this project, over a much safer once-in-100 years transformative facility design was, in the TPB's view, insulting and short-sighted, and will be sorely regretted in the decades to come, unless overturned.

The TPB is also distressed and perplexed that Maryland would choose a non-barrier-separated design that is inferior from a transportation safety perspective, given Maryland's often-expressed passion for improving safety, including Maryland's recent adoption of "Vision Zero". Finding a way to fund and include a barrier-separated bicycle and pedestrian path on the new Nice/Middleton Bridge would be a first-rate demonstration of Maryland's commitment to traffic safety, reduction of cyclist and pedestrian fatalities and injuries, and in support of Vision Zero. For the TPB, safety is a top priority, and a new Nice/Middleton Bridge inclusive of a barrier-separated bicycle and pedestrian

Governor Larry Hogan
January 10, 2020

facility would better fulfill the intent of TPB's adopted "Complete Streets" policy for facilities in our region. Many of my TPB colleagues have expressed that the non-barrier-separated option, which barely meets minimal national standards for accommodating bicycling on highways (and does not accommodate pedestrians at all), is inadequate.

Governor Hogan, the TPB believes that there is now an opportunity for you and MDOT to step in and right this wrong. Indeed, the TPB would welcome other Maryland/MDOT funding sources for the incremental cost of the barrier-separated path, if Maryland is choosing not to use MDTA toll revenues for this purpose. Maryland has a history of smart and innovative funding of transportation projects that have strengthened Maryland and the National Capital Region; this is prime opportunity to fortify that strength.

In conclusion, the TPB strongly believes that the advantages of including a barrier-separated bicycle and pedestrian path on the new Nice/Middleton Bridge are well worth the relatively modest incremental cost (approximately 8% of total bridge cost estimates), given the potential safety, tourism, economic development, environmental, and "future-proofing" impacts that providing a barrier-separated path would bring. This is too important to leave out. This is a critical juncture to decide whether history will judge this administration's decision making to be short-sighted, or foresighted. TPB strongly believes that including a barrier-separated bicycle and pedestrian path on the new Nice/Middleton Bridge is the only acceptable answer.

Sincerely,



Kelly Russell
Chairman, Transportation Planning Board

cc: Gregory Slater, Secretary-Designate, Maryland Department of Transportation

R. Earl Lewis, Jr., Deputy Secretary for Planning and Enterprise Programs, Maryland Department of Transportation

Mr. James F. Ports, Executive Director, Maryland Transportation Authority



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: January 16, 2020

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



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Director
SUBJECT: Activities to Address Greenhouse Gas Emissions in Transportation Sector
DATE: January 16, 2020

The TPB has collaborated with its regional partners, the Metropolitan Washington Council of Governments (COG), COG's Climate Energy Environment Policy Committee (CEEPC) and the Metropolitan Washington Air Quality Committee (MWAQC) on climate change and regional clean air planning programs for a long time. The TPB, as recently as 2015-2016, reaffirmed the region's greenhouse gas reduction targets and partnered with MWAQC and COG in a multisectoral effort to explore programs and policies that would help reduce greenhouse gases from all sectors.

Staff believe that given the board's commitment to addressing climate change via reducing greenhouse gases, especially from the transportation sector, the board would be interested in receiving detailed briefings on ongoing regional and multi-regional efforts related to reducing greenhouse gases during this year. The detailed briefings staff propose would contain the two initiatives outlined below.

REGIONAL GHG REDUCTION PLAN – INCLUDE 2030 TARGETS

CEEPC will work this year on an update to the [Regional Climate and Energy Action Plan](#), which includes a variety of voluntary and flexible actions for local jurisdictions to implement. COG previously established targets to reduce emissions by 20 percent below 2005 levels by 2020, and by 80 percent by 2050. A 2030 target was not established. CEEPC plans to focus on this in 2020 with the objective of bringing a 2030 target to the COG Board for consideration in the fall of 2020.

Briefings to the board on this topic could take place in the spring and in the fall of 2020, and could be followed by a potential TPB Board endorsement.

SUPPORT OF THE TRANSPORTATION CLIMATE INITIATIVE

During the past year, TPB staff have followed the work of the Transportation and Climate Initiative (TCI)¹, which is a regional collaboration of Mid-Atlantic and Northeast states and the District of Columbia working to reduce greenhouse gas (GHG) emissions from the transportation sector. The participating states are Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, and Virginia. These twelve states and the District of Columbia are collectively referred to as the TCI jurisdictions.

¹ <https://www.transportationandclimate.org/>

The overarching purpose of the TCI is to “improve transportation, develop the clean energy economy, and reduce carbon emissions from the transportation sector.” Maryland is an active leader and both the District of Columbia and Virginia are participating.

Recognizing that more than one third of all carbon emissions come from the transportation sector, participating jurisdictions of TCI intend to develop program and policy proposals to reduce GHG gases in the following priority areas. TCI is directed by state and district agencies located within the 13 TCI jurisdictions. Each agency is free to determine whether and how it will participate in individual projects.

- Clean Vehicles and Fuels
- Sustainable Communities
- Freight Efficiency
- Information and Communication Technology
- Exploring Regional Policies to Improve Transportation and Reduce Emissions

Several TCI jurisdictions are also now working together to explore potential regional policies to improve transportation systems and reduce pollution. After hosting a series of public listening sessions in 2018, the coalition of TCI jurisdictions² released a statement³ on December 18, 2018 of their intent to design a new regional low-carbon transportation policy proposal that would cap and reduce carbon emissions from the combustion of transportation fuels, and invest proceeds from the program into low-carbon and more resilient transportation infrastructure.

The TPB was provided with background information about TCI at the July, October, and December 2019 meetings.

This work activity recently gained momentum with the December 17, 2019 release of a draft Memorandum of Understanding (MOU). The draft MOU outlines the framework for a multi-state program to establish a cap on global warming pollution from transportation fuels and invest millions of dollars annually to achieve additional benefits through reduced emissions, cleaner transportation, healthier communities, and more resilient infrastructure. The draft MOU is available for comment through February 28, 2020. It is anticipated that by the spring of 2020, the 13 TCI jurisdictions will decide whether to sign the final MOU. This will trigger a year of final program development, at which time the jurisdictions will decide whether to participate in the multi-state program, which could be operational in 2022.

Briefings to the board on this topic could take place in the spring of 2020 and board could consider sending a letter to Mayor Bowser, Governor Hogan, and Governor Northam in support of TCI and calling for their continuing active involvement. Additional briefings would follow in the fall as details of the cap and invest program are released by the TCI.

² Maryland, Virginia, and the District of Columbia were among the states that endorsed the statement.

³ <https://www.transportationandclimate.org/nine-states-and-dc-design-regional-approach-cap-greenhouse-gas-pollution-transportation>



MEMORANDUM

TO: Transportation Planning Board
FROM: Erin Morrow, TPB Transportation Engineer
SUBJECT: Update on the Transportation and Climate Initiative (TCI): Release of Memorandum of Understanding
DATE: January 16, 2020

TPB staff continue to follow the work of the Transportation and Climate Initiative (TCI),¹ a regional collaboration of Mid-Atlantic and Northeast states including Maryland, Virginia, and the District of Columbia, working to reduce greenhouse gas (GHG) emissions from the transportation sector.

A coalition of TCI states² released a statement³ on December 18, 2018 of its intention to design a regional transportation policy proposal to reduce carbon emissions from the transportation sector through a cap-and-invest program or other pricing mechanism.

On December 17, 2019, TCI released a draft Memorandum of Understanding (MOU),⁴ which is included as Attachment A, outlining a regional program that will cap carbon dioxide emissions from the transportation sector and invest millions of dollars annually to achieve further emission reductions. The draft MOU is accompanied by preliminary modeling estimates,⁵ a summary of which is included as Attachment B. The preliminary modeling estimates show projections of potential carbon dioxide reductions, economic impact, and public health benefits of the program. The modeling results were presented at a December 17 webinar. A recording⁶ of the webinar and the webinar slides⁷ are posted online.

TCI will be accepting and considering public input on the draft MOU through February 28, 2020. A final MOU is expected in the Spring of 2020, following additional public input and analysis. At this point, each state will decide whether to sign the MOU and participate in the regional program. The program could begin as early as 2022. TCI provides updates on the policy development process timeline on its website.⁸

TPB staff are participating in discussions with an informal group of staff from other Metropolitan Planning Organizations (MPOs) and Councils of Governments (COGs) in the TCI states. This group is organized by staff at the Metropolitan Area Planning Council (MAPC), the regional planning agency for the Metropolitan Boston area. This group has met on conference calls and at an in-person

¹ <https://www.transportationandclimate.org/>

² Maryland, Virginia, and the District of Columbia were among the states that endorsed the statement.

³ <https://www.transportationandclimate.org/nine-states-and-dc-design-regional-approach-cap-greenhouse-gas-pollution-transportation>

⁴ https://www.transportationandclimate.org/sites/default/files/FINAL%20TCI_draft-MOU_20191217.pdf

⁵ https://www.transportationandclimate.org/sites/default/files/TCI%20Modeling-Results-Summary_12.17.2019.pdf

⁶ <https://www.youtube.com/watch?v=EUmxoMrzSIO&feature=youtu.be>

⁷ https://www.transportationandclimate.org/sites/default/files/TCI%20Public%20Webinar%20Slides_20191217.pdf

⁸ <https://transportationandclimate.org/main-menu/tcis-regional-policy-design-process-2019>

convening that was hosted by the Delaware Valley Regional Planning Commission (DVRPC) in Philadelphia on June 24, 2019.

This group will meet again on January 16, 2020 at the Metropolitan Washington Council of Governments (MWCOCG) in the MWCOCG Board Room. The purpose of this convening will be to learn more about TCI's objectives and the policy development process from members of the TCI leadership team, discuss the draft MOU and accompanying analysis, and consider how COGs and MPOs can explore opportunities to engage with their membership and offer a thoughtful response to encourage a robust and equitable program design.

Attachment A

Cover Page

Invitation for Public Input on a Draft Memorandum of Understanding (MOU) of the Transportation and Climate Initiative (TCI)

TCI jurisdictions encourage people, companies, organizations, and communities to provide their input on the modeling findings and the draft MOU to inform the final program design. Feedback is welcomed on all aspects of a potential program, and TCI jurisdictions are highlighting specific topics on which public input is of particular interest.

Those topics include:

- What factors should TCI jurisdictions consider when setting the starting level and the trajectory for a regional cap on carbon dioxide emissions from transportation fuels?
- How should the compliance period be structured to provide needed flexibility, while ensuring environmental integrity?
- What factors should TCI jurisdictions consider when designing stability mechanisms for managing uncertainties regarding future emissions and allowance prices?

All interested parties are asked to provide their input by Friday, February 28, 2020.

**Draft Memorandum of Understanding
of the Transportation and Climate Initiative**

For Stakeholder Input

Draft - 12/17/2019

WHEREAS, climate change has resulted in the increased frequency and severity of extreme weather events that have adversely impacted every Signatory Jurisdiction; and

WHEREAS, climate change poses a clear, present, and increasingly dangerous threat to the communities and economic security of each Signatory Jurisdiction; and

WHEREAS, these jurisdictions participate in the Transportation and Climate Initiative, which was founded in 2010 as a collaboration of states and the District of Columbia to develop strategies to reduce greenhouse gas emissions from the transportation sector; and

WHEREAS, Signatory Jurisdictions have individually committed to mitigate the risks of climate change through strategies intended to reduce greenhouse gas emissions across all sectors; and

WHEREAS, transportation currently accounts for approximately 40 percent of greenhouse gas emissions in the Signatory Jurisdictions; and

WHEREAS, Signatory Jurisdictions will need to implement bold initiatives to mitigate the impacts of greenhouse gas emissions from the transportation sector; and

WHEREAS, Signatory Jurisdictions remain committed to working with communities and businesses to develop and implement a regional program that addresses the urgent need to mitigate greenhouse gas emissions and other harmful pollutants generated by the transportation sector; and

WHEREAS, accelerating the transition to cleaner, more efficient transportation sector will improve public health, create new economic opportunities, and provide enhanced mobility options for all communities; and

WHEREAS, Signatory Jurisdictions recognize and are committed to investing in and mitigating the impacts on low-income and disadvantaged communities that are disproportionately burdened by vehicular pollution, the costs of the current transportation system, the lack of access to clean transportation options, and vulnerable to the impacts of a changing climate; and

WHEREAS, continued collaboration on clean transportation strategies, including regional electric vehicle charging infrastructure; improved multi-modal transit infrastructure; more sustainable freight movement; and support for lower carbon fuels will provide greater economic, social and public health benefits to residents and communities across the region than if each jurisdiction acted alone;

NOW, THEREFORE BE IT RESOLVED, that the undersigned Signatory Jurisdictions hereby enter into this Memorandum of Understanding to express their commitment to collaborate on the establishment of a regional program to transition to a more sustainable, resilient, lower carbon transportation sector that provides their residents with more transportation options, improved air quality and public health, and economic opportunity; and

BE IT FURTHER RESOLVED, that the Signatory Jurisdictions will seek to implement a regional cap-and-invest program, through the implementation of individual programs in each Signatory Jurisdiction, that will ensure emissions reductions and enable Signatory Jurisdictions to strategically invest in programs to help their residents transition to affordable, low-carbon transportation options that provide substantial public health benefits, reduce congestion, and increase economic and job opportunities; and

BE IT FURTHER RESOLVED, that Signatory Jurisdictions will work with communities to ensure that the benefits of a cap-and-invest program flow equitably to communities that are underserved by clean transportation alternatives, disproportionately bear the costs of the current transportation system, or suffer disproportionate impacts of vehicular pollution and climate change; and

BE IT FURTHER RESOLVED, the Signatory Jurisdictions will establish in the final memorandum of understanding (MOU) a regional carbon dioxide emissions cap that will decline over time, to reduce emissions from on-road diesel and finished motor gasoline, and an objective methodology for apportioning proceeds to each Participating Jurisdiction, to invest at each jurisdiction's discretion to support the goals of the program; and

BE IT FURTHER RESOLVED, that Signatory Jurisdictions will jointly develop a Model Rule in accordance with this memorandum, including Appendix, that will:

- Implement the regional cap to reduce CO₂ emissions, from on-road diesel and finished motor gasoline;
- Develop a process for auctioning emission allowances;
- Require regulated fuel suppliers to hold allowances to cover emissions from regulated fuels and report emissions to each applicable jurisdiction;
- Provide flexibility and ensure market stability, which may include a three-year compliance period, cost-containment and emissions-containment mechanisms, provisions to allow for the banking of allowances, and alternative compliance mechanisms such as offsets; and

BE IT FURTHER RESOLVED, that each Signatory Jurisdiction will follow any required legal processes within each respective jurisdiction to implement the program in accordance with this memorandum and the Model Rule as soon as practicable; and

BE IT FURTHER RESOLVED, that the Signatory Jurisdictions seek to create as large a regional market as possible to enable the most cost-effective emissions reductions. The program will include provisions that enable seamless expansion, for jurisdictions that will participate in

the program after the initial launch of the regional program, as well as for other jurisdictions to participate in the program; and

BE IT FURTHER RESOLVED, that Signatory Jurisdictions remain committed to regularly assess the program’s effectiveness in meeting shared greenhouse gas emissions reduction, resilient transportation, and equity goals; and

BE IT FURTHER RESOLVED, that Signatory Jurisdictions recognize that meeting greenhouse gas emissions reduction goals will require additional measures and collaboration in pursuing complementary policies and programs to enable further transportation greenhouse gas emission reductions and achieve other shared policy goals.

Signatures:

APPENDIX - Draft Memorandum of Understanding for Stakeholder Input

1. TCI CAP-AND-INVEST PROGRAM GOALS AND SCHEDULE

A. Definitions.

- (1) “TCI Program” shall mean the regional cap-and-invest program to reduce carbon dioxide (“CO₂”) emissions from transportation and to invest proceeds from the program in measures designed to further reduce CO₂ emissions and provide incentives for low-carbon and more resilient transportation.
- (2) “Signatory Jurisdictions” shall mean those jurisdictions that sign the final Memorandum of Understanding (MOU).
- (3) “Participating Jurisdictions” shall mean those jurisdictions that adopt a program consistent with the Model Rule and that complete the procedures needed to become a Participating Jurisdiction.
- (4) “Regional Organization” shall mean a nonprofit entity created and maintained by Participating Jurisdictions to facilitate the ongoing administration of the Participating Jurisdictions’ TCI Programs.

B. Model Rule. The Signatory Jurisdictions shall use their best efforts to collectively release a regionally coordinated final Model Rule, as detailed in Section 2 of this Appendix, by December 31, 2020, after providing for a 60-day public review and input period.

C. Legislation and/or Rulemaking. Each Signatory Jurisdiction commits to follow any required legal processes within its jurisdiction to implement the TCI Program, through implementation of individual jurisdictions’ programs, consistent with the Model Rule, including by seeking to establish in statute and/or regulation that Signatory Jurisdiction’s TCI Program, and to have each Signatory Jurisdiction’s TCI Program effective as soon as practicable.

D. Launch of TCI Program. Each Signatory Jurisdiction intends that the first compliance period of the TCI Program shall commence as early as January 1, 2022.

2. MODEL RULE FOR ESTABLISHMENT OF THE TCI PROGRAM

The Model Rule will include provisions as follows:

A. Affected Fuel. Regulated fuels shall include the fossil fuel components of motor gasoline and on-road diesel fuel destined for final sale or consumption in a Participating Jurisdiction, upon removal from a storage facility (e.g., at a “terminal rack”) in the Participating Jurisdiction, or, for fuel removed from a facility in another jurisdiction, upon delivery into the Participating Jurisdiction.

B. Regulated Entities. “State Fuel Suppliers” shall be required to hold allowances to cover CO₂ emissions from Affected Fuel and report CO₂ emissions to each Participating Jurisdiction. State Fuel Suppliers shall include:

- (1) “Position Holders,” which shall mean owners of Affected Fuel at terminals delivering across a terminal rack. Affected Fuel that is destined for final sale or consumption in a Participating Jurisdiction.
- (2) “Enterers,” which shall mean owners of Affected Fuel delivered into a Participating Jurisdiction from a facility in another jurisdiction for final sale or consumption in the Participating Jurisdiction. Enterers may not be required to hold allowances to cover emissions from Affected Fuel where a Position Holder sells Affected Fuel destined for final sale or consumption in a Participating Jurisdiction and the Position Holder holds allowances to cover emissions from such Affected Fuel. Sufficient documentation must exist to demonstrate that the compliance obligations are being fulfilled by the Position Holder (on behalf of the Enterer).

C. Other Entities with Reporting Obligations. Owners and operators of other fuel supply infrastructure (terminals, pipelines, distributors, blenders, etc.) may also have reporting or recordkeeping obligations.

D. Regional Emissions Cap. An initial regional base annual CO₂ emissions cap for the first year of the TCI Program will be set in the final MOU.

The Model Rule shall reflect a regional base annual CO₂ emissions budget for each year of the program; each Participating Jurisdiction’s individual emission budget will be based on its apportionment of the regional cap for each year of the TCI Program, and the regional annual limits, called the regional base annual CO₂ emissions budget, shall decline over time in order to reduce the amount of CO₂ emissions from the Affected Fuel covered by the TCI Program.

E. Participating Jurisdictions’ Emission Budgets. The regional base annual CO₂ emissions budget shall be apportioned to the Signatory Jurisdictions in the final MOU, in the form of Participating Jurisdiction annual CO₂ emission budgets, and such budgets shall be revised as necessary to reflect the entry or withdrawal of Participating Jurisdictions.

F. Scheduled Reductions. Beginning with the initial regional base annual CO₂ emission budgets for 2022, the regional base annual CO₂ emission budgets shall decline by an amount per year to be set in the final MOU.

G. Stability Mechanisms.

- (1) Cost Containment Reserve. The Model Rule may include a Cost Containment Reserve (“CCR”), consisting of a quantity of allowances in addition to the annual CO₂ emissions budget which are held in reserve. The CCR allowances are only made available for sale if emission reduction costs are higher than projected. The CCR is replenished at the start of each calendar year.

- (2) Emissions Containment Reserve. The Model Rule may include an Emissions Containment Reserve (“ECR”) that allows the Participating Jurisdictions to withhold allowances from circulation if CO₂ emission reductions costs are lower than projected.
- (3) Linking. The TCI Program could link to other emissions reduction programs through mutual agreement to accept each other’s emission allowances. Linking is not immediately contemplated, but the TCI Program and Model Rule shall be developed to enable potential linking in the future, if desirable.

H. Emission Reporting Requirements.

The Model Rule shall include an electronic emissions reporting system informed by existing reporting requirements for State Fuel Suppliers. Participating Jurisdictions will establish mechanisms to ensure the accuracy of the reported data. The Model Rule could provide for the use of existing platforms for the accompanying allowance tracking system. Compliance obligations shall be calculated based on the CO₂ emissions that occur when the Affected Fuel is combusted, using standard emission factors developed by the United States Environmental Protection Agency or other similar sources.

I. Regulated Entity Compliance and Flexibility.

- (1) Compliance Period. The Model Rule shall include three-year compliance periods, at the end of which State Fuel Suppliers must surrender emission allowances equivalent to their emissions during the compliance periods, and shall include interim compliance obligations.
- (2) Banking. The Model Rule shall provide that allowances not used at the end of a compliance period can be retained for sale or use in future compliance periods without limitation.
- (3) Offsets. The Model Rule may provide, as a compliance alternative, the limited use of offsets. The Model Rule may provide for the award of offset allowances to sponsors of approved CO₂ (or CO₂ equivalent) emission offsets projects for reductions that are realized on or after the date of this MOU. Offset allowances may be used for compliance by State Fuel Suppliers.

J. Allowances and Allowance Auctions. The Model Rule shall provide for a shared auction platform. Participating Jurisdictions shall originate allowances consistent with the Model Rule established through their own laws and regulations as set forth in this MOU. Participating Jurisdictions shall accept allowances sold or originated in other Participating Jurisdictions for compliance with their own laws and regulations implementing the Model Rule as set forth in this MOU. Participating Jurisdictions shall offer all allowances for sale through auction, except that Participating Jurisdictions may set aside a small number of allowances to be used to achieve other TCI Program goals. The Participating Jurisdictions shall establish a minimum reserve price, below which allowances will not be sold.

3. INVESTMENTS AND EQUITY

A. Investment of Proceeds from Auction of Allowances. Each Participating Jurisdiction shall invest the proceeds from the auction of allowances as determined appropriate by each Participating Jurisdiction to achieve TCI Program goals. Participating Jurisdictions may identify shared or common priorities for investment of proceeds, including to maximize the efficiency of the regional program and to ensure greater benefits, and to achieve CO₂ emission reductions and other related TCI Program goals, such as improved air quality, public health, resilience, and more affordable access to clean transportation alternatives.

B. Equity Shared Priority. Each Signatory Jurisdiction agrees that it is a shared priority to expand low-carbon and clean mobility options in urban, suburban, and rural communities, particularly for populations and communities that are disproportionately adversely affected by climate change and transportation pollution and currently underserved by the transportation system. Each Participating Jurisdiction will work with communities to assess the equity impacts of the program on an ongoing basis to evaluate whether program changes are needed and to inform investment priorities.

4. REGIONAL ORGANIZATION

The Regional Organization shall operate pursuant to by-laws agreed upon by the Participating Jurisdictions. The Regional Organization shall have an executive board comprised of two representatives from each Participating Jurisdiction. The Regional Organization may employ staff, and acquire and dispose of assets, to perform its functions.

A. Regional Organization Functions, Authorities and Limits on Authorities. The Regional Organization shall have the following functions:

- (1) Administrative Forum. Act as the forum for collaborative discussion regarding administration of the TCI Programs as the agent of each Participating Jurisdiction, as each Participating Jurisdiction implements its own individual programs.
- (2) Emissions and Allowance Tracking Agent. Act as the agent of each Participating Jurisdiction to develop, implement, and maintain the system to receive and store reported emissions-related data from regulated entities and track allowance accounts for the Participating Jurisdictions' individual programs.
- (3) Auction Administration. Act as the agent of each Participating Jurisdiction to administer allowance auctions on behalf of the Participating Jurisdictions.
- (4) Carbon and fuel market monitoring. Act as the agent of each Participating Jurisdiction to monitor emission allowance and transportation fuel markets on an ongoing basis.

- (5) Contracting. Contract with appropriate experts, with the agreement of the Participating Jurisdictions, to implement tracking systems, reporting systems, auction systems, banking systems or other administrative functions needed to assist and support the implementation of the TCI Program.
- (6) Limitation on Authority. The Regional Organization is an agent for the Participating Jurisdiction as specified in this MOU and a technical assistance organization only. The Regional Organization shall have no authority to adopt, implement or enforce the TCI Program. Authority is reserved to each Participating Jurisdiction for the enactment or promulgation of laws for the implementation and enforcement of its individual program.

B. Funding for the Regional Organization. The Signatory Jurisdictions agree that the Regional Organization shall be funded by payments from each Participating Jurisdiction in proportion to the Participating Jurisdiction's annual base CO₂ emissions budget, subject to any necessary appropriations process in the respective jurisdiction. The Regional Organization's budget shall be determined and approved by the Regional Organization's executive board.

5. ADDITION OR WITHDRAWAL OF PARTICIPATING JURISDICTIONS

A. New Participating Jurisdictions. The Participating Jurisdictions shall work together to encourage non-signatory jurisdictions to become Participating Jurisdictions and shall welcome the participation of new jurisdictions with a goal to expand the geographic reach of the regional TCI Program. Participating Jurisdictions would execute any necessary measures to adjust the TCI Program.

B. Withdrawal from the TCI Program. A jurisdiction may withdraw from the TCI Program. In this event, the remaining Participating Jurisdictions would execute any necessary measures to adjust the TCI Program.

6. PROGRAM MONITORING AND REVIEW

Each Participating Jurisdiction shall monitor the progress of its individual program and the regional TCI Program on an ongoing basis. No later than three years after program launch and regularly thereafter, the Participating Jurisdictions shall commence a comprehensive review of the regional TCI Program and the Model Rule to determine its effectiveness and whether it is achieving emission reductions at reasonable cost.

The Participating Jurisdictions shall annually review and report the impacts of each Participating Jurisdiction's individual program. The Participating Jurisdictions may pursue additional reductions after 2032.

EXECUTIVE SUMMARY

Evaluating the Potential Environmental and Economic Benefits and Costs of a Cap and Invest Program for Transportation Emissions in the TCI Region

The jurisdictions participating in the Transportation and Climate Initiative (TCI) have used multiple economic and public health models to understand the potential impacts of a cap-and-invest program for transportation emissions. The models were used to analyze three different cap stringency scenarios. The modeling results provide an estimate of impacts from these scenarios that will help inform decision-making but do not guarantee particular outcomes. We welcome public input on the modeling results.

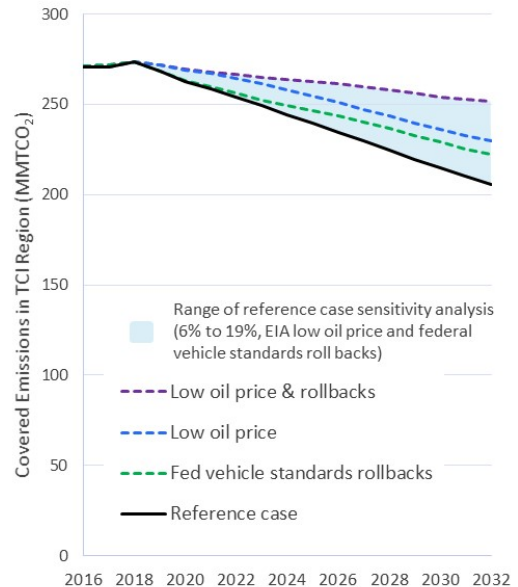
KEY FINDINGS

- Under all three cap reduction scenarios, the program is projected to produce positive overall environmental, health, economic and other benefits.
- A declining emissions cap could lock in decreases in carbon dioxide emissions that are expected through 2032 and potentially drive additional reductions.
- The program would enable the jurisdictions to work with communities and businesses to reduce carbon dioxide emissions through programs that expand access to clean mobility and other transportation options, spur economic growth, and improve the lives of residents.

Transportation Emissions under “Business as Usual” (Reference Case)

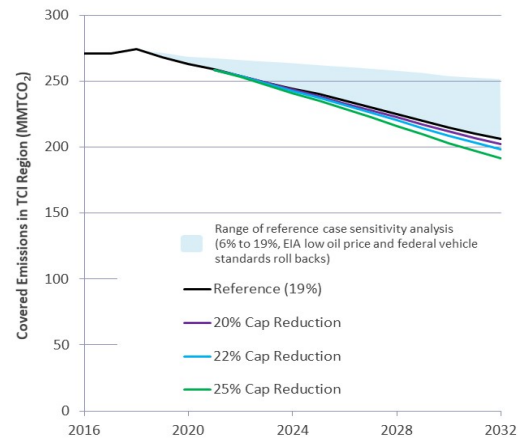
The results of the business-as-usual analysis, or Reference Case, suggest that carbon dioxide emissions from on-road transportation fuels are expected to decrease by 19 percent by 2032 compared to emissions in 2022. This decline is largely the result of improving vehicle efficiency and greenhouse gas emission standards and a shift away from internal combustion engines and toward zero emission vehicles (ZEVs). The shift to ZEVs is achieved through implementation of existing federal and state regulations, shifts in consumer preferences, and innovation that lowers technology costs.

In modeling the Reference Case, the TCI jurisdictions used the best-available projections of technology and commodity prices as well as the continuation of existing regulation. If key variables change, such as lower-than-expected oil prices or existing federal vehicle standards are rolled back, the emission reductions anticipated in the Reference Case would be significantly less (declining by as little as 6% between 2022 and 2032), as illustrated by the range of potential future emissions on the graph to the right.



Emission Reductions under a Cap-and-Invest Program

As the TCI jurisdictions evaluate the program details that will be included in the final Memorandum of Understanding, we invite the public to provide input on the modeled cap reduction scenarios. The different cap levels lead to different projected allowance prices and proceeds to invest. These projections are detailed in the chart to the right.



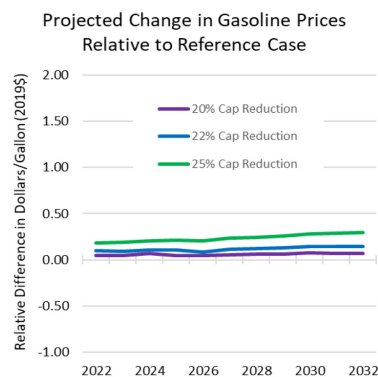
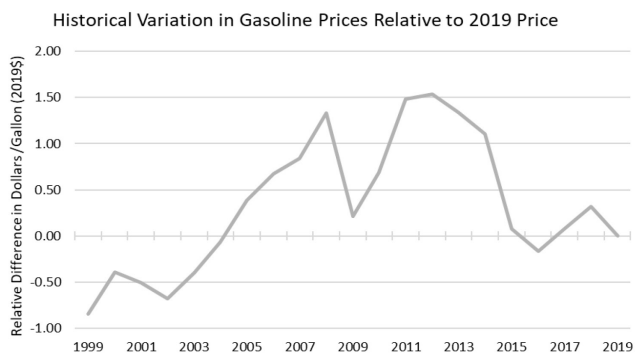
Economic and Public Health Benefits

Under each cap reduction scenario modeled, regional gross domestic product (GDP), disposable personal income (DPI), and jobs are projected to increase modestly. A preliminary region-wide analysis conducted by Cambridge Systematics projected that cleaner air, improvements in safety, and more physical activity would result in significant net public health benefits for residents of the region. For illustrative purposes, the table on the right illustrates some of these projected benefits in the year 2032. In the spring of 2020, a multi-university team led by Harvard C-CHANGE will complete detailed modeling and mapping of the health consequences of county-level changes in air pollution and physical activity across the entire region for multiple cap reduction scenarios.

Economic and Health Indicators, in 2032	20% Cap Reduction	22% Cap Reduction	25% Cap Reduction
% increase in GDP growth, from Reference Case	0.01%	0.03%	0.05%
% increase in DPI growth, from Reference Case	0.01%	0.02%	0.04%
% Increase in Jobs, from Reference Case	0.004%	0.01%	0.02%
Reduced asthma symptoms/exacerbation	338	673	1,366
Deaths and premature deaths avoided	307	610	1,014
Total monetized public health benefits (Billions of 2017\$)	\$3	\$6	\$10

Estimated Changes in Fuel Prices

Gasoline and diesel prices vary widely over time due to a variety of global factors. If the regulated entities in the petroleum industry choose to pass the costs of compliance with a cap and invest program on to consumers, our modeling estimates an incremental price increase in 2022 of \$0.05, \$0.09 or \$0.17 per gallon in the 20%, 22% and 25% Cap Reduction Scenarios, respectively. These changes would be well within the range of historical variability. The goal of a regional cap-and-invest program would be to use the proceeds to invest in clean transportation options, reducing the exposure of our economy to these oil market price fluctuations. Complementary programs that reduce fuel consumption, such as

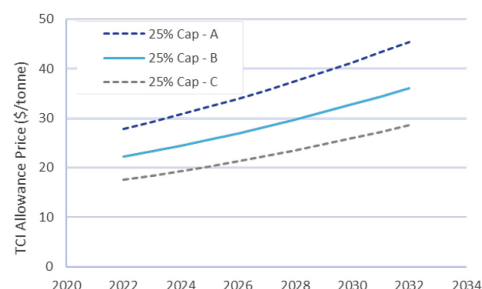


more ambitious federal and state vehicle emissions standards, would be expected to moderate costs further.

Targeted Investments

Cap-and-Invest programs inherently leverage market dynamics to achieve guaranteed emissions reductions at relatively low costs for consumers and businesses. When auction proceeds are invested in low-carbon transportation programs, it makes it easier to meet the emissions cap in any given year. This is particularly true when investments are targeted toward the most cost-effective strategies – i.e., solutions that reduce more tons per dollar invested. When a regional cap and invest program is implemented, each participating TCI jurisdiction will determine how to invest its share of the proceeds. For comparison, the table below summarizes three hypothetical investment scenarios that were modeled with a 25% Cap Reduction scenario and the figure on the right illustrates allowance prices that result from the analysis.

Low-Carbon Transportation Investment Strategies	Illustrative Investment Portfolios		
	A	B*	C
Electric cars, light trucks and vans	5%	30%	54%
Low & zero-emission buses and trucks	21%	23%	27%
Transit expansion and upkeep	35%	18%	-
Pedestrian and bike safety, ride sharing	16%	14%	10%
System efficiency	7%	8%	8%
Indirect/ Other	17%	8%	-



Background Information on the Modeling Approach

Economic, transportation, and public health modeling tools provide information to help policy makers and the public understand what trends—such as changes in VMT¹ and emissions—we can expect in transportation and other sectors of the economy. Typically, a modeling analysis begins with the question, “What can we expect in the future without new policy, if the future is business as usual?” Next, policy scenarios are added to the model to test how the policies could affect future trends. By comparing the business-as-usual, or “Reference case,” projections with those that result from new policies, one can better understand the potential impacts of proposed policies like the TCI cap-and-invest program.

The modeling analysis presented here is derived from a few different models.² The National Energy Modeling System, developed and maintained by the U.S. Energy Information Administration, was modified for use in the TCI region (i.e., TCI-NEMS) and used as the primary modeling tool to better understand trends in both the transportation and electricity sectors with and without a new TCI cap-and-invest program. An investment strategies modeling tool developed for the states was used to estimate the effect of investing auction proceeds in a wide variety of low-carbon transportation technologies and programs, and those effects were fed back into the TCI-NEMS model. This tool, in combination with the World Health Organization’s HEAT model, was also used to provide preliminary estimates³ of the health benefits provided by investments through cleaner air and increased use of active transportation options (walking and biking). The REMI model⁴ was used to project macroeconomic impacts, including changes in economic growth, income and employment.

¹ Vehicle miles traveled (VMT) measures the total distance traveled by all vehicles in a geographic region over a given period of time, typically 12-months.

² For more information regarding modeling tools and methods, please go to [this link](#).

³ More detailed and comprehensive health benefit analysis is underway and will be completed in early 2020.

⁴ The REMI model is a dynamic forecasting and policy analysis tool commonly used to evaluate the macroeconomic effects of energy and environmental policies.



MEMORANDUM

TO: COG Board of Directors and Transportation Planning Board
FROM: Chuck Bean, Executive Director
Kanti Srikanth, COG Deputy Executive Director for Metropolitan Planning
SUBJECT: Connecting Land Use and Transportation In High Capacity Transit Station Areas
DATE: January 2, 2020

For nearly 18 months, the COG Board of Directors (Board), in conjunction with its Housing Strategy Group, the Planning Directors Technical Advisory Committee (PDTAC), and the Housing Directors Advisory Committee (HDAC), worked to assess the region's housing needs, including the amount of additional housing, location of additional housing, and cost bands of additional housing. This work culminated in September 2019 when the Board adopted Resolution R27-2019, adopting regional housing targets, which called for:

- *Amount:* At least 320,000 housing units should be added to the region between 2020 and 2030. This is an additional 75,000 units beyond the units forecast for this period.
- *Accessibility (Location):* At least 75 percent of all new housing units should be in Activity Centers or near high-capacity transit (HCT).
- *Affordability:* At least 75 percent of all new housing should be affordable to low- and middle-income households.

This assessment of the region's housing needs, and the subsequent adoption of regional housing targets aligned with and advances the Transportation Planning Board's (TPB) aspirational initiative, "Bring Jobs and Housing Closer Together," contained in the region's long-range transportation plan, *Visualize 2045*. This initiative seeks to optimize the region's complex land use and transportation system in a manner that will favorably address traffic congestion and support increased accessibility throughout the region.

To build on the success of this milestone, efforts to realize the above targets will be necessary at local, regional and state levels and will have to focus on many aspects of community development. The elected and technical officials active in COG and its associated transportation planning organization, the TPB, are uniquely positioned to work together on regional planning. As such staff believes that members will be well served to leverage the work activities of the COG Committees and its associated planning organizations in a manner that would help inform local, regional, and state-level discussions and decisions to realize the regional housing targets.

To this end, staff sees the planned activities of the PDTAC and HDAC to address impediments to housing production in the Washington region as one such product. This work is being aided by a federal technical assistance grant from the U.S. Department of Housing and Urban Development.

Similarly, some of the recently completed and ongoing activities of COG's associate transportation planning organization, the TPB, can be leveraged to help inform local and regional efforts to advance the locational aspect of the region's housing targets – 75 percent of future housing to be located

around HCT stations and in Regional Activity Centers. COG's work in land use (including housing) and TPB's work in transportation connectivity can be leveraged to conduct a series of investigations and analyses that can support the development of transit-oriented communities (TOCs) in the region.

COG and TPB staffs could coordinate their ongoing and planned work activities to further support member jurisdictions' efforts to enhance housing and transportation connectivity in HCT Station Areas. Specifically, the TPB could work with the PDTAC and HDAC to examine the interaction of land use (housing in particular) and transportation around HCT Station Areas. Local planning and housing directors often note that deficiencies in access to HCT stations, especially insufficient alternative travel options, pose considerable obstacles to build more housing in HCT Station Areas and/or having more residents and workers in these areas use transit.

The purpose of this coordinated work and subsequent products would be to identify opportunities for potential projects, programs, and policies that support healthy and vibrant TOCs, help achieve the new regional housing targets, and advance TPB's Aspirational Initiatives.

It is important to underscore and recognize that land use decisions and authority are reserved for COG's member local governments and any information or work products from this effort would be intended to provide any support that may be useful as they undertake that important responsibility.

The following are some of the products, briefly described, based on recently completed and ongoing work activities, that can be reimagined from the TOC perspective:

1. Identify and Classify High Capacity Transit (HCT) Station Areas
2. Summarize population, households, and employment in HCT Station Areas
3. Examine Transportation Connectivity in HCT Station Areas – Alternative Modes

1. Identify and classify current and planned HCT Station Areas

There is a wide variety of transit systems and each has its own ability to support land use activities around its stations and provide connectivity to the community around it. As part of its Aspirational Initiatives, the TPB classified the following transit options as high capacity transit, or HCT: Metrorail, commuter rail (MARC and VRE); light rail (e.g., Purple line) and Bus Rapid Transit (BRT)/Street Cars. An interactive tool that identifies the locations of these existing and planned HCT Station Areas in the region and further noting the type of transit station at these locations would be useful. The purpose of this tool will be to build understanding of HCT Station Areas and their geographic distribution and presence throughout the region. Such a tool can help focus the discussion and efforts to examine potential projects, programs and policies that promote the development of successful TOCs within each jurisdiction. The tool can also overlay two other types of geographically-focused areas the region uses to inform its planning and programming actions: Regional Activity Centers and Equity Emphasis Areas—census tracts with higher concentrations of low-income and minority residents. Specifically, the HCT Station Area tool can identify which HCT Station Areas are contained within a Regional Activity Center and/or in an Equity Emphasis Area. This knowledge can help inform both housing and transportation investment discussions and decisions. The attached map and corresponding table identify the HCT Station Areas anticipated by 2030. As part of this activity, staff would verify and confirm the HCT Station Areas identified on the map and accompanying table.

2. Summarize population, households, and employment in HCT Station Areas

Building off the previous work activity and using the tool and COG's Cooperative Forecasting data, staff can produce data tables and visualizations to describe and summarize current and forecasted estimates of population, households, and employment within these HCT Station Areas. This information could help inform and support local governments as they consider important housing and economic development policies and decisions. This information also would be helpful in informing the types of transportation connectivity that would best serve the TOCs, the potential transit ridership market, and opportunities to locate more employment at these locations. When feasible, such data can be summarized at small geographic areas (transportation analysis zone-TAZ) and at varying distances from individual HCT Stations.

3. Examine Transportation Connectivity in HCT Station Areas – Alternative Modes

Having identified the geography (TAZs) and land activity (population, households, and jobs) at the HCT Station Areas, transportation access to these stations can be examined and analyzed. Specifically, the existence of alternative modes of transportation to access and opportunities to enhance such access can be analyzed. This information can inform discussions and decisions on transportation investments that could enhance connectivity to transit stations - typically an obstacle for increasing housing around transit stations.

The viability of various non-solo driving modes used to access a transit station varies by the distance from the station, generally referred to as a travel shed. Transit riders access their transit stations using different modes of transportation, and these are often the result of the length of a trip to that station. Persons who walk to transit generally would not travel as far as those who might access the station with a bicycle or scooter; and those using a bicycle or scooter similarly may not want to travel as far to a transit station as somebody taking a more heavily-motorized vehicle. As such, the transportation connectivity analysis could be examined within the following concentric areas:

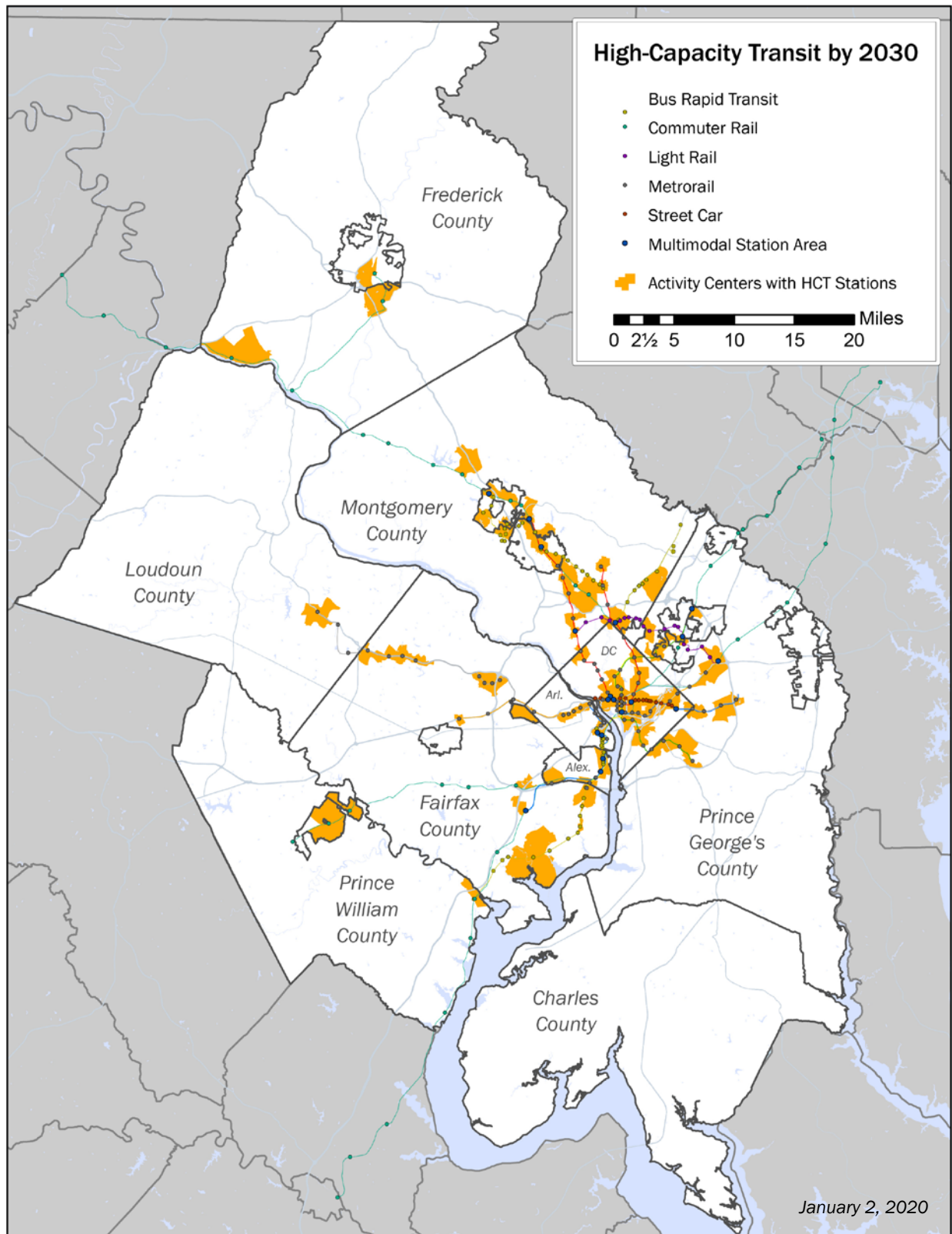
3.a. Walk access analysis: A typical planning assumption is that people are generally willing to walk up to 10 minutes to/from a transit station; which equates to a walking distance of approximately 1/2 mile. So, an area contained within a 1/2 mile in radius of the transit station may be considered the walk shed for that station. Ground realities around the transit station, however, do not necessarily provide for safe or efficient walk access within the walk shed. Using GIS, TPB recently developed a tool that identifies the walk shed, based on these on-the-ground realities, for HCT Station Areas the region anticipates having by 2025. This analysis could be expanded to 2030 to align with the same timeframe established for the regional housing targets. COG member jurisdictions could support TPB staff's planned work to examine how well walk access is provided for in the walk sheds of these HCT station areas and accept TPB's work prioritizing the stations areas for improving walk access. Walksheds around HCT stations typically have the potential to support higher density land uses.

3.b. Non-motorized Micromobility access analysis: In recent years, use of bicycle and scooters, also referred to as micromobility, has taken hold as a popular and growing means of travelling short distances (more than walking but less than travelling by bus or vehicle). These modes hold particular promise in expanding the traditional non-motorized access to transit stations, and the travel sheds for these modes understandably would be larger than the walk sheds described previously. Staff can research data and travel trends of these emerging modes to better understand and perhaps identify a similar travel shed distance for micromobility.

Research may indicate that these micromobility sheds may even vary among the specific types of modes (bicycle, scooter, etc.) or even by the types of land uses surrounding the transit station. Once these travel sheds are better understood and defined, staff can take a similar approach as the walk sheds analysis and examine the area around HCT stations areas as micromobility sheds, which potentially can be viewed as opportunities to make infrastructure improvements and investments to better connect housing and job locations to transit stations. Travel sheds for micromobility use typically extends beyond the walk shed yet not so far to necessitate more intense modal travel; and they typically have the potential to support higher density land uses but at densities less than those within the walk sheds.

Potential task 3.c. Micro-transit/feeder bus access analysis: Looking beyond currently planned and resourced work activities, there appears to be one other analysis that could support efforts to maximize the potential of TOCs. This would be a logical extension of the previously-described work activities and entail an examination of bus service at a micro level – shuttles/small feeder buses to and from HCT stations. Extending beyond the walk and micromobility travel sheds, this would be a travel shed/area that is best suited for short distance, more frequent shuttle of feeder bus-type shared ride services connecting housing and job centers to HCT stations. With its limited and pre-defined service area, such services could be via shorter/smaller buses or shuttle vehicles and with time could transition to connected/autonomous rideshare vehicles. The area that is best suited for such a service would typically be beyond the travel sheds for walk and micromobility sheds described previously.

Figure 1: High Capacity Transit Station Areas in the National Capital Region, 2030



**Table 1: High Capacity Transit Station Areas in the National Capital Region, 2030
January 2, 2020**

#	State	Jurisdiction	Station Area	Mode Type
1	District of Columbia	District of Columbia	Anacostia	Metro
2	District of Columbia	District of Columbia	Archives	Metro
3	District of Columbia	District of Columbia	Benning & 42nd NE	Street Car / Bus Rapid Transit
4	District of Columbia	District of Columbia	Benning & Oklahoma Ave	Street Car / Bus Rapid Transit
5	District of Columbia	District of Columbia	Benning and 19th NE	Street Car / Bus Rapid Transit
6	District of Columbia	District of Columbia	Benning and 34th NE	Street Car / Bus Rapid Transit
7	District of Columbia	District of Columbia	Benning and Minnesota Ave	Street Car / Bus Rapid Transit
8	District of Columbia	District of Columbia	Benning Road	Multi-modal
9	District of Columbia	District of Columbia	Brookland-CUA	Metro
10	District of Columbia	District of Columbia	Capitol South	Metro
11	District of Columbia	District of Columbia	Cleveland Park	Metro
12	District of Columbia	District of Columbia	Columbia Heights	Metro
13	District of Columbia	District of Columbia	Congress Heights	Metro
14	District of Columbia	District of Columbia	Deanwood	Metro
15	District of Columbia	District of Columbia	Dupont Circle	Metro
16	District of Columbia	District of Columbia	Eastern Market	Metro
17	District of Columbia	District of Columbia	Farragut North	Multi-modal
18	District of Columbia	District of Columbia	Farragut West	Multi-modal
19	District of Columbia	District of Columbia	Federal Center SW	Metro
20	District of Columbia	District of Columbia	Federal Triangle	Metro
21	District of Columbia	District of Columbia	Foggy Bottom-GWU	Metro
22	District of Columbia	District of Columbia	Fort Totten	Metro
23	District of Columbia	District of Columbia	Friendship Heights	Metro
24	District of Columbia	District of Columbia	Gallery Place	Metro
25	District of Columbia	District of Columbia	Georgia Ave	Metro
26	District of Columbia	District of Columbia	H & 13 th NE	Street Car / Bus Rapid Transit
27	District of Columbia	District of Columbia	H & 5th NE	Street Car / Bus Rapid Transit
28	District of Columbia	District of Columbia	H & 8th NE	Street Car / Bus Rapid Transit
29	District of Columbia	District of Columbia	H & MD Ave	Street Car / Bus Rapid Transit
30	District of Columbia	District of Columbia	Judiciary Square	Metro
31	District of Columbia	District of Columbia	K & 25th NW streetcar	Street Car / Bus Rapid Transit
32	District of Columbia	District of Columbia	K & 3rd NW streetcar	Street Car / Bus Rapid Transit
33	District of Columbia	District of Columbia	K & Wisconsin streetcar	Street Car / Bus Rapid Transit
34	District of Columbia	District of Columbia	Kingman Island	Street Car / Bus Rapid Transit
35	District of Columbia	District of Columbia	L'Enfant Plaza	Multi-modal
36	District of Columbia	District of Columbia	McPherson Square	Multi-modal
37	District of Columbia	District of Columbia	Metro Center	Metro
38	District of Columbia	District of Columbia	Minnesota Avenue	Metro
39	District of Columbia	District of Columbia	Mt Vernon Square	Metro
40	District of Columbia	District of Columbia	Mt. Vernon Sq. streetcar	Street Car / Bus Rapid Transit
41	District of Columbia	District of Columbia	Navy Yard	Metro
42	District of Columbia	District of Columbia	New York Ave NE.	Metro
43	District of Columbia	District of Columbia	Potomac Avenue	Metro
44	District of Columbia	District of Columbia	Rhode Island Ave	Metro
45	District of Columbia	District of Columbia	Shaw-Howard Univ	Metro
46	District of Columbia	District of Columbia	Smithsonian	Metro
47	District of Columbia	District of Columbia	Stadium Armory	Metro
48	District of Columbia	District of Columbia	Takoma	Metro
49	District of Columbia	District of Columbia	Tenleytown	Metro
50	District of Columbia	District of Columbia	Union Station	Multi-modal
51	District of Columbia	District of Columbia	U-Street-Cardozo	Metro

#	State	Jurisdiction	Station Area	Mode Type
52	District of Columbia	District of Columbia	Van Ness-UDC	Metro
53	District of Columbia	District of Columbia	Waterfront	Metro
54	District of Columbia	District of Columbia	Woodley Park-Zoo	Metro
55	Maryland	Frederick County	Brunswick	Commuter Rail
56	Maryland	Frederick County	Frederick	Commuter Rail
57	Maryland	Frederick County	Monocacy/I-270	Commuter Rail
58	Maryland	Frederick County	Point of Rocks	Commuter Rail
59	Maryland	Montgomery County	Aspen Hill Rd BRT	Street Car / Bus Rapid Transit
60	Maryland	Montgomery County	Barnesville	Commuter Rail
61	Maryland	Montgomery County	Bethesda	Multi-modal
62	Maryland	Montgomery County	Boyd	Commuter Rail
63	Maryland	Montgomery County	Briggs Chaney PNR BRT	Street Car / Bus Rapid Transit
64	Maryland	Montgomery County	Broadwood Dr BRT	Street Car / Bus Rapid Transit
65	Maryland	Montgomery County	Burnt Mills BRT	Street Car / Bus Rapid Transit
66	Maryland	Montgomery County	Burtonsville PNR BRT	Street Car / Bus Rapid Transit
67	Maryland	Montgomery County	Castle Ridge BRT	Street Car / Bus Rapid Transit
68	Maryland	Montgomery County	Connecticut Avenue	Light Rail
69	Maryland	Montgomery County	Crown Farm	Street Car / Bus Rapid Transit
70	Maryland	Montgomery County	Dale Drive	Light Rail
71	Maryland	Montgomery County	DANAC	Street Car / Bus Rapid Transit
72	Maryland	Montgomery County	Dickerson	Commuter Rail
73	Maryland	Montgomery County	East Gaither	Street Car / Bus Rapid Transit
74	Maryland	Montgomery County	Fenton Street BRT	Street Car / Bus Rapid Transit
75	Maryland	Montgomery County	Firstfield	Street Car / Bus Rapid Transit
76	Maryland	Montgomery County	Forest Glen	Metro
77	Maryland	Montgomery County	Gaithersburg	Commuter Rail
78	Maryland	Montgomery County	Garrett Park	Commuter Rail
79	Maryland	Montgomery County	Germantown	Commuter Rail
80	Maryland	Montgomery County	Glenmont	Metro
81	Maryland	Montgomery County	Grosvenor	Metro
82	Maryland	Montgomery County	Kensington	Commuter Rail
83	Maryland	Montgomery County	Kentlands	Street Car / Bus Rapid Transit
84	Maryland	Montgomery County	Long Branch	Light Rail
85	Maryland	Montgomery County	LSC Central	Street Car / Bus Rapid Transit
86	Maryland	Montgomery County	LSC West	Street Car / Bus Rapid Transit
87	Maryland	Montgomery County	Lyttonsville	Light Rail
88	Maryland	Montgomery County	Manchester Place	Light Rail
89	Maryland	Montgomery County	MD 185 Connecticut Ave BRT	Street Car / Bus Rapid Transit
90	Maryland	Montgomery County	MD 193 University Blvd BRT	Street Car / Bus Rapid Transit
91	Maryland	Montgomery County	MD 28 First St BRT	Street Car / Bus Rapid Transit
92	Maryland	Montgomery County	Medical Center	Metro
93	Maryland	Montgomery County	Metropolitan Grove	Multi-modal
94	Maryland	Montgomery County	Montgomery College BRT	Street Car / Bus Rapid Transit
95	Maryland	Montgomery County	Newport Mill Rd BRT	Street Car / Bus Rapid Transit
96	Maryland	Montgomery County	NIST	Street Car / Bus Rapid Transit
97	Maryland	Montgomery County	Oak Leaf Drive BRT	Street Car / Bus Rapid Transit
98	Maryland	Montgomery County	Parkland Dr BRT	Street Car / Bus Rapid Transit
99	Maryland	Montgomery County	Piney Branch Road	Light Rail
100	Maryland	Montgomery County	Randolph Rd BRT	Street Car / Bus Rapid Transit
101	Maryland	Montgomery County	Rockville	Multi-modal
102	Maryland	Montgomery County	Shady Grove	Multi-modal

#	State	Jurisdiction	Station Area	Mode Type
103	Maryland	Montgomery County	Silver Spring	Multi-modal
104	Maryland	Montgomery County	Silver Spring Library	Light Rail
105	Maryland	Montgomery County	Stewart Lane BRT	Street Car / Bus Rapid Transit
106	Maryland	Montgomery County	Tech Road BRT	Street Car / Bus Rapid Transit
107	Maryland	Montgomery County	Traville Gateway Dr.	Street Car / Bus Rapid Transit
108	Maryland	Montgomery County	Twinbrook	Metro
109	Maryland	Montgomery County	Twinbrook Pkwy BRT	Street Car / Bus Rapid Transit
110	Maryland	Montgomery County	Universities at Shady Grove	Street Car / Bus Rapid Transit
111	Maryland	Montgomery County	University Blvd BRT	Street Car / Bus Rapid Transit
112	Maryland	Montgomery County	Washington Grove	Commuter Rail
113	Maryland	Montgomery County	West Gaither	Street Car / Bus Rapid Transit
114	Maryland	Montgomery County	Wheaton	Multi-modal
115	Maryland	Montgomery County	White Flint	Metro
116	Maryland	Montgomery County	White Oak Transit Center BRT	Street Car / Bus Rapid Transit
117	Maryland	Montgomery County	Woodside	Light Rail
118	Maryland	Prince George's County	Addison Road	Metro
119	Maryland	Prince George's County	Annapolis Road	Light Rail
120	Maryland	Prince George's County	Bowie State	Commuter Rail
121	Maryland	Prince George's County	Branch Avenue	Metro
122	Maryland	Prince George's County	Capitol Heights	Metro
123	Maryland	Prince George's County	Cheverly	Metro
124	Maryland	Prince George's County	College Park	Multi-modal
125	Maryland	Prince George's County	East Campus	Light Rail
126	Maryland	Prince George's County	Greenbelt	Multi-modal
127	Maryland	Prince George's County	Landover	Metro
128	Maryland	Prince George's County	Largo Town Center	Metro
129	Maryland	Prince George's County	Laurel	Commuter Rail
130	Maryland	Prince George's County	Morgan Blvd.	Metro
131	Maryland	Prince George's County	M-Square	Light Rail
132	Maryland	Prince George's County	Muirkirk	Commuter Rail
133	Maryland	Prince George's County	Naylor Road	Metro
134	Maryland	Prince George's County	New Carrollton	Multi-modal
135	Maryland	Prince George's County	PG Plaza	Metro
136	Maryland	Prince George's County	Riggs Road	Light Rail
137	Maryland	Prince George's County	Riverdale	Commuter Rail
138	Maryland	Prince George's County	Riverdale Park	Light Rail
139	Maryland	Prince George's County	Riverdale Road	Light Rail
140	Maryland	Prince George's County	Seabrook	Commuter Rail
141	Maryland	Prince George's County	Southern Avenue	Metro
142	Maryland	Prince George's County	Suitland	Metro
143	Maryland	Prince George's County	Takoma/Langley Transit Center	Light Rail
144	Maryland	Prince George's County	UM Campus Center	Light Rail
145	Maryland	Prince George's County	West Campus	Light Rail
146	Maryland	Prince George's County	West Hyattsville	Metro
147	Virginia	Arlington County	23rd and Clark	Street Car / Bus Rapid Transit
148	Virginia	Arlington County	23rd and Crystal	Street Car / Bus Rapid Transit
149	Virginia	Arlington County	26th and Clark	Street Car / Bus Rapid Transit
150	Virginia	Arlington County	27th and Crystal	Street Car / Bus Rapid Transit
151	Virginia	Arlington County	33rd and Crystal	Street Car / Bus Rapid Transit
152	Virginia	Arlington County	Arlington Cemetery	Metro
153	Virginia	Arlington County	Army Navy Dr. station	Street Car / Bus Rapid Transit

#	State	Jurisdiction	Station Area	Mode Type
154	Virginia	Arlington County	Ballston	Metro
155	Virginia	Arlington County	Clarendon	Metro
156	Virginia	Arlington County	Court House	Metro
157	Virginia	Arlington County	Crystal City	Multi-modal
158	Virginia	Arlington County	East Falls Church	Metro
159	Virginia	Arlington County	National Airport	Metro
160	Virginia	Arlington County	Pentagon	Metro
161	Virginia	Arlington County	Pentagon City	Multi-modal
162	Virginia	Arlington County	Rosslyn	Metro
163	Virginia	Arlington County	South Glebe Rd	Street Car / Bus Rapid Transit
164	Virginia	Arlington County	Virginia Square	Metro
165	Virginia	City of Alexandria	Alexandria	Commuter Rail
166	Virginia	City of Alexandria	Braddock Road	Multi-modal
167	Virginia	City of Alexandria	Custis Ave	Street Car / Bus Rapid Transit
168	Virginia	City of Alexandria	East Glebe Rd	Street Car / Bus Rapid Transit
169	Virginia	City of Alexandria	Eisenhower Avenue	Metro
170	Virginia	City of Alexandria	Fayette St	Street Car / Bus Rapid Transit
171	Virginia	City of Alexandria	King Street	Metro
172	Virginia	City of Alexandria	Potomac Ave	Street Car / Bus Rapid Transit
173	Virginia	City of Alexandria	Potomac Yards	Multi-modal
174	Virginia	City of Alexandria	Reed Ave	Street Car / Bus Rapid Transit
175	Virginia	City of Manassas	Manassas City	Commuter Rail
176	Virginia	City of Manassas Park	Manassas Park	Commuter Rail
177	Virginia	Fairfax County	Backlick Road	Commuter Rail
178	Virginia	Fairfax County	Beacon Hill	Street Car / Bus Rapid Transit
179	Virginia	Fairfax County	Burke Center	Commuter Rail
180	Virginia	Fairfax County	Dunn Loring	Metro
181	Virginia	Fairfax County	Fort Belvoir	Street Car / Bus Rapid Transit
182	Virginia	Fairfax County	Franconia-Springfield	Multi-modal
183	Virginia	Fairfax County	Greensboro Tyson Central Rt 7	Metro
184	Virginia	Fairfax County	Gum Springs	Street Car / Bus Rapid Transit
185	Virginia	Fairfax County	Gunston Rd	Street Car / Bus Rapid Transit
186	Virginia	Fairfax County	Herndon	Metro
187	Virginia	Fairfax County	Huntington	Multi-modal
188	Virginia	Fairfax County	Hybla Valley	Street Car / Bus Rapid Transit
189	Virginia	Fairfax County	Innovation Center Route 28	Metro
190	Virginia	Fairfax County	Lockheed Blvd	Street Car / Bus Rapid Transit
191	Virginia	Fairfax County	Lorton	Commuter Rail
192	Virginia	Fairfax County	Lorton Station Blvd	Street Car / Bus Rapid Transit
193	Virginia	Fairfax County	McLean Tysons East	Metro
194	Virginia	Fairfax County	Penn Daw	Street Car / Bus Rapid Transit
195	Virginia	Fairfax County	Pohick Rd	Street Car / Bus Rapid Transit
196	Virginia	Fairfax County	Reston Town Center	Metro
197	Virginia	Fairfax County	Rolling Road	Commuter Rail
198	Virginia	Fairfax County	South County	Street Car / Bus Rapid Transit
199	Virginia	Fairfax County	Spring Hill Tysons West	Metro
200	Virginia	Fairfax County	Tysons Corner	Metro
201	Virginia	Fairfax County	Van Dorn Street	Metro
202	Virginia	Fairfax County	Vienna	Metro
203	Virginia	Fairfax County	West Falls Church	Metro
204	Virginia	Fairfax County	Wiehle/Reston East	Metro

#	State	Jurisdiction	Station Area	Mode Type
205	Virginia	Fairfax County	Woodlawn	Street Car / Bus Rapid Transit
206	Virginia	Loudoun County	Dulles Airport	Metro
207	Virginia	Loudoun County	Route 772/DGWay	Metro
208	Virginia	Loudoun County	VA 606/Western Regional	Metro
209	Virginia	Prince William County	Broad Run/Airport	Commuter Rail
210	Virginia	Prince William County	Potomac Shores	Commuter Rail
211	Virginia	Prince William County	Quantico	Commuter Rail
212	Virginia	Prince William County	Rippon	Commuter Rail
213	Virginia	Prince William County	Woodbridge	Multi-modal



MEMORANDUM

TO: Transportation Planning Board
FROM: Brandon Brown, TPB Transportation Planner
SUBJECT: TPB Member Orientation
DATE: January 16, 2020

This memo provides information on newly appointed Transportation Planning Board (TPB) members, member orientation materials, and general resources for current members, including bylaws, rules and instructions for remote participation, and COG website FAQs.

NEW MEMBERS

Jurisdiction	Member Name	Alternate Name
Arlington County	Christian Dorsey	n/a
City of Bowie	Adrian Boafo	n/a
City of Greenbelt	Emmet V. Jordan	n/a
City of College Park	Patrick L. Wojahn	n/a
Fairfax County	Walter Alcorn	Jeffrey C. McKay
Fairfax County	James Walkinshaw	Rodney Lusk
Loudoun County	Matthew Letourneau	n/a
Montgomery County	Christopher Conklin	Hannah Henn
Prince George's County	n/a	Deni L. Taveras
Prince William County	Ann B. Wheeler	n/a

For the 2020 calendar year, the TPB will be adding 13 new members, including alternates. These members are from Montgomery, Loudoun, Fairfax, Prince George’s, and Prince William counties, in addition to the cities of Greenbelt, College Park, and Bowie. The table below lists these new representatives:

MEMBER ORIENTATION PACKETS

Member orientation packets have been compiled to assist all members in becoming acquainted with the board, its role as the region’s MPO, the boards most recent publications, and some of the logistics associated with membership.

Here is a link to a recorded slide show presentation which provides a brief overview of the metropolitan transportation planning process: <https://www.mwcog.org/tpb/orientation/>

Board member orientation packets include the following:

- Instructions for remote participation in TPB meeting
- Committee Member FAQ for COG Website
- Our new one-page overview of the TPB
- Two articles by TPB on Transportation Planning by TPB staff
- The Bylaws of the National Capital Region Transportation Planning Board
- Seven Transportation Initiatives for a Better Future
- Visualize 2045 Plan Document (not included at Technical Committee Meeting)
- The Region – TPB Annual Report 2015 Vol. 55
- Regional Transportation Priorities Plan for the National Capital Region
- The Vision – 10th Anniversary Edition

GENERAL RESOURCES

Also attached to this memo, please find the calendar year 2020 TPB meeting calendar in addition to the updated member roster for 2020.

If you have any questions, please do not hesitate to reach me at bbrown@mwkog.org or by telephone at (202) 962-3234.

Board member orientation packets include the following:

- Instructions for remote participation in TPB meeting
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GENERAL RESOURCES

Also attached to this memo, please find the calendar year 2020 TPB meeting calendar in addition to the updated member roster for 2020.

If you have any questions, please do not hesitate to reach me at bbrown@mwkog.org or by telephone at (202) 962-3234.

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
MEMBERSHIP LIST**

January 22, 2020

2020 Officers: Kelly Russell, Chair; Charles Allen, First Vice Chair; Pamela Sebesky, Second Vice Chair

	Members		Alternates	
<u>DISTRICT OF COLUMBIA</u>				
DC Council	Phil Mendelson	(202) 724-8032		
DC Council	Charles Allen	(202) 724-8072		
DC Council	Brandon Todd	(202) 724-8052	Samuel Stephens	(202)724-6663
			Keiko Yoshino	(202) 724-7774
DC-DOT	Jeffrey Marootian	(202) 673-6813	Mark Rawlings	(202) 671-2234
			Jim Sebastian	(202) 671-2331
			Lezlie Rupert	(202) 671-1595
D.C. Office of Planning	Andrew Trueblood	(202) 285-4858	Sakina Khan	(202) 442-8708
 <u>MARYLAND</u>				
Bowie	Adrian Boafo			
Charles Co.	Reuben Collins	(301) 645-0550	Jason Groth	(301) 396-5814
College Park	Patrick L. Wojahn		Denise Mitchell	(240) 460-7620
Frederick Co.	Kai Hagen	(301) 600-2336	Ron Burns	(301) 600-6742
City of Frederick	Kelly Russell	(301) 600-2966	David Edmondson	(301) 600-1884
Gaithersburg	Neil Harris	(301) 258-6310	Dennis Enslinger	(301) 258-6310 (2323)
Greenbelt	Emmet V. Jordan		Rodney Roberts	(301) 474-8000
Laurel	Craig A. Moe	(301) 725-5300 (2125)	Bill Goddard	(301) 725-5300
Montgomery Co.	Evan Glass	(240) 777-7966	Glenn Orlin	(240) 777-7936
Montgomery Co. Exec.	Christopher Conklin	(240) 777-7198	Gary Erenrich	(240) 777-7156
			Hannah Henn	(917)971-2925
Prince George's Co.	Dannielle Glaros	(301) 952-3060	Deni Taveras	(301) 952-3860
Prince George's Co. Exec.	Terry Bellamy	(301) 883-5600	Victor Weissberg	(301) 883-5600
Rockville	Bridget Newton	(240) 314-8280	Emad Elshafei	(240) 314-8508
Takoma Park	Kacy Kostiuik	(240) 204-4912	Peter Kovar	(240) 319-6281
Maryland DOT	R. Earl Lewis, Jr	(410) 865-1006	Charles Glass	(410) 865-1092
			Heather Murphy	(410) 865-1282
Maryland House	Vacant			
Maryland Senate	Vacant			
 <u>VIRGINIA</u>				
Alexandria	Canek Aguirre	(703)746-4550	Mo Seifeldein	(703)746-4550
Arlington Co.	Christian Dorsey		Dan Malouff	(703) 228-7989
City of Fairfax	David Meyer	(703) 385-7800	Michael DeMarco	(703) 385-7850
Fairfax Co.	Walter Alcorn		Jeffrey C. McKay	
	James Walkinshaw		Rodney Lusk	
Falls Church	David Snyder	(540) 898-6959	Ross Litkenhous	(703) 248-5014
Fauquier Co.	Christopher N. Granger	(540) 422-8020	Vacant	
Loudoun Co.	Matthew Letourneau	(703) 777-0204	Robert Brown	(703) 777-0122
Loudoun Co.	Kristen Umstattd	(703) 777-0204		
City of Manassas	Pamela J. Sebesky	(703) 257-8200		
City of Manassas Park	Jeannette Rishell	(703) 401-0498		
Prince William Co.	Ann B. Wheeler		Ricardo Canizales	(703) 792-5985
	Victor Angry	(703) 792-4667	Paolo Belita	(703) 792 8002
Virginia DOT	Helen Cuervo	(703) 383-8368	Rene'e Hamilton	(703) 259-2747
Virginia House	Vacant			
Virginia Senate	Vacant			
<u>WMATA</u>	Shyam Kannan	(202) 962-2730	Allison Davis	(202) 962-2056
 <u>EX OFFICIO/NON-VOTING</u>				
FHWA – D.C.	Christopher Lawson	(202) 219-3536	Sandra Jackson	(202) 219-3521
FTA	Terry Garcia Crews	(215) 656-7100	Daniel Koenig	(202) 366-8224
NCPC	Julia Koster	(202) 482-7211	Marcel Acosta	(202) 482-7221
MWAA	Michael Hewitt	(703) 572-0264		
NPS	Peter May	(202) 619-7025	Tammy Stidham	(202) 619-7474

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
TECHNICAL COMMITTEE
MEMBERSHIP LIST**

January 22, 2020

2020 Chairman: Kyle Nembhard

	Members		Alternates	
<u>DISTRICT OF COLUMBIA</u>				
District DOT	Mark Rawlings	(202) 671-2234	Lezlie Rupert	(202) 671-1595
DC Office of Planning	Sakina Khan	(202) 442-8708	Kristin Calkins	(202) 442-7600
<u>MARYLAND</u>				
Charles County	Jason Groth	(301) 396-5814	Ben Yeckley	(301) 645-0645
Frederick County	Vacant		Ronald Burns	(301) 600-6742
City of Frederick	David Edmondson	(301) 600-1884	Joe Adkins	(301) 600-1655
Gaithersburg	Ollie Mumpower	(301) 258-6370	Rob Robinson	(301) 258-6330
M-NCPPC - Montgomery County	Eric Graye	(301) 495-4632	Thomas Masog	(301) 952-5216
M-NCPPC - Prince George's County	Vacant			
Maryland DOT	Tyson Byrne	(410) 865-1084	Kari Snyder	(410) 865-1305
			Matt Baker	(410) 545-5668
			Kandese Holford	(410) 545-5678
			David Rodgers	(410) 545-5670
			Ted Yurek	(410) 545-5671
Montgomery County	Gary Erenrich	(240) 777-7156	Andrew Bossi	(240) 777-7200
Prince George's County	Victor Weissberg	(301) 883-5600	Anthony Foster	(301) 883-5677
Rockville	Vacant		Emad Elshafei	(240) 314-8508
Takoma Park	Jamee Ernst	(301) 891-7217		
<u>VIRGINIA</u>				
Alexandria	Jim Masklanka	703) 746-4082	Vacant	
Arlington County	Dan Malouff	(703) 228-7989	Richard Roisman	(703) 746-6970
City of Fairfax	Chloe Ritter	(703) 273-5652	Wendy Block-Sanford	(703) 385-7889
Fairfax Co.	Mike Lake	(703) 877-5666	Malcolm Watson	(703) 877-5631
Falls Church	Vacant			
Fauquier County	Marie Scheetz	(540) 422-8210		
Loudoun County	Robert Brown	(703) 777-0122		
City of Manassas	Chloe Delhomme	(703) 257-8235		
No. Virginia Regional Commission	Vacant			
No. Virginia Transportation Authority	Sree Nampootheri	(703) 762-6298	Keith Jasper	(703) 642-4652
No. Virginia Transportation Commission	Patricia Happ	(571) 457-9522	Dan Goldfarb	(571) 483-3232
Prince William County	Paolo Belita	(703) 792-6273	George Phillips	(703) 792-8094
PRTC	Betsy Massie	(703) 580-6113		
Virginia DOA	P. Clifford Burnette	(804) 236-3632		
Virginia DOT	Norman Whitaker	(703) 259-2799	Maria Sinner	703-259-2342
			Regina Moore	(703) 259-1999
Virginia DRPT	Ciara Williams	(703) 259-2200	Todd Horsley	(703) 259-2117
VRE	Sonali Soneji	(703) 838-5432	Christine Hoeffner	(703) 838-5442
	Mark Phillips	(202) 962-1240	Jonathan Parker	(202) 962-1040
<u>WMATA</u>				
<u>FEDERAL</u>				
FHWA – D.C.	Sandra Jackson	(202) 219-3521		
FTA	Melissa McGill	(202) 219-3565	Daniel Koenig	(202) 366-8224
NCPC	Julia Koster	(202) 482-7211	Bill Dowd	(202) 482-7240
			Michael Weil	(202) 482-7253
NPS	Laurel Hammig	(202) 619-6347		
MWAA	Mike Hewitt	(703) 572-0264		
MWAQC	Alexandra Catena	(202) 741-0862		



National Capital Region
Transportation Planning Board Meeting Calendar

2020

JANUARY						
S	M	T	W	T	F	S
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FEBRUARY						
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JUNE						
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DECEMBER						
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January:
 Jan. 10 TPB Steering Committee
 Jan. 10 TPB Technical Committee
 Jan. 22 TPB

February:
 Feb. 7 TPB Steering Committee
 Feb. 7 TPB Technical Committee
 Feb. 19 TPB

March:
 Mar. 6 TPB Steering Committee
 Mar. 6 TPB Technical Committee
 Mar. 18 TPB

April:
 Apr. 3 TPB Steering Committee
 Apr. 3 TPB Technical Committee
 Apr. 15 TPB

May:
 May 1 TPB Steering Committee
 May 1 TPB Technical Committee
 May 20 TPB

June:
 Jun. 5 TPB Steering Committee
 Jun. 5 TPB Technical Committee
 Jun. 17 TPB

July:
 Jul. 10 TPB Steering Committee
 Jul. 10 TPB Technical Committee
 Jul. 22 TPB

September:
 Sept. 4 TPB Steering Committee
 Sept. 4 TPB Technical Committee
 Sept. 16 TPB

October:
 Oct. 2 TPB Steering Committee
 Oct. 2 TPB Technical Committee
 Oct. 21 TPB

November:
 Nov. 6 TPB Steering Committee
 Nov. 6 TPB Technical Committee
 Nov. 18 TPB

December:
 Dec. 4 TPB Steering Committee
 Dec. 4 TPB Technical Committee
 Dec. 16 TPB

*Please note that the Jan. & Jul. meeting of the TPB will be held on the fourth Wednesday of the month.



MEMORANDUM

TO: Ms. Kristen Umstattd, TPB Board Member
FROM: Mr. Sergio Ritacco, Transportation Planner
Ms. Lynn Winchell-Mendy, Transportation Planner
SUBJECT: Request for Applications Submitted to the 2019 solicitation of the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program
DATE: December 23, 2019
CC: Kanti Srikanth, TPB Staff Director
Ms. Lyn Erickson, Plan Development and Coordination Program Director

At the December 18, 2019, Transportation Planning Board (TPB) meeting, you requested staff to provide information on the projects submitted to the 2019 Enhanced Mobility of Seniors and Individuals with Disabilities program. You also noted an interest in better understanding which organizations serving the needs of Older Adults and Persons with Disabilities from Loudoun County, Virginia participated and submitted to the program.

Please note that a list of all the applications received and the projects being recommended for funding by the selection committee will be included with the Jan. 2020 TPB meeting materials scheduled to be mailed out on Jan 16, 2020. This memo provides some of this information and details on the Loudoun County applications for you as requested.

On November 4, 2019, the TPB staffed closed the solicitation period for the 2019 program and received a total of 29 applications. Of those applications, eight noted that their organization serves Loudoun County, Virginia as part of their daily operations (please see Table 1 for a full list of applications and the areas they self-reported as serving, page 2). These organizations include:

- The Arc of Northern Virginia
- Boat People SOS
- Columbia Lighthouse for the Blind
- Dulles Area Transportation Association
- ECHO
- Jewish Council for the Aging of Greater Washington, Inc (JCA)
- ServiceSource
- Transportation General, Inc.

TPB staff held pre-application conferences throughout the region to provide information on the program. More than 70 individuals attended, including the following organizations located in Loudoun County, Virginia:

- Loudoun County Department of Transportation and Capital Infrastructure
- Loudoun Volunteer Caregivers

Our program is statutorily limited to fund projects serving residents within the federally designated Washington DC-VA-MD urbanize area ([link to map](#)). For Loudoun County, the western portion of the

county falls outside this boundary. In instances where interested organizations fall outside the boundary, we share the contact information for the state-level program manager administering the program for the Commonwealth of Virginia: Ms. Brittany D. Voll, CTPA, Transit Programs Manager, Virginia Department of Rail and Public Transportation, (804) 786-4637, brittany.voll@drpt.virginia.gov.

Additional information on the program can be found at our web site: mwcog.org/enhanced_mobility. Please do not hesitate to contact me (lmendy@mwcog.org, (202) 962-3253) should you have any further questions on the matter.

Table 1. Applications submitted to the 2019 Enhanced Mobility program

Applicant	Project Name	Location	
Vehicle Acquisition Applications			
Transportation General, Inc.	Northern Virginia Accessible Mobility Service	Arlington County, VA City of Alexandria, VA City of Fairfax, VA City of Falls Church, VA City of Manassas Park, VA	City of Manassas, VA ; District of Columbia Fairfax County, VA Loudoun County, VA Montgomery County, MD Prince William County, VA
CHI Centers, Inc.	Mobility 2019	City of Gaithersburg, MD City of Rockville, MD	Montgomery County, MD Prince George's County, MD
Chinese Culture and Community Service Center	CCACC Adult Day Healthcare Center Transportation Services	City of Gaithersburg, MD City of Rockville, MD City of Takoma Park, MD	District of Columbia Montgomery County, MD
City of Hyattsville	Hyattsville Mobility Options Initiative	City of Bowie, MD City of College Park, MD City of Greenbelt, MD City of Hyattsville, MD City of Takoma Park, MD	District of Columbia Montgomery County, MD Prince George's County, MD Town of Bladensburg, MD
Community Support Services	Continuation of expanded transportation options for individuals with developmental disabilities supported by CSS	City of Gaithersburg, MD City of Rockville, MD Montgomery County, MD	
Easter Seals Serving DC MD VA	Adult Medical Day Transportation Services at Easterseals' Silver Spring Inter-Generational Center	City of Gaithersburg, MD City of Greenbelt, MD City of Hyattsville, MD City of Rockville, MD	City of Takoma Park, MD Montgomery County, MD Prince George's County, MD
ECHO	Enhancing ECHO's Transportation for Persons with Disabilities	Fairfax County, VA Loudoun County, VA	
Fairfax County Neighborhood & Community Services	Fairfax County Human Services Transportation 5310 Bus Replacement Grant Application.	City of Alexandria, VA City of Fairfax, VA	City of Falls Church, VA Fairfax County, VA

Applicant	Project Name	Location	
Jewish Council for the Aging of Greater Washington, Inc (JCA)	JCA Elderbus for the Most Vulnerable	Arlington County, VA City of Alexandria, VA City of Bowie, MD City of College Park, MD City of Fairfax, VA City of Falls Church, VA City of Gaithersburg, MD City of Greenbelt, MD	City of Hyattsville, MD City of Rockville, MD City of Takoma Park, MD District of Columbia Fairfax County, VA Montgomery County, MD Prince George's County, MD Town of Bladensburg, MD
Montgomery County Department of Transportation	Montgomery County Travel Training Program Expansion	Montgomery County, MD	
New Horizons Supported Services, Inc.	Enhancing Mobility and Increasing Inclusion for Disabled Adults through Tailored Transportation	City of Bowie, MD City of Hyattsville, MD Montgomery County, MD Prince George's County, MD	
Prince George's County	Prince George's County Paratransit Fleet Replacement Initiative	City of Bowie, MD City of College Park, MD City of Greenbelt, MD	City of Hyattsville, MD Prince George's County, MD Town of Bladensburg, MD
Regency Taxi	Enhanced Mobility Through Accessible Vehicles Project 3 - 2019	Arlington County, VA City of Alexandria, VA City of Bowie, MD City of College Park, MD City of Fairfax, VA City of Falls Church, VA City of Gaithersburg, MD City of Greenbelt, MD	City of Hyattsville, MD City of Rockville, MD City of Takoma Park, MD District of Columbia Fairfax County, VA Montgomery County, MD Prince George's County, MD Town of Bladensburg, MD
Sunrise Community of Maryland, Inc.	"Keep It Moving" – Enhanced Accessibility and Mobility Program	Montgomery County, MD Prince George's County, MD Other	
The Arc of Greater Prince William/INSIGHT, Inc.	Acquisition of Vehicles	City of Manassas Park, VA City of Manassas, VA Fairfax County, VA	Prince William County, VA Stafford County, VA
The Arc Prince George's County	Community Learning Services (CLS) 2	City of Bowie, MD City of College Park, MD City of Greenbelt, MD City of Hyattsville, MD	City of Takoma Park, MD Montgomery County, MD Prince George's County, MD Town of Bladensburg, MD

Applicant	Project Name	Location	
		City of Rockville, MD	
Washington Metro Area Transit Authority	Next Generation Paratransit Vehicle - Ride of the Future	Arlington County, VA City of Alexandria, VA City of Bowie, MD City of College Park, MD City of Fairfax, VA City of Falls Church, VA City of Gaithersburg, MD City of Greenbelt, MD	City of Hyattsville, MD City of Rockville, MD City of Takoma Park, MD District of Columbia Fairfax County, VA Montgomery County, MD Prince George's County, MD Town of Bladensburg, MD

Applicant	Project Name	Location	
Other Than Vehicle Acquisition Applications			
Dulles Area Transportation Association	DATA's 2021 Enhanced Mobility Program for Seniors, Veterans and Individuals with Disabilities	City of Fairfax, VA City of Falls Church, VA City of Manassas Park, VA City of Manassas, VA	Fairfax County, VA Loudoun County, VA Prince William County, VA
Boat People SOS	Road to Independence through Savings and Education-Senior Transportation	Arlington County, VA City of Alexandria, VA City of Fairfax, VA City of Falls Church, VA City of Manassas Park, VA	City of Manassas, VA Fairfax County, VA Loudoun County, VA Prince William County, VA
Capitol Hill Village	Passport to Independence: DC Villages (DCV) Ambassadors to Mobility	District of Columbia	
Challenger Transportation	Enhanced Mobility To Live An Active Lifestyle	City of Bowie, MD City of College Park, MD City of Gaithersburg, MD City of Greenbelt, MD City of Hyattsville, MD City of Rockville, MD	City of Takoma Park, MD District of Columbia Fairfax County, VA Montgomery County, MD Prince George's County, MD
Chinese Culture and Community Service Center	The Senior Medical Appointment Reliable Transportation (SMART) Program	City of Gaithersburg, MD City of Rockville, MD City of Takoma Park, MD	

Applicant	Project Name	Location	
		District of Columbia Montgomery County, MD	
Columbia Lighthouse for the Blind	Enhanced Mobility For the Visually Impaired and Blind	Arlington County, VA City of Alexandria, VA City of Bowie, MD City of College Park, MD City of Fairfax, VA City of Falls Church, VA City of Gaithersburg, MD City of Greenbelt, MD City of Hyattsville, MD City of Manassas Park, VA City of Manassas, VA	City of Rockville, MD City of Takoma Park, MD District of Columbia Fairfax County, VA Fauquier County, VA Loudoun County, VA Montgomery County, MD Prince George's County, MD Prince William County, VA Town of Bladensburg, MD
Fairfax County Neighborhood & Community Services	Fairfax Mobility Access Project (FXMAP)	Fairfax County, VA	
Jewish Council for the Aging of Greater Washington, Inc (JCA)	The Network for Volunteer Driving of Greater Washington Plus (NVD+)	Arlington County, VA City of Alexandria, VA City of Bowie, MD City of College Park, MD City of Fairfax, VA City of Falls Church, VA City of Gaithersburg, MD City of Greenbelt, MD City of Hyattsville, MD City of Manassas Park, VA	City of Manassas, VA City of Rockville, MD City of Takoma Park, MD Fairfax County, VA Loudoun County, VA Montgomery County, MD Prince George's County, MD Prince William County, VA Other
Prince George's County Department of Public Works and Transportation	Prince George's County Medical Assistance Mobility Enhancement Pilot Program	Prince George's County, Bowie, College Park, Greenbelt, Hyattsville, Bladensburg, and those within PGC.	
ServiceSource	Specialized Transportation Program (STP)	Arlington County, VA City of Alexandria, VA City of Fairfax, VA City of Falls Church, VA City of Greenbelt, MD City of Hyattsville, MD	District of Columbia Fairfax County, VA Loudoun County, VA Montgomery County, MD Prince George's County, MD Prince William County, VA

Applicant	Project Name	Location	
		City of Manassas Park, VA City of Manassas, VA	Stafford County, VA Town of Bladensburg, MD
The Arc of Northern Virginia	Achieving Independence: Expanding the Scope of Mobility in the Washington Metropolitan Region	Arlington County, VA City of Alexandria, VA City of College Park, MD City of Fairfax, VA City of Falls Church, VA City of Gaithersburg, MD City of Manassas Park, VA City of Manassas, VA City of Rockville, MD City of Takoma Park, MD	District of Columbia Fairfax County, VA Fauquier County, VA Loudoun County, VA Montgomery County, MD Prince George's County, MD Prince William County, VA Stafford County, VA Other
Washington Metro Area Transit Authority	Abilities-Ride Mobility Management	Arlington County, VA City of Alexandria, VA City of Bowie, MD City of College Park, MD City of Fairfax, VA City of Falls Church, VA City of Gaithersburg, MD City of Greenbelt, MD	City of Hyattsville, MD City of Rockville, MD City of Takoma Park, MD District of Columbia Fairfax County, VA Montgomery County, MD Prince George's County, MD Town of Bladensburg, MD



MEMORANDUM

TO: Transportation Planning Board
FROM: John Swanson, TPB Transportation Planner
SUBJECT: FY 2021 Solicitation for TLC Applications
DATE: January 16, 2020

The solicitation for the FY 2021 Transportation Land-Use Connections (TLC) Program technical assistance applications opened on Monday, January 13. The deadline for applications is March 9. The deadline for submitting abstracts for proposed projects, which is an optional step, is January 27.

Any local jurisdiction in the National Capital Region that is a member of the TPB is eligible to apply. Non-profits and non-member jurisdictions in the region may apply as secondary recipients to a TPB member jurisdiction. Recipients receive short-term consultant services and no direct financial assistance. Projects are eligible to receive between \$30,000 and \$60,000 in technical assistance for planning projects and up to \$80,000 for design projects. TLC projects typically last 6-8 months.

As in past years, TLC Technical Assistance may include a range of services, such as:

- Corridor and transit station area planning
- Bicycle and pedestrian safety and access studies
- Transit-oriented development studies
- Housing studies
- Economic development studies
- Design guidelines and roadway standards
- Streetscape improvement plans
- Safe Routes to School planning
- Trail planning and design
- Transit demand and feasibility analysis

The TPB encourages applications that address one or more of the following priorities:

- Multimodal transportation options
- Land-use enhancements in Activity Centers and around high-capacity transit stations
- Access to transit
- Access for low-income and minority communities
- Key regional trails

A selection panel in March will develop a slate of projects recommended for funding. The TPB will be asked to approve the recommended projects in April or May. Staff will procure consultants for the projects during the summer and the projects will begin this fall.

For more information, contact John Swanson (202-962-3295; jswanson@mwkog.org), Jaleel Reed (202-962-3321; jreed@mwkog.org); or www.mwkog.org/tlc.