National Capital Region Transportation Planning Board

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

MEETING NOTICE

Date: July 18, 2012
Time: 12 noon
Place: COG Board Room

AGENDA
(BEGINS PROMPTLY AT NOON)

12 noon 1. **Public Comment on TPB Procedures and Activities**
.....Chairman Turner

Interested members of the public will be given the opportunity to make brief comments on transportation issues under consideration by the TPB. Each speaker will be allowed up to three minutes to present his or her views. Board members will have an opportunity to ask questions of the speakers, and to engage in limited discussion. Speakers are asked to bring written copies of their remarks (65 copies) for distribution at the meeting.

12:20 2. **Approval of Minutes of June 20 Meeting**
.....Chairman Turner

12:25 3. **Report of Technical Committee**
.....Mr. Rawlings
Chair, Technical Committee

12:30 4. **Report of the Citizen Advisory Committee**
..... Ms. Slater
Chair, Citizens Advisory Committee

12:40 5. **Report of Steering Committee**
.....Mr. Kirby
Director, Department of
Transportation Planning (DTP)

12:45 6. **Chair's Remarks**
.....Chairman Turner

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

ACTION ITEMS

12:50 7. **Approval of Regional Car Free Day 2012 Proclamation**

.....Mr. Ramfos, DTP

In an effort to create awareness of and encourage residents to go car free by using public transportation, bicycling or walking, or go car lite and carpool, Regional Car Free Day events are being organized in the region for Saturday, September 22. These events will encourage the community and regional decision-makers to support car free policies and initiatives.

Action: Approve the enclosed Car Free Day 2012 Proclamation.

12:55 8. **Review of Comments Received and Acceptance of Recommended Responses for Inclusion in the Air Quality Conformity Assessment for the 2012 Financially Constrained Long-Range Transportation Plan (CLRP) and the FY 2013-2018 TIP, the 2011 CLRP, and the FY 2013-2018 TIP**

.....Mr. Kirby

The Board will be briefed on the comments received and asked to accept the recommended responses for inclusion in the air quality conformity assessment for the 2012 CLRP and FY 2013-2018 TIP. These draft documents and web-based information were released for public comment on June 14, and the public comment period for these documents ended on July 14. Public comments are posted as received on the TPB web site. The final version of the comments and responses memorandum will be incorporated into the documents scheduled for consideration under agenda items 9 and 10.

Action: Accept recommended responses to comments received for inclusion in the air quality conformity assessment for the 2012 CLRP and FY 2013-2018 TIP.

1:05 9. **Approval of Air Quality Conformity Determination of the 2012 CLRP and FY 2013-2018 TIP**

.....Ms. Posey, DTP

At the June 20 meeting, the Board was briefed on the air quality conformity assessment for the 2012 CLRP and FY 2013-2018 TIP.

Action: Adopt Resolution R1-2013 finding that the 2012 CLRP and FY 2013-2018 TIP conform with the requirements of the Clean Air Act Amendments of 1990.

1:10 10. **Approval of the 2012 CLRP**

.....Mr. Kirby

On June 14, the draft 2012 CLRP and associated conformity analyses were released for public comment.

Action: Adopt Resolution R2-2013 approving the 2012 CLRP.

1:15 11. **Approval of the FY 2013-2018 TIP**

.....Mr. Kirby

On June 14, the draft FY 2013-2018 TIP and associated conformity analyses were released for public comment.

Action: Adopt Resolution R3-2013 approving the FY 2013-2018 TIP.

1:20 12. **Certification of the Urban Transportation Planning Process for the National Capital Region**

..... Mr. Kirby

The Joint Planning Regulations issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) require that "the state and MPO shall certify at least every four years that the metropolitan transportation planning process is addressing the major issues facing the area and is being carried out in accordance with all applicable requirements..."

Action: Adopt Resolution R4-2013 endorsing the appended Statement of Certification.

1:25 13. **Approval of Technical Assistance Recipients Under the FY 2013 Transportation/Land Use Connections (TLC) Program**

.....Ms. Koster
Ms. Bilek, DTP

On March 3, 2012 the Call for Project Applications for the FY 2013 TLC program was released. During March, the TLC brochure and application form were distributed to TPB member jurisdictions inviting applications for short-term technical assistance to advance their transportation and land use coordination activities. On March 23 a pre-application workshop was held. The Board will be briefed on the applications received by the due date of May 16, and on the TLC technical assistance recipients that have been recommended for funding by a technical review committee. The review committee is chaired by Ms. Julia Koster, TPB member representing the National Capital Planning Commission.

Action: Approve the recommended TLC technical assistance recipients under the FY 2013 TLC program.

INFORMATION ITEMS

1:30 14. **Update on the Development of the TPB Regional Transportation Priorities Plan (RTPP)**

..... Mr. Kirby

The TPB Regional Transportation Priorities Plan (RTPP) is being developed to identify regional strategies that offer the greatest potential contributions toward addressing regional challenges. The Board will be briefed on the enclosed Draft Interim Report 2 on the RTTP development process. The report reviews activities conducted since the first interim report of January 18, 2012, including listening sessions with five stakeholder groups, and a June 2 citizen forum conducted to assess how best to communicate proposed regional challenges and strategies to the general public. The report also outlines next steps, including refined RTPP materials and further public outreach activities, and invites comments on these next steps.

1:40 15. **Briefing on the Process for Revising the Designation of the COG Regional Activity Centers**

.....Mr. Desjardin, DCPS

In 2002, the TPB and the COG Board of Directors worked cooperatively to develop regional activity centers maps as a tool to help guide land use and transportation planning decisions. New guidelines and analysis geographies for identifying regional activity centers are being established to align them with the goals of Region Forward. The Board will be briefed on the process and schedule for revising the designation of the COG Regional Activity Centers.

1:50 16. **Update on Reauthorization of Federal Surface Transportation Legislation**

..... Mr. Kirby

On July 6, 2012, President Obama signed into law the „Moving Ahead for Progress in the 21st Century Act‟ or the „MAP–21,‟ which authorizes the federal surface transportation program through September 30, 2014. The Board will be briefed on highlights of the law.

1:55 17. **Other Business**

2:00 18. **Adjourn**

2 hours

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

Item #2

METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, NE
Washington, D.C. 20002-4226
(202) 962-3200

MINUTES OF THE TRANSPORTATION PLANNING BOARD

June 20, 2012

Members and Alternates Present

Monica Backmon, Prince William County
Melissa Barlow, FTA
Muriel Bowser, DC Council
Marc Elrich, Montgomery County Council
Gary Erenrich, Montgomery County
Lyn Erickson, MDOT
Jason Groth, Charles County
Rene'e Hamilton, VDOT
Tom Harrington, WMATA
Cathy Hudgins, Fairfax County
Sandra Jackson, FHWA
John Jenkins, Prince William County
Emmett V. Jordan, City of Greenbelt
Julia Koster, NCPC
Carol Krimm, City of Frederick
Michael May, Prince William County
Phil Mendelson, DC Council
Garrett Moore, VDOT
Mark Rawlings, DC-DOT
Paul Smith, Frederick County
Linda Smyth, Fairfax County Board of Supervisors
Kanti Srikanth, VDOT
Harriet Tregoning, DC Office of Planning
Todd M. Turner, City of Bowie
Jonathan Way, Manassas City
Victor Weissberg, Prince George's County DPW&T
Tommy Wells, DC Council
Patrick Wojahn, City of College Park
Sam Zimbabwe, DDOT
Chris Zimmerman, Arlington County

MWCOG Staff and Others Present

Ron Kirby	
Andrew Meese	
Elena Constantine	
Wendy Klancher	
John Swanson	
Jane Posey	
Daivamani Sivasailam	
Rich Roisman	
Andrew Austin	
Sarah Crawford	
Deborah Kerson Bilek	
Karin Foster	
Debbie Leigh	
Deborah Etheridge	
Joan Rohlfs	COG/DEP
Betsy Self	COG/DPSH
Steve Kania	COG/OPA
Lewis Miller	COG/OPA
Bill Orleans	HACK
Jim Maslanka	City of Alexandria
Randy Carroll	MDE
Judi Gold	Councilmember Bowser's Office
Nick Alexandrow	PRTC
Alexis Verzosa	City of Fairfax
Andrew Cadmus	Parsons Brinckerhoff
Monique Ellis	Parsons Brinckerhoff
Dan Levine	
Christopher Falkenhagen	AAA Mid-Atlantic
Anthony Foster	DDOT
Patrick Durany	PWC
Christine Green	Safe Routes to School National Partnership
Dolphene Williams	Family Matters of Greater Washington
Tonya Jackson Smallwood	Family Matters of Greater Washington
Andrew Wexler	Montgomery County Resident
Todd Lang	Baltimore Metropolitan Council
Christopher Delfs	DC Office of Planning

1. Public Comment

Christine Green, Safe Routes to School National Partnership and the Greater Washington Safe Routes to School Network, thanked the TPB for recent approval of a regional complete streets policy. She asked that pedestrian and bicycle projects receive greater prominence at the regional

level and in individual communities. Copies of her remarks were submitted for the record.

Tanya Jackson Smallwood of Family Matters of Greater Washington objected to TPB's selection process for grants under the Job Access/Reverse Commute (JARC) Program and in particular, expressed concerns that her organization had not been selected for funding in the upcoming cycle. Copies of her remarks were submitted for the record.

Bob Chase, on behalf of the Northern Virginia Transportation Alliance, called attention to progress made in achieving regional air quality goals. He commended the TPB for inclusion of the westbound I-66 inside the Beltway Spot 2 improvements in the draft Transportation Improvement Program (TIP). Finally, he called upon the TPB to more extensively use the opinions of transportation professionals in developing the Regional Transportation Priorities Plan (RTPP). Copies of his remarks were distributed for the record.

2. Approval of the Minutes from the May 16th Meeting

Ms. Bowser moved approval of the minutes. The motion was seconded by Ms. Smyth. The motion was approved with two abstentions from Mr. May of Prince William and Mr. Jordan from Greenbelt.

3. Report of the Technical Committee

Mr. Rawlings, referring to the handout item, provided a briefing to the Board. He said that at the Technical Committee's meeting on June 1, four items were reviewed for inclusion on the TPB's agenda: Briefing on the 2012 Solicitation and Competitive Selection Process for the Federal Transit Administration's Job Access Reverse Commute and New Freedom program funding for the Washington urbanized area; a briefing on the draft conformity analysis for the 2012 CLRP and FY2013-2018 TIP; a briefing on the draft 2012 CLRP and FY2013-2018 TIP, which were released for public comment on June 14th; and a briefing on the June 2nd focus group on the Regional Transportation Priorities Plan. In addition, two items were presented for information and discussion: A briefing on the proposed additional TPB staff analysis of the potential impacts of changes to the mix and age of the vehicle fleet to be transmitted to the Metropolitan Washington Air Quality Committee (MWAQC) in support of the TPB's March 21st letter; and an update on the likely schedule for further congressional action on the reauthorization of federal surface transportation legislation.

4. Report of the Citizens Advisory Committee

Ms. Slater, referring to the handout report, spoke about the CAC meeting on June 14, which included an update on the regional activity center maps and a public forum on the FY2013-2018 Transportation Improvement Program. She expressed the thanks of the CAC to the TPB for approving the regional Complete Streets policy in June.

Noting the CAC agenda item on the revision in the regional activity centers maps, Chairman Turner asked if this topic could be added to the TPB agenda.

Mr. Kirby said that the topic of activity centers could be added to the July 18 agenda.

5. Report of the Steering Committee

Referring to the mailout items, Mr. Kirby said the Steering Committee met on June 1 and approved two resolutions related to TIP amendments: one to include funding for the Crystal City/Potomac Yard Transitway and Potomac Yard Transitway improvements, as requested by VDOT, and the second one dealt with funding for the purchase of replacement buses for the Ride-On bus system, as requested by the Montgomery County DOT.

Referring to the letter packet, Mr. Kirby called attention to a memo on Bike to Work Day, which had a record-breaking 12,700 participants.

Mr. Kirby then called attention to a memorandum to the Board from Patrick Wojahn, chair of the TPB Access for All Committee, providing comments of the Access for All Committee on the Constrained Long-Range Plan.

Mr. Wojahn briefly described each of the comments made in the AFA committee's report on the CLRP.

Mr. Kirby called attention to a letter that he had transmitted, representing TPB staff, to Chairman Mendelson of the Metropolitan Washington Air Quality Committee, providing some additional information in support of the TPB's March 21 recommendation that safety margins be set at 20 and 30 percent for the out-year mobile emissions budgets for the PM2.5 maintenance plan that MWAQC is developing.

Chairman Turner asked when MWAQC would be making a decision regarding PM2.5 emissions budgets.

Mr. Kirby said that MWACQ has appointed a task force, which has not yet developed a specific recommendation. He said he did not expect a decision to be made until July, at the earliest.

Mr. Erenrich said the clarifications in Mr. Kirby's letter were very useful. He noted that in a past TPB work session, participants had spoken about the need for some federal regulation on brakes and tires which might produce significant emissions benefits. He asked whether EPA might promulgate such regulations.

Mr. Kirby said that to his knowledge, no such regulations had been promulgated.

6. Chairman's Remarks

Chairman Turner congratulated everyone who worked on Bike to Work Day, which, he said, was very successful.

Chairman Turner called attention to Item 11 in which Mr. Elrich would brief the Board on Montgomery County's Bus Rapid Transit Plan. He said he would like to include similar items of interest on future TPB agendas and he encouraged Board members to suggest topics.

Chairman Turner said that, on a personal level, he strongly supported funding for the Silver Line and he noted that he had communicated this position to Vice Chairman York of Loudoun County.

Finally, Chairman Turner wished everyone a happy 4th of July.

7. Approval of CY 2012 Projects for Funding Under the Job Access Reverse Commute (JARC) and New Freedom Programs of the Federal Transit Administration (FTA)

Mr. Wojahn said TPB is being asked to approve nine project recommendations for funding under the JARC and New Freedom programs. He said that 18 applications were received under the JARC and New Freedom programs, and that nine were recommended for funding. He commented that this was the most competitive year of the solicitation process since the TPB became the designated recipient for the JARC and New Freedom programs, citing that the TPB received requests for twice the amount of funding that was available. He provided a history and background on the two federal programs, and said that the recommendations were developed by the Human Services Transportation Coordination Task Force. He explained the process for scoring and recommending applications and discussed the composition of the Selection Committee.

Ms. Newman, referring to a PowerPoint presentation, discussed the TPB's role as the designated recipient for the JARC and New Freedom programs, and the process for the Human Service Transportation Program's solicitation process. She provided an overview of previously funded projects, and mentioned an assessment of the JARC and New Freedom program and projects that was conducted by Nelson/Nygaard. She reviewed the assessment report and recommendations, and said that some of the recommendations were incorporated into the 2012 solicitation, including the use of project templates, changes to the applications, and rotating members of the selection committee.

She reviewed the 2012 solicitation, which ran from February through April, and made available $2.1 million for JARC and $1.5 million for New Freedom. She said that 18 applications were received, and she summarized the nine projects that are being recommended for funding, which include: Skill Source Group, Northern Virginia Family Service, Year-Up, and Boat People SOS under the JARC Program; and Jewish Council for the Aging, Columbia Lighthouse for the Blind, Yellow Cab of DC, Columbia Lighthouse for the Blind, and Arc of Northern Virginia under the

New Freedom program. She said that the approval of these projects would result in $1.4 million in JARC obligations, reserving $751,000 for the next solicitation, and $1.3 million in New Freedom obligations, reserving $246,000 for the next solicitation. She concluded by summarizing an assessment recommendation to move to a biennial solicitation process, which would be in 2014.

Mr. Wojahn thanked the members of the Selection Committee, as well as TPB staff and Ms. Newman. He moved to approve the recommendations as set forth by the committee.

Mr. Snyder seconded the motion.

Vice Chairman Wells asked why the Selection Committee did not award all of the available funds.

Mr. Wojahn summarized a number of concerns relating to several of the applications that were received for this solicitation. He said that, in light of the program's increasing competitiveness, reserving funding in this solicitation would allow the committee to recommend more funding in the future.

Vice Chairman Wells suggested that if the program has grown more competitive due to increasing applications, providing funding to the next tier of qualified applicants could be a good way to spend the current year's funding. He inquired if the TPB should consider another round of awards in 2013, rather than moving to a biennial solicitation.

Mr. Wojahn replied that the highest scoring applicant that did not receive funding was Family Matters. He highlighted some of the Selection Panel's concerns and said that the Selection Panel thought that Family Matters should have an opportunity to submit an application in the next solicitation round. He added that he would be open to considering pursuing an annual, rather than a biennial, solicitation process.

Vice Chairman Wells said that if the committee is opting to reserve funding, and if the competition continues to be high, it would make sense to allow for a solicitation next year, since funds would be available. He asked how much would be available.

Mr. Wojahn said that the current funding remaining from the JARC solicitation is $750,000, and that $256,000 remains from the New Freedom solicitation.

Vice Chairman Wells stated that thought it would be inappropriate to tie up a million dollars for two years. He encouraged the TPB to consider an annual solicitation.

Chair Turner asked for clarification about the wording of Resolution R17-2012 to see if offering an amendment would be the most appropriate means for the TPB to consider Vice Chairman Wells' suggestion.

Mr. Kirby confirmed that an amendment would be appropriate. He added that the

Nelson/Nygaard recommendation was made prior to this year's solicitation, and that maintaining an annual solicitation allows grantees an opportunity to revise applications in the relatively near future.

Chair Turner asked about the status of the available funding and its potential to be available in one year.

Ms. Newman clarified that the remaining funding would be available in 2013.

Ms. Barlow asked about the amount of funding that was made available in past years.

Ms. Newman replied that the specific funding amount is based on apportionment. She added that the TPB receives approximately $1 million per program per year, and that a typical solicitation ranges from $1.5 to $2 million per program per year.

Ms. Tregoning asked when solicitations went out relative to when the assessment recommendations were made.

Ms. Newman replied that the solicitation went out at the end of January, and that the final report on recommendations from the Nelson/Nygaard study was presented to the TPB in mid-January.

Ms. Tregoning asked if this was the first programmatic assessment of the JARC and New Freedom programs.

Ms. Newman replied in affirmation.

Ms. Tregoning voiced support for Vice Chairman Wells' statement about the importance of allowing applicants to reapply for funding relatively quickly. She also pointed out that almost six times the amount of funding is going to Northern Virginia than is going to either the State of Maryland or to the District of Columbia in this funding cycle.

Mr. Erenrich asked if there was any fear of lapsing federal funds.

Ms. Newman replied that the programs are currently using FY2011 and FY2012 funding, and that the carryover funding would be FY2012 money.

Mr. Wojahn commented on the geographic location of grants. He said that between 2007 and 2010, the District received funding for five JARC grants and seven New Freedom grants, as well as one combined JARC/New Freedom grant. He said that Northern Virginia has received funding for six JARC and three New Freedom grants, and that Maryland has received funding for five JARC and five New Freedom grants. He emphasized that the geographic allocation between all three jurisdictions has been generally even throughout the years.

Mr. Weissberg commented about the timing of the TPB receiving this information. He said that most items come to the TPB as informational items one month in advance, but that this was the

first he is hearing about these programmatic changes.

Ms. Klancher clarified that the selection process was set up by the TPB in 2007 in order to meet federal requirements to be competitive. She added that the TPB also adopted a selection framework, which includes designating an independent Selection Committee to make recommendations on the projects. She said that the recommended projects were released the Thursday prior to the TPB meeting, which is akin to other public comment procedures of the TPB.

Ms. Bowser thanked the members of the Selection Committee and Mr. Wojahn for his service as Chair of the committee. She acknowledged the program's growing competition, and said that this kind of competition did not exist several years ago. She reiterated the importance of geographic distribution in the amount of funding that is distributed. She advocated for the continuation of soliciting applications on an annual basis, and she suggested the TPB might want to move forward in allocating the additional funding, considering that so many worthy applicants submitted proposals.

Ms. Klancher said that the Selection Panel's decision was based on the merits of each application. She reinforced that the practice of the Selection Committee has been to fund good projects, not necessarily spend all the funding for that year.

Ms. Bowser asked for clarification that the recommended applicants are those that fit all the criteria, and the applications that were not recommended for funding do not fit all the criteria.

Ms. Klancher responded in affirmation.

Ms. Hudgins emphasized the importance of setting goals related to funding. She said that she sees an opportunity for improvement in the applications that were not recommended for funding. She asked if there are priorities that are set at the beginning of each solicitation process.

Ms. Klancher replied that the Human Services Transportation Coordination Task force establishes priorities when it prepares the solicitation each fall.

Mr. Wojahn added that the Nelson/Nygaard report acknowledged the thorough and transparent application process that allows applicants to know what the selection criteria are in advance.

Chair Turner reiterated that a motion was made and seconded to adopt Resolution R17-2012.

Vice Chairman Wells moved to amend Resolution R17-2012 calling for the Selection Committee to offer another solicitation in 2013.

Ms. Hudgins seconded the motion.

The Amendment passed unanimously.

Resolution R17-2012 to approve CY2012 projects for funding under the JARC and New Freedom Programs of the Federal Transit Administration was passed unanimously.

8. Approval of an Amendment to the FY2011-2016 TIP that is Exempt from the Air Quality Conformity Requirement to Include Funding for the I-95 HOV/HOT Lanes Project as Requested by the Virginia Department of Transportation (VDOT)

Chair Turner introduced Resolution R18-2012, a resolution to amend the FY 2011-2016 Transportation Improvement Program (TIP) to modify funding amounts for the I-95 HOV/HOT Lanes Project and to exempt those funding modifications from Air Quality Conformity requirements.

Mr. Moore of the Virginia Department of Transportation provided some context for the Board, noting that the funding modifications were first brought to the Board in February and were now being made permanent in light of cost estimates becoming more clear. He said that the exact funding amounts will be finalized in July, at which point VDOT could return to the Board with a more detailed briefing.

Resolution R18-2012 was moved by Mr. Moore, seconded by Mr. Smith, and was approved unanimously by the Board.

9. Briefing on the Draft Air Quality Conformity Assessment of the 2012 CLRP and FY 2013-2018 TIP

Ms. Posey provided an overview of the Draft Air Quality Conformity Assessment of the 2012 Constrained Long-Range Plan (CLRP) and FY 2013-2018 Transportation Improvement Program (TIP). She noted that Board members had received the draft summary report of the assessment and that the full report was available on the COG/TPB website. She called attention to the two main new elements in this year's conformity analysis, compared to last year: new Round 8.1 cooperative forecasts of population and employment for the region, which reflect, in part, 2010 Census data; and new information about the characteristics of the region's vehicle fleet. She explained that the revised population and employment forecasts and the updated vehicle registration data both reflect the slowing economy, with population and employment forecasts revised downward somewhat, and a slower replacement rate of older vehicles. These, she said, resulted in forecast decreases in vehicle trips and vehicle miles traveled (VMT) and increases in transit trips compared to last year's analysis using older input data.

Ms. Posey explained that, as part of the Air Quality Conformity analysis, the TPB analyzed ozone season pollutants (VOC and NOx), fine particle pollutants, precursor NOx, direct PM2.5, and wintertime CO for the region. She said that emissions were analyzed for 2007, 2017, 2020, 2030, and 2040, and she showed the Board the different geographic areas of analysis for different pollutants. She said that the analysis showed that VOCs, ozone season NOx, precursor NOx, and fine particle pollutants were all well below established budgets for the designated timeframes. She noted, however, that although a decrease in vehicle trips and VMT would

ordinarily result in decreased future emissions, the aging of the vehicle fleet, which results in a slower turnover to cleaner, more efficient vehicles, actually resulted in significant increases in future emissions compared to earlier forecasts. She said that the draft results of the analysis were available for public comment until July 14, and reminded the Board that it will be asked to adopt the analysis, the TIP, and the CLRP at its next meeting on July 18.

Mr. Mendelson asked how the forecasts presented by Ms. Posey compared with the forecasts previously shown to the Metropolitan Washington Air Quality Committee (MWAQC). Mr. Kirby explained that the forecasts were made for different years using different emissions forecasting tools, and that it is hard to compare the absolute values. But he said that the forecasts are all headed in the same direction. He said that staff are currently running an analysis using the same emissions forecasting tools that should allow for easier comparisons, and that the results of that analysis should be available in mid-July in time for the next TPB meeting on July 18 and the next MWAQC meeting on July 25.

10. Briefing on the Draft 2012 CLRP and FY 2013-2018 TIP

Mr. Austin briefed the Board on the Draft 2012 Constrained Long-Range Plan (CLRP) and FY 2013-2018 Transportation Improvement Program (TIP). He reminded the Board of the timeline that was followed in developing both documents, including the original call for projects in October 2011, a public comment period on projects submitted by the state DOTs, local agencies, WMATA and the TPB in January and February of this year, approval by the Board at its February 15 meeting of the proposed inputs to the Air Quality Conformity analysis, and the preparation of the final documents that has occurred since February.

Mr. Austin described six significant new projects that have been added to the CLRP for 2012, or changes that have been made to projects that have been present in earlier versions of the document. The first was creation of Southeast Boulevard from the 11th Street Bridge to Barney Circle in the District of Columbia, a new project set to be complete by 2015 at a cost of $80 million. The second project was a bus rapid transit route between the Van Dorn Street and Pentagon Metrorail stations, which is also a new project set to be complete by 2016 at a cost of $100 million in capital expenses. The third project was an auxiliary lane on northbound I-395 between Duke Street and Seminary Road in Arlington County, a new project to be complete in 2015 at a cost of about $20 million. The fourth highlighted project was a change in completion date from 2030 to 2013 for four HOT lane interchanges on I-495 in Virginia. The fifth project was removal of a project in the City of Fairfax to widen US 29 between US 50 and Eden Place from four to six lanes. And the sixth project was the Manassas National Battlefield Park Bypass, a new project anticipated to be complete in 2035 at a cost of $305 million.

Mr. Austin also provided an overview of the FY 2013-2018 TIP, which he said is a compilation of six-year programming from the state DOTs, local agencies, WMATA, and the TPB. He said it includes 355 project line-items at a total of $15.77 billion spanning all travel modes. He explained to the Board that 51 percent of the funding in the proposed TIP is from state and local agencies, with the remainder coming primarily from federal and private sources. He said the

share of funding from private sources has grown since the last update to the TIP two years ago. Finally, he explained that a quarter of the spending in the proposed TIP is on roadway improvements, while 59 percent of spending is on transit, which includes the Metrorail extension to Dulles Airport. He also pointed out that the 2 percent of spending on bicycle and pedestrian projects is somewhat misleading, as that only counts projects that exclusively address bicycle and pedestrian users and not the bicycle and pedestrian accommodations that accompany many roadway projects.

Mr. Austin reminded the Board that the FY 2013-2018 TIP and the 2012 CLRP were both released for public comment on June 14 and that comments can be submitted and reviewed online at mwcog.org/tpbpubliccomment. He also said that the Board will be asked to approve both documents at its next meeting on July 18.

11. Briefing on the Montgomery County Executive's Task Force Report and Recommendations on Implementing a Rapid Transit System

Chair Turner introduced this presentation as part of an effort to spotlight a project or issue from member jurisdictions at TPB meetings. He introduced Councilmember Elrich from Montgomery County.

Mr. Elrich, referring to a PowerPoint presentation, provided an overview of the efforts to implement a Rapid Transit System, also referred to as Bus Rapid Transit, in Montgomery County. He discussed the role of the County Executive Appointed Task Force to review a rapid transit proposal that could accommodate the growth in the County. He discussed the County's directional congestion patterns, and how rapid transit could address this congestion while keeping capital costs relatively low. He discussed the environmental benefits of building a new transit system, and said that rapid transit could contribute to carbon dioxide reductions.

He described some main features of a rapid transit system as it might be implemented in Montgomery County, which includes separate running ways, high service frequencies, linear routes, off-board fare collections, and using internet technologies to provide information to customers about arrivals. He also discussed vehicle appearance, and the importance of public perceptions in ensuring success of the system. He thanked those who helped the Task Force, including Ms. Slater, who he said was one of the executives on the appointed committee, as well as WMATA, Montgomery County DOT, and the Maryland State Highway Administration.

He pointed out examples of rapid transit that the Task Force considered, including in Eugene, Oregon; Cleveland, Ohio; and Las Vegas, Nevada. He stated that the Executive's Task Force report, which includes 160 lane miles of rapid transit along three major corridors in the County, was released in May. He summarized the development along each corridor, and emphasized how rapid transit could provide transportation solutions to the pending growth. He concluded by stating that the recommendations of the report will go before the County Executive, who will then make recommendations to the County Council. He added that all of the suggested rapid transit routes are presently in front of the Planning board, and need to be added into the Master

Plan of Highways. He said that he anticipates that the County Council will take action on this item in early 2013, at which point the County will look towards implementation. He discussed potential funding scenarios, as well as opportunities for connectivity to other jurisdictions.

Chair Turner thanked Mr. Elrich, and noted the large amount of press this proposal has received.

Mr. Wojahn invited Mr. Elrich to College Park to discuss rapid transit. He asked how the County is working to balance minimizing costs with the need for right-of-way.

Mr. Elrich replied that although Montgomery County had many median strips removed from several streets, medians still exist along the three main corridors that would provide access for a rapid transit system. He added that a new road code, which calls for lane narrowing, has been introduced, and that the County is also considering lowering speeds in anticipation of heavier development. He said that the County is reviewing the idea of occasionally taking a lane out of service as well.

Chair Turner thanked Mr. Elrich.

12. Update on the Development of the TPB Regional Transportation Priorities Plan (RTPP)

The update on the development of the Regional Transportation Priorities Plan (RTPP) was postponed in the interest of time, in light of the RTPP work session that occurred immediately prior to the Board meeting, and because a more formal interim report is due to the Board in July.

13. Briefing on the Possible Addition of Tolling on I-95 in Virginia

Mr. Moore introduced Mr. Andrew Cabaniss of Parsons Brinckerhoff to provide the Board with an update on a VDOT application to the Federal Highway Administration (FHWA) to toll a portion of I-95 in Central Virginia. Mr. Cabaniss explained that the tolling project is intended to help offset a $9.6 billion gap in funding for reconstruction and rehabilitation of I-95. He said that the current plan proposes tolls of approximately two cents per mile. He explained that the current proposal includes one tolling location, south of Petersburg, Virginia, and that the single tolling point would use a single gantry and would have all-electronic or open-road tolling as well as a cash option. He said the proposed tolling scenario would be expected to generate between $35 and $40 million each year to help accelerate improvement projects that have already been planned for the corridor. He explained that VDOT currently has conditional provisional approval from FHWA, and that final approval could come as early as the fall.

Mr. Kirby asked Mr. Cabaniss whether the proposed system would prevent or discourage people from leaving the freeway to avoid the tolls. Mr. Cabaniss confirmed that the system as proposed would minimize the incentive for drivers to try to use alternate routes through the corridor to avoid paying the tolls.

14. Other Business

No other business came before the Board.

15. Adjourn

The meeting adjourned at 2:09 p.m.

Item 3

TPB Technical Committee Meeting Highlights

July 6, 2012

The Technical Committee met on July 6 at COG. Five items were reviewed for inclusion on the TPB agenda on July 18.

- TPB agenda Item 7

  The Committee was briefed on the regional Car Free Day event scheduled for Saturday September 22 in tandem with the World Car Free Day event. The TPB will be asked to approve a proclamation making September 22 Regional Car Free Day 2012.

- TPB agenda Item 9

  The Committee was updated on the draft conformity analysis of the 2012 CLRP and FY 2013-2018 TIP, which were released for public comment on June 14. The TPB will be asked to approve the conformity assessment at its July 18 meeting.

- TPB agenda Items 10 and 11

  The Committee was updated on the draft 2012 CLRP and FY 2013-2018 TIP, which were released for public comment on June 14. The TPB will be asked to approve the 2012 CLRP and FY 2013-2018 TIP at its July 18 meeting.

- TPB agenda Item13

  The Committee was briefed on the TLC applications received from local jurisdictions for technical assistance to advance their transportation and land use coordination activities, and on the recipients recommended for funding by the selection panel. The TPB will be asked to approve the recommended recipients for assistance for FY 2013 at its July 18 meeting.

- TPB agenda Item 14

  The TPB Regional Transportation Priorities Plan (RTPP) will identify near and long term regional strategies that offer the greatest potential contributions toward addressing regional challenges. The Committee was briefed on the results of the June 2 citizen forum that was conducted to assess how best to communicate proposed regional challenges and strategies to the general public, and on next steps, including further public outreach activities, for the development of the priorities plan.

- TPB agenda Item 15

  In 2002, the TPB and the COG Board of Directors worked cooperatively to develop regional activity centers maps as a tool to help guide land use and transportation planning decisions. New guidelines and analysis geographies for

identifying regional activity centers are being established to align them with the goals of Region Forward. The Committee was briefed on the process and schedule for revising the designation of the COG Regional Activity Centers.

Four items were presented for information and discussion:

- The Committee was briefed on the findings of recent sensitivity tests which compared mobile emissions estimates for the 2012 CLRP using the MOBILE 6.2 and MOVES models.

- The Committee was briefed on the activities of the Transportation Safety Subcommittee which met June 27, and on the latest regional transportation safety information and state safety plans.

- The Committee was briefed on the results of the Multimodal Coordination for Bus Priority Hot Spots study, which was conducted to identify a set of implementable bus priority improvements across the region.

- The Committee was briefed on a recently completed study administered by the Association of Metropolitan Planning Organizations (AMPO) to better understand the experiences of MPOs that have implemented activity-based travel models in their regions. The study was conducted to provide the MPO community with greater insight on the demonstrated costs and benefits associated with activity-based modeling techniques that have emerged from research in the travel forecasting field.

TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES ATTENDANCE - July 6, 2012

DISTRICT OF COLUMBIA

DDOT	Mark Rawlings
	Anthony Foster
DCOP	Dan Emerine

MARYLAND

Charles County	-------
Frederick Co.	Ron Burns
City of Frederick	Tim Davis
Gaithersburg	-------
Montgomery Co.	-------
Prince George's Co.	Abul Hassan
Rockville	-------
M-NCPPC	
Montgomery Co.	-------
Prince George's Co.	-------
MDOT	Lyn Erickson
	Vaughn Lewis
MTA	-------
Takoma Park	-------

VIRGINIA

Alexandria	Pierre Holloman
Arlington Co.	Dan Malouff
City of Fairfax	Alexis Verzosa
Fairfax Co.	Mike Lake
Falls Church	-------
Loudoun Co.	Robert Brown
Manassas	-------
Prince William Co.	Monica Backmon
NVTC	Claire Gron
PRTC	Nick Alexandrow
VRE	-------
VDOT	Kanathur Srikanth
VDRPT	-------
NVPDC	-------
VDOA	-------

WMATA

WMATA	Mark Kellogg

FEDERAL/OTHER

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

COG Staff

Ronald Kirby, DTP
Gerald Miller, DTP
Mark Pfoutz, DTP
Jane Posey, DTP
Robert Griffiths, DTP
Rich Roisman, DTP
Andrew Austin, DTP
John Swanson, DTP
Andrew Meese, DTP
Ron Milone, DTP
Elena Constantine, DTP
Eric Randall, DTP
Deborah Bilek, DTP
Karin Foster, DTP
Dan Sonenklar, DTP
William Bacon, DTP
Johnathan Rogers, DTP
Anant Choudhary, DTP
Nicholas Ramfos, DTP
Huijing Qiang, DTP
Sunil Kumar, DEP
Ryan Hand, DCPS

Other Attendees

Randy Carroll, MDE
Girado Smith, Prince George's Co. DOT
Bill Orleans, HACK

National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202 TDD: (202) 962-3213

Item #5

MEMORANDUM

July 12, 2012

To: Transportation Planning Board

From: Ronald F. Kirby
Director, Department of
Transportation Planning

Re: Steering Committee Actions

At its meeting on July 6, 2012, the TPB Steering Committee approved the following resolution:

- SR1-2013: Resolution on an amendment to the FY 2011- 2016 Transportation Improvement Program (TIP) that is exempt from the air quality conformity requirement to include additional funding for the Branch Avenue Metro Access – Phase 2, BRAC Intersection near Joint Base Andrews, and MD 223 Reconstruction projects, as requested by the Maryland Department of Transportation (MDOT).

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."

TPB SR1- 2013
July 6, 2012

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

RESOLUTION ON AN AMENDMENT TO THE FY 2011- 2016 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE ADDITIONAL FUNDING FOR THE BRANCH AVENUE METRO ACCESS-PHASE 2, BRAC INTERSECTION NEAR JOINT BASE ANDREWS, AND MD 223 RECONSTRUCTION PROJECTS, AS REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

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

WHEREAS, on November 17, 2010 the TPB adopted the FY 2011-2016 TIP; and

WHEREAS, in the attached letter of June 29, 2012, MDOT has requested an amendment to the FY 2011-2016 TIP to add $8.1 million in NHS funding between fiscal years 2012 and 2015 to the Branch Avenue Metro Access - Phase 2 project, $2 million in STP funding between fiscal years 2012 and 2014 to the BRAC intersection near Joint Base Andrew project, and $1 million in STP funding between fiscal years 2012 and 2014 for a study of the reconstruction of MD 223 from Steed Road to MD 5, as described in the attached materials; and

WHEREAS, these projects are already included in the conformity analysis of the 2011 CLRP or are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency (EPA) regulations “40 CFR Parts 51 and 93 Transportation Conformity Rule Amendments: Flexibility and Streamlining; Final Rule,” issued in the May 6, 2005, *Federal Register;*

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2011-2016 TIP to add $8.1 million in NHS funding between fiscal years 2012 and 2015 to the Branch Avenue Metro Access - Phase 2 project, $2 million in STP funding between fiscal years 2012 and 2014 to the BRAC intersection near Joint Base Andrew project, and $1 million in STP funding between fiscal years 2012 and 2014 for a study of the reconstruction of MD 223 from Steed Road to MD 5, as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on July 6, 2012.

Maryland Department of Transportation
The Secretary's Office

Martin O'Malley
Governor
Anthony G. Brown
Lt. Governor
Beverley K. Swaim-Staley
Secretary
Darrell B. Mobley
Deputy Secretary

June 29, 2012

The Honorable Todd M. Turner, Chair
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington DC 20002

Dear Chairman Turner:

The Maryland Department of Transportation (MDOT) requests an amendment to the State Highway Administration (SHA) portion of the FY 2011-2016 Transportation Improvement Program (TIP) as described in the attached memo. The purpose of this amendment is to reflect a statewide increase in federal aid obligational authority assumptions, of which $11.1 million is available for the projects in the table below in the Washington Region. These projects are exempt from the requirement to determine air quality conformity.

TIP ID#	Project	Phase	Amount of New Funding
4485	MD 223	Study	$1,000,000
3554	I-495, Branch Avenue Phase 2	Utilities	$8,100,000
5759	BRAC – Andrews	Engineering	$2,000,000

MDOT requests that this amendment be approved by the Transportation Planning Board (TPB) Steering Committee on its July 6, 2012 meeting.

The revised funding status of these projects will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained. The cost does not affect the portion of the federal funding which was programmed for transit or any allocations of state aid in lieu of federal aid to local jurisdictions.

We appreciate your cooperation in this matter. If you have any questions or comments, please do not hesitate to contact Ms. Lyn Erickson, at 410-865-1279, toll-free at 888-713-1414 or via email at lerickson@mdot.state.md.us. Of course, please feel free to contact me directly.

Thank You,

Donald A. Halligan, Director
Office of Planning and Capital Programming

Attachment

cc: Ms. Mary Deitz, Chief, Regional and Intermodal Planning Division, SHA
Ms. Lyn Erickson, Manager, Office of Planning and Capital Programming, Maryland Department of Transportation
Ms. Heather Murphy, Deputy Director, Office of Planning and Capital Programming Maryland Department of Transportation

Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

SHA
State Highway Administration
Maryland Department of Transportation

Beverley K. Swaim-Staley, *Secretary*
Melinda B. Peters, *Administrator*

MEMORANDUM

TO: Mr. Don Halligan, Director
Office of Planning and
Capital Programming

ATTN: Ms. Lyn Erickson
Mr. Mike Nixon

FROM: Mary Deitz, Chief
Regional and Intermodal Planning Division

DATE: June 22, 2012

SUBJECT: Amendment Request to the Fiscal Year (FY) 2011 Transportation Improvement Program (TIP) for the National Capital Region

Attached are amendments for inclusion in the FY 2011 National Capital Region Transportation Improvement Programs (TIP). The amendments outlined are needed to reflect the addition of $125 million in funds being made available state-wide. The funds are available primarily due to an increase in federal - aid obligational authority assumptions.

Additional $11.1 Million in Funding Allocated for Major Projects to the Washington Region

TIP ID#	Project	Phase	Amount of New Funding
3554	I-495, Branch Avenue Phase 2	Utilities	$8,100,000
5759	BRAC – Andrews	Engineering	$2,000,000
4485	MD 223	Study	$1,000,000

The revised funding status of these projects will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained. The cost does not affect the portion of the federal funding which was programmed for transit, or any allocations of state aid in lieu of federal aid to local jurisdictions. If you have any questions, please do not hesitate to contact me or Ms. Reena Mathews, Regional Planner, State Highway Administration (SHA) at 410-545-5668 or via email at rmathews@sha.state.md.us.

cc: Mr. Vaughn Lewis, Regional Planner, SHA
Ms. L'Kiesha Markley, Assistant Chief, Regional and Intermodal Planning Division, SHA
Ms. Reena Mathews, Regional Planner, SHA

	Source	Fed/St/Loc	Previous Funding	FY 11	FY 12	FY 13	FY 14	FY15	FY 16	Source Total

MDOT/State Highway Administration

Interstate

I-95/I-495, Capital Beltway

TIP ID: **3554** Agency ID: **PG2151** Title: **Branch Avenue Metro Access - Phase 2** Complete: **2020**

Facility: I 95/495 Capital Beltway
From: MD 5/Branch Avenue Metro Station
To:

NHS	80/20/0	3,729 a	550 a	1,600 a	1,030 a	800 a	300 b		18,880
				500 b	5,000 b	1,000 b	2,000 e		
				100 e	2,000 e	4,000 e			

Total Funds: ***18,880***

Description: Study to improve access from MD 5 (Branch Avenue) and I-95/I-495 to the Branch Avenue Metro Station. Phase 2 consists of improvement to the Access Road, pedestrian bridge and the County Road. Pedestrian/bicycle facilities will be included where appropriate.

Amendment - Add Funding **Approved on:** 7/8/2011
Add $500,000 to FY12 for Preliminary Engineering using NHS funds.

Amendment - Add Funding **Approved on:** 10/7/2011
Add $2.6 million for FY12-FY14 for engineering utilizing NHS funds.

Amendment - Add Funding **Approved on:** 12/2/2011
Add NHS funds for RW: - FY 2012 $500,000 - FY 2013 $5.0 million - FY 2014 $1.0 million - FY 2015 $300,000

Amendment - Modify Funding **Approved on:** 7/6/2012
Add NHS funding for Other/Utilities: FY 2012 - $100,000; FY 2013 - $2 million; FY 2014 - $4 million; FY 2015 - $2 million.

	Source	Fed/St/Loc	Previous Funding	FY 11	FY 12	FY 13	FY 14	FY15	FY 16	Source Total
Secondary										
BRAC Intersections near Joint Base Andrews										
TIP ID: **5759** Agency ID:	Title: **BRAC Intersection near Joint Base Andrews**									Complete: **2040**
Facility: Intersections near Joint Base Andrews	NHS	80/20/0				1,497 a	500 a			1,997
From:										
To:	PL	100/0/0		500 a	2,000 a					2,500
	STP	80/20/0			100 a	900 a	1,000 a			2,000
									Total Funds:	***6,497***

Description: Intersection improvements at key locations along access routes to Joint Base Andrews in Prince George's County. Bicycle and pedestrian improvements will be provided where appropriate

Amendment - Add New Project **Approved on:** 3/4/2011

Add this project to the FY 2011-2016 TIP with the following funding:
1. Public Lands Grant for $2.5 Million
2. $1.997 Million (which will be NHS funding). The NHS funding are funds available in the budget and not obligated previously.

Amendment - Modify Funding **Approved on:** 7/6/2012

Add STP funding for PE: FY 2012 - $100,000; FY 2013 - $900,000; FY 2014 - $1 million.

	Source	Fed/St/Loc	Previous Funding	FY 11	FY 12	FY 13	FY 14	FY15	FY 16	Source Total
MD 223, Piscataway Road										
TIP ID: **4885** Agency ID: **PG5811**	Title: **MD 223 from Steed Road to MD 5**									Complete: **2025**
Facility: MD 223	STP	80/20/0			100 d	500 d	400 d			1,000
From: Steed Road										
To: MD 5									***Total Funds:***	***1,000***

Description: Reconstruct MD 223 from Steed Road to MD 5. Sidewalks will be included where appropriate.

Amendment - Modify Funding **Approved on:** 7/6/2012

Add STP funding for Corridor Study between Steed Road and MD 4. FY 2012 - $100,000; FY 2013 - $500,000; FY 2014 - $400,000.

National Capital Region Transportation Planning Board

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Item #5

MEMORANDUM

July 12, 2012

TO: Transportation Planning Board

FROM: Ronald F. Kirby
Director, Department of
Transportation Planning

RE: Letters Sent/Received Since the June 20th TPB Meeting

The attached letters were sent/received since the June 20th TPB meeting. The letters will be reviewed under Agenda #5 of the July 18th TPB agenda.

Attachments

National Capital Region Transportation Planning Board

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

July 12, 2012

Honorable Phil Mendelson
Chairman
Metropolitan Washington
Air Quality Committee (MWAQC)
777 North Capitol Street, NE, #300
Washington, DC 20002

Dear Chairman Mendelson:

At the June 20, 2012 meeting of the National Capital Region Transportation Planning Board (TPB), TPB staff presented emissions forecasts associated with the draft air quality conformity analysis for the 2012 Constrained Long Range Plan (CLRP) and the FY 2012-2018 Transportation Improvement Program (TIP). Following the presentation of these forecasts, you asked how they compared with the forecasts transmitted to the Metropolitan Washington Air Quality Committee (MWAQC) by the TPB on March 21, 2012 for use by MWAQC in the development of a PM2.5 redesignation request and maintenance plan. The key points of comparison between the two sets of forecasts are as follows:

(1) The conformity forecasts are based on the COG Round 8.1 Cooperative Forecasts and the 2012 CLRP, whereas the PM2.5 maintenance plan forecasts were based on the COG Round 8.0a Cooperative Forecasts and the 2011 CLRP.

(2) The conformity forecasts were developed for milestone years of 2017, 2020, 2030, and 2040, whereas the PM2.5 maintenance plan forecasts were developed for milestone years of 2017 and 2025, as well as for 2040.

(3) Both sets of forecasts used the 2011 Vehicle Identification Number (VIN) data for the vehicle fleet.

(4) The conformity forecasts used EPA's Mobile 6.2 emissions model, whereas the PM2.5 maintenance plan forecasts used EPA's new MOVES 2010a emissions model.

As noted at the June 20 TPB meeting, the use of different emissions forecasting models, different CLRP and land activity inputs, and somewhat different milestone years makes it difficult to compare the results of the two sets of forecasts. However, the recent completion of the conformity analysis for the 2012 CLRP and FY2012-2018 TIP provided an opportunity for TPB staff to conduct some additional sensitivity analyses to further illuminate the issue of concern to the TPB described in the letters to you of March 21 and June 1, 2012:

> "Future emissions estimates that the TPB will be required to develop to demonstrate conformity for these out-years could be impacted significantly by changes in the composition and age of the region's vehicle fleet, as well as by revisions to EPA's emissions estimation model (currently "MOVES 2010a"), both of which are external inputs to the planning process administered by the TPB."

The additional sensitivity tests conducted by TPB staff involved developing emissions forecasts for VOC, NOx, Precursor NOx, and Direct PM2.5 for the milestone years 2020 and 2040 using 2012 CLRP results with EPA's new MOVES 2010a emissions model. The results of these tests were presented to the TPB Technical Committee on July 6, and are shown in the attached PowerPoint slides. The first of the two charts shows emissions calculations using MOVES 2010a with two sets of VIN data, those collected in 2008 and those collected in 2011. Increases in emissions due solely to changes in the composition and age of the vehicle fleet from 2008 to 2011 range from 11.1 percent to 13.7 percent in 2020 and from 5.0 to 8.1 percent in 2040. The second of the two charts shows emissions calculations using 2011 VIN data with two different EPA emissions models, Mobile 6.2 and MOVES 2010a. Increases in emissions due solely to the change from the Mobile 6.2 model to MOVES 2010a range from 16.4 percent to 106.7 percent in 2020, and from 14.1 percent to 108.5 percent in 2040.

These additional sensitivity tests provide further support for the TPB's March 21 recommendation for the incorporation of safety margins of 20 percent and 30 percent into out-year mobile emissions budgets for 2017 and 2025 respectively in the PM2.5 maintenance plan under development by MWAQC. These safety margins would reflect the uncertainties associated with the future vehicle fleet mix and possible further revisions to EPA's emissions estimation model.

The very substantial increases in emissions estimates resulting from the change from the Mobile 6.2 model to MOVES 2010a underscore a key point made in the TPB's March 21 letter:

> "The TPB's analysis of the impact on emissions estimates of the recent update of EPA's emissions estimation model from Mobile 6.2 to MOVES suggests that such impacts may be significantly greater than can be anticipated through the use of safety margins. The TPB therefore recommends that if EPA mandates changes to its emissions estimation model in the future which result in significant changes in emissions inventories, MWAQC should undertake a formal update to the region's approved air quality plans and motor vehicle emissions budgets."

While safety margins can accommodate modest revisions and updates to EPA's emissions estimation model, such as those anticipated shortly in MOVES 2010b and MOVES 2013, a change as significant as that from Mobile 6.2 to MOVES 2010a calls for a formal update to the mobile emissions budgets in regional air quality plans.

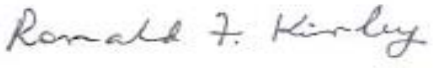
The conformity issues associated with changes in the vehicle fleet mix and emissions estimation model were recognized in March of this year by the Association of Metropolitan Planning Organizations (AMPO), which called for the following procedural reform to the conformity process:

> "Require that before a new emissions factor model or newly available fleet mix data are mandated for use in a conformity determination, the model and vehicle fleet mix data should be used in the establishment of updated mobile emissions budgets in a new or revised State Implementation Plan (SIP)"

Absent such a procedural reform to the conformity process, significant safety margins need to be incorporated into out-year mobile emissions budgets, as recommended by the TPB for the PM2.5 maintenance plan.

Thank you for your consideration of these TPB staff sensitivity analyses, and the recommendations of the TPB with regard to the establishment of out-year mobile emissions budgets in the PM2.5 maintenance plan.

Sincerely,



Ronald F. Kirby
Director, Department of
Transportation Planning

POTENTIAL IMPACTS OF VIN & EMISSIONS MODEL CHANGES ON THE 2012 CLRP AIR QUALITY CONFORMITY DETERMINATION – A SENSITIVITY TEST

TPB Technical Committee Meeting
July 6, 2012

THE POTENTIAL IMPACT OF VIN CHANGES

2012 Constrained Long Range Plan

Year 2020

MOVES 2010a	Pollutants	Emissions Comparisons			
		2011 VIN Basis	2008 VIN Basis	Differences	Ratios
	VOC 8-hr (t/d)	47.25	42.43	4.82	1.114
	NOX 8-hr (t/d)	90.75	79.81	10.94	1.137
	Precursor NOX (t/y)*	32,777.29	29,007.95	3,769.34	1.130
	Direct PM2.5 (t/y)*	1,475.27	1,327.40	147.87	1.111

Year 2040

MOVES 2010a	Pollutants	Emissions Comparisons			
		2011 VIN Basis	2008 VIN Basis	Differences	Ratios
	VOC 8-hr (t/d)	46.76	43.26	3.50	1.081
	NOX 8-hr (t/d)	72.24	67.93	4.31	1.063
	Precursor NOX (t/y)*	26,546.14	25,094.21	1,451.93	1.058
	Direct PM2.5 (t/y)*	1,339.81	1,276.37	63.44	1.050

THE POTENTIAL IMPACT OF EMISSION MODEL CHANGES

2012 Constrained Long Range Plan (2011 VIN Basis)

Year 2020

Pollutants	Emissions Inventories		Differences	Ratios
	Mobile6.2	MOVES2010a		
VOC 8-hr (t/d)	40.60	47.25	6.65	1.164
NOX 8-hr (t/d)	50.82	90.75	39.93	1.786
Precursor NOX (t/y)*	17,891.10	32,777.29	14,886.19	1.832
Direct PM2.5 (t/y)*	713.73	1,475.27	761.54	2.067

Year 2040

Pollutants	Emissions Inventories		Differences	Ratios
	Mobile6.2	MOVES2010a		
VOC 8-hr (t/d)	40.99	46.76	5.77	1.141
NOX 8-hr (t/d)	35.05	72.24	37.19	2.061
Precursor NOX (t/y)*	12,732.28	26,546.14	13,813.86	2.085
Direct PM2.5 (t/y)*	764.21	1,339.81	575.60	1.753

National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3315 Fax: (202) 962-3202

M E M O R A N D U M

TO: Transportation Planning Board

FROM: Robert Werth
Chair, TPB Private Providers Task Force
President, Diamond Transportation Services, Inc.

SUBJECT: TPB Annual Transit Forum Overview

DATE: July 12, 2012

The 23rd Annual Transit Forum was held on June 26, 2012. The purpose of the annual transit forum is to bring together representatives from the private transportation sector and local jurisdictions to discuss mutual regional transportation interests. Over 40 persons attended, including representatives from local jurisdictions, public bus operators, and thirteen private transportation providers or manufacturers. The agenda featured two keynote addresses, followed by a roundtable discussion among the attendees.

This first keynote address was given by Ms. Pierce Coffee, Director of Marketing for Transurban's 495 Express Lanes project. She presented an overview of the history and planned operation of the project. Previously known as the Capital Beltway HOT Lanes (Virginia), the 495 Express Lanes are scheduled to open by the end of 2012. Vehicles with 3 or more persons, as well as buses – both private and public – and motorcycles, will be able to use the toll lanes free of charge with the proper tolling transponder. Attendees had many questions on the operation of the toll system, including purchase, use, and fees for the EX-Pass Flex transponder, the eligibility of other transportation providers for free travel, and on travel information and the pricing and enforcement of the toll system. Ms. Coffee provided answers and references for the audience. However, some details are still awaiting decision by Virginia DOT.

The second keynote address was given by Mr. Arthur Guzzetti, Vice President of Policy for the American Public Transportation Association (APTA). He opened his remarks by stating that he was one of 36 million boardings on public transportation across the United States for the day, emphasizing that public transportation is a vital part of the national transportation system. He described an effective transportation system as a four-legged stool, in which the federal government, states, local governments, and private partners all play their part. Public agencies need the private sector as an investment partner as well as an operations partner. APTA has both private and public members, and it has been a breakthrough year for the private sector. The $2.3 billion Denver Eagle P3 project is a leading example of private financing to balance risk and revenue in a way that benefits both private and public partners while providing critical new public transportation investment. This Design, Build, Finance, Operation and Maintenance (DBFOM) project will lead to two new commuter rail lines and a new rail maintenance facility for the Denver area, funded by a combination of local bonds and federal

grants and loans, and carried out by a private consortium in partnership with the regional transit district.

Mr. Guzzetti then addressed some of the specific elements of the current bill in Congress for surface transportation reauthorization, including interstate operator licensing and the allocation of funds between bus grants and New Starts funding. APTA supports expanded TIFIA grants and federal guarantees for low-cost capital through Private Activity Bonds; the Dulles rail is a terrific example of such. However, he emphasized that financing is not a replacement for funding, and that all attendees should promote increased awareness of the need for greater investment in the nation's transportation system.

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

The meeting highlights and a list of attendees are available on the Task Force website:
http://www.mwcog.org/transportation/committee/committee/documents.asp?COMMITTEE_ID=101

National Capital Region Transportation Planning Board
777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202 TDD: (202) 962-3213

July 6, 2012

Eulois Cleckley
Manager of Statewide and Region Planning/
Freight Programs
Transportation Policy and Planning Administration
District Department of Transportation
55 M St. SE, 5th Floor
Washington, D.C. 20003

Dear Mr. Cleckley,

On behalf of the National Capital Region Transportation Planning Board (TPB), I am pleased to take this opportunity to express support for your Federal Highway Administration "Off-Hours Freight Delivery Project Pilot Program" grant application.

The TPB recognizes the need to address congestion in the District of Columbia, particularly along heavily congested corridors during peak hours. An "Off-Hours Freight Delivery Project Pilot Program" has tremendous potential to improve peak traffic flows, maximize the efficiency of the roadway network, and reduce emissions.

We look forward to working with the District of Columbia Department of Transportation as this initiative advances.

Sincerely,

Todd M. Turner
At-Large Councilmember-City of Bowie
Chair, National Capital Region
Transportation Planning Board

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION

d. **Policy, Planning and Sustainability Administration**

July 6, 2012

The Honorable Todd M. Turner, Chair
Chair, Transportation Planning Board
777 North Capitol Street, NE
Washington DC, 20001

Dear Chairman Turner,

In the Spring of 2010, DDOT began the implementation of our Downtown Bike Lane Pilot Project and provided the TPB with a description of the evaluation approach. We recently completed our comprehensive evaluation and hereby submit it for your review.

The evaluation includes two completed projects from the 2010 proposal: Pennsylvania Avenue, NW (3rd Street to 14th Street) and 15th Street NW (Pennsylvania Avenue to W Street). It also includes innovative treatments at the intersection 16th and U Street, NW. As described the 2010 letter (attached), the performance measures DDOT monitored were: the number of bicyclists, the number of bicycle crashes, the number and nature of reported crashes involving pedestrians, and the traffic impact.

The Number of Bicyclists

The number of bicyclists increased dramatically on both Pennsylvania Avenue and 15th Street. On Pennsylvania Avenue, between 6th and 7th Street, there was a 221 percent increase in the a.m. peak hour volumes after the bicycle facilities were installed and a 237 percent increase in the p.m. peak hour volumes. Between 14th and 15th Street, there was a 315 percent increase in the a.m. peak hour volumes after the bicycle facilities were installed and a 241 percent increase in the p.m. peak hour volumes.

On 15th Street NW, there was a 205 percent increase in the number of riders during the p.m. peak hours from before the installation of bicycle facilities to after the installation of the two-way cycle track. However, there is no data available on the number of bicyclists before the installation of the cycle track during the a.m. peak hours, so no definitive conclusions can be

drawn on the percentage change.

The Number of Bicycle Crashes

The number of bicycle crashes on both roadways increased following the installation of the bike lanes, due mainly to the increase in bicyclists.

On Pennsylvania Avenue, there were 16 bicycle crashes in the corridor in the first 14 months after implementation compared with 9 in the previous four years. On 15th street, there were 13 crashes in the first 14 months compared with 20 over the previous 4 years. However, in one section, E Street to New York Avenue, bicycle crashes actually decreased.

While the 15th street crash number track closely with the increase in cyclists, the increases in crashes on Pennsylvania Avenue exceeds the increase in cyclists. This may be partly due to the fact the Pennsylvania avenue facility is not physically separated to the same degree as the 15th Street lane.

The Number and Nature of Crashes Reported Involving Pedestrians

On Pennsylvania Avenue, the number of bicycle crashes involving pedestrians, from before the installation of the bicycle facilities to after the installation of the bicycle facilities, decreased from 5.8 to 4.3 crashes per year between 6th and 10th Street and increased from 1.5 to 4.3 crashes per year between 11th and 15th Street.

On 15th Street, the number of bicycle crashes involving pedestrians increased between H Street to Massachusetts Avenue from 2.5 to 4.8 crashes per year, and on N Street to U Street from 1.5 to 2.4 crashes per year. DDOT is still analyzing individual police reports to determine the nature of pedestrian crashes. Also, the period of analysis is too short, and the sample size too small, to draw any definitive conclusions yet.

Traffic Impact

With the installation of bicycle facilities on Pennsylvania Avenue, the a.m. and p.m. peak speed of traffic and Level of Service (LOS) along Pennsylvania Avenue remained relatively constant for motor vehicles. As expected, bicycle LOS improved with the construction of the cycle track. The data indicate that the volume of traffic decreased after the installation of the cycle track.

On 15th Street, NW, motor vehicle speeds and levels of service also remained relatively similar for motor vehicles. The bicycle LOS varies based on the direction of travel within an intersection. The volume of traffic increased along 15th Street between E Street to New York Avenue and from H Street to Massachusetts Avenue, but decreased from Rhode Island Avenue

to U Street.

Conclusion

Attached to this letter is a copy of the Executive Summary of DDOT's Innovative Bicycle Facility Evaluation. It explains the above performance measures in greater detail as well as additional findings and recommendations. DDOT will use this information to improve these facilities and to inform the design and implementation of future projects, such as the remaining pilot projects on L and M Streets, NW. DDOT considers the Pennsylvania Avenue and 15th Street projects to be an initial success, and we hope our experience will assist other jurisdictions in the Washington area as they implement similar projects.

Please let me know if you have any questions. We would be happy to provide a copy of the full report and/or brief the Board on this project.

Sincerely,

Sam Zimbabwe
Associate Director

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION

POLICY, PLANNING, and SUSTAINABILITY ADMINISTRATION

The Honorable David Snyder, Chairman
National Capital Region Transportation Planning Board
777 North Capitol Street, NE, Suite 300
Washington, DC 20002

May 13, 2010

Dear Mr. Snyder,

As requested at the April TPB meeting, DDOT is providing a description of our evaluation approach for the downtown bike lane pilot project. Below is a project description and our proposed performance measures, as well as some preliminary analysis.

Project Description

The purpose of the project is to improve bicycle safety and access in the downtown area while maintaining the transportation function of downtown Washington. This is particularly important as we expand to a larger, regional, bike sharing system of over 1100 bikes by the end of the year. These bike lanes are also included the 2005 Bicycle Master Plan. Bike lanes are an important part of our goal of expanding transportation choices in the District and the region.

We are planning separated bicycle facilities in the following corridors: Pennsylvania Avenue (3rd to 14th); M Street (15th to 29th) and L Street (25th to 12th); 15th Street (U to Massachusetts); and 9th Street (Massachusetts to Constitution). Experience in other cities shows that separated lanes increase bicycling while decreasing crashes involving bicyclists.

DDOT has determined these corridors have some excess capacity and is proposing to remove motor vehicle lanes to provide additional space for bike lanes. To minimize impacts on traffic, turn lanes are maintained at most intersections, requiring bikes to share the lane with cars. The pilot also includes enhanced enforcement in order to discourage commercial vehicle parking in the travel lanes. (Currently, delivery and tour bus parking is a significant hindrance to traffic flow). There are currently no adjustments to the bus schedule or stops planned for any of these projects.

These lanes are pilot projects. DDOT will monitor the impact to bicyclists, motorists, pedestrians, and make changes as necessary. If these projects prove successful, DDOT may make more improvements such as permanent barriers and/or traffic signal changes.

Performance Measures

DDOT will measure success of the project in the following ways:

- Number of bicyclists – DDOT will count the number of bicyclists on the pilot project streets before and after the installation of the lanes.
- Number of bicycle crashes – DDOT will monitor the number and nature of reported crashes involving cyclists before and after the installation of the lanes.

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- Pedestrian Crashes – DDOT will monitor the number and nature of reported crashes involving pedestrians.
- Traffic Analysis - DDOT will complete a quantitative assessment of traffic impact through 'before' and 'after' evaluations of:
    - Vehicular speed - DDOT will measure the speed of vehicles before and after the installation of the lanes.
    - Volume of traffic – DDOT will measure the volume of traffic on the pilot streets before and after the installation of the bicycle lanes.
    - Motor Vehicle Level of Service – DDOT will perform Level of Service Analysis for key intersections on the pilot streets before and after the installation of the bicycle lanes.
    - Bicycle Level of Service – DDOT will conduct Bicycle Level of Service (BLOS) Analysis before and after the installation of the lanes.
    - Qualitative Analysis of Traffic Flow – in addition to conducting modeling, DDOT will observe key intersections for signs of congestion and gridlock.

Tentatively, the pilot period is set for one year, at which point we believe we will have enough data to complete our analysis.

Preliminary Analysis

As part of the planning process, DDOT has conducted a Motor Vehicle Level of Service analysis for key intersections impacted by the some of these projects. Some of the results are attached.

For Pennsylvania Avenue, the analysis shows minimal degradation in the Level of Service. We had similar results for L Street. I Street showed more degradation, but we have replaced that with M Street. The rest of the corridors are still under analysis.

Thank you for your interest in our innovative downtown bike lane pilot project. We look forward to sharing the results of our analysis with the region.

Sincerely,

Karina Ricks
Associate Director

EXECUTIVE SUMMARY

Introduction and Background

In recent years, Washington, D.C. has emerged as one of the foremost cities for bicycling in the United States. Bicycling in the District has grown considerably as the District Department of Transportation (DDOT) has actively pursued construction of bicycle facilities on its roadways. One reason for this success is DDOT's willingness to try new and innovative bicycle treatments, particularly in high-visibility locations with engineering challenges.

Innovative bicycle facilities were installed at three locations in Northwest D.C., designed to provide increased safety, comfort, and convenience for cyclists. Facilities include dedicated road space, signal control, and signs and pavement markings. The treatments at the three locations consist of:

- **New Hampshire Avenue NW/U Street NW/16th Street NW intersection treatments**— bicycle boxes, bicycle signals, and contra-flow bicycle lanes were installed at this six-leg intersection to facilitate cyclist travel on New Hampshire Avenue.
- **Pennsylvania Avenue NW center median bicycle lanes (3rd Street to 15th Street)** — buffered bicycle lanes were installed in the center median of Pennsylvania Avenue, with flexible bollards placed near intersections.
- **15th Street NW two-way cycle track (E Street to V Street)** —a two-way cycle track was installed between the sidewalk and parked vehicles on 15th Street.

Section 2 – Study Facilities provides more detailed descriptions and illustrations of these facilities.

After these treatments were installed, DDOT sought to understand how well they work for cyclists, motorists, and pedestrians in terms of safety, level of service, behavior, and attitude. This report provides a comprehensive multimodal evaluation of these facilities for the purposes of (1) identifying recommended modifications to the constructed installations, and (2) providing guidance for the design and operation of future bicycle facilities within the District.

In general, the following areas were evaluated for conditions before and after the installation of the bicycle facilities:

- **Facility Use** — analysis of bicyclist and motor vehicle volumes.

- **Efficient Operations** — analysis of the level of service experienced by bicyclists, pedestrians, and drivers.
- **Convenience** — analysis of the corridor travel times experienced by bicycles and motor vehicles.
- **Comfort** — analysis of user intercept and surrounding neighborhood surveys concerning attitudes towards the new facilities.
- **Safety** — analysis of bicyclist, pedestrian, and driver compliance with traffic laws; interactions between modes; and crash history before and after facility installation.

The analysis employed a wide range of methods to understand the impact of these facilities on cyclists, motorists, and pedestrians. Table 1 summarizes the methods used and the data collected for each facility. Further explanation of these methods is provided in **Section 3 – Study Methodology**.

Table 1 Facility Evaluation Summary

Type of Analysis	16th / U/ New Hampshire	Pennsylvania Avenue	15th Street	Data Collected for Analysis
BICYCLE FACILITIES				
Volume Analysis	√	√	√	• Bicycle counts
Highway Capacity Manual 2010 Multi-Modal Level of Service		√	√	• Motor vehicle counts • Lane geometry and cross section • Speed data • Pavement condition
Danish Bicycle Level of Service		√	√	• Motor vehicle counts • Lane geometry and cross section • Speed data • Pavement condition • Land use information
Bicycle Environmental Quality Index		√	√	• Motor vehicle counts • Lane geometry and cross section • Speed data • Land use information
Bicycle Corridor Travel Time		√	√	• Signal timing data
Crash Analysis	√	√	√	• Crash data
Survey Analysis	√	√	√	• User intercept surveys • Surrounding neighborhood surveys
Video Analysis	√	√	√	• Study area video

Type of Analysis	16th / U/ New Hampshire	Pennsylvania Avenue	15th Street	Data Collected for Analysis
MOTOR VEHICLE FACILITIES				
Volume Analysis	√	√	√	• Motor vehicle counts
Highway Capacity Manual 2000 Arterial Level of Service	√	√	√	• Motor vehicle counts • Pedestrian counts • Lane geometry and cross section • Speed data • Signal timing and phasing
Travel Time Analysis			√	• Drive time data
Survey Analysis	√	√	√	• Surrounding neighborhood surveys
Video Analysis	√	√	√	• Study area video
PEDESTRIAN FACILITIES				
Highway Capacity Manual 2010 Multi-Modal Level of Service		√	√	• Motor vehicle counts • Pedestrian counts • Lane geometry and cross section • Speed data
Survey Analysis	√	√	√	• User intercept surveys • Surrounding neighborhood surveys
Video Analysis	√	√	√	• Study area video

Findings and Recommendations

Overall, the analysis found that the bicycle treatments improved conditions for cycling without negatively impacting other modes in the vicinity of the investment. Due to the unique and independent conditions at each facility, key findings are provided separately for each facility.

16TH STREET NW/U STREET NW/NEW HAMPSHIRE AVENUE NW

New Hampshire Avenue is a low-volume diagonal street that cuts through the D.C. grid network and is a DDOT priority route for bicycle travel. The approach legs to its intersection with 16th Street and U Street are one-way for vehicles traveling away from the intersection (on both sides). Contra-flow bicycle lanes were installed to permit bicycle movements toward the intersection and encourage the use of New Hampshire Avenue as a through corridor for cycling. However, because vehicles are not permitted to drive across the intersection on New Hampshire Avenue, provisions were needed to allow bicyclists to negotiate the intersection. DDOT installed bicycle signals and bicycle boxes to permit cyclists to travel across the intersection in two stages.

A complete summary of the intersection analysis is provided in **Section 4 – Evaluation of the Intersection of 16th Street NW/U Street NW/New Hampshire Avenue NW.** The analysis yielded the following findings:

- **Bicycle volumes increased after installation of the bicycle facilities.** Between April 2010 (before the bicycle facilities were installed) and April 2012 (after the bicycle facilities were installed), there was a 133 percent increase in the number of bicyclists traveling on New Hampshire Avenue during the a.m. peak hour and a 185 percent increase during the p.m. peak hour.
- **Motor vehicle volumes remained approximately constant after installation of the bicycle facilities.** There was a one percent decrease between May 2009 (before the bicycle facilities were installed) and April 2012 (after the bicycle facilities were installed).
- **Motor vehicle intersection level of service (LOS) remained the same before and after the bicycle facilities were installed.** Reduced green time for the motor vehicle signal phases increased delay and the volume-to-capacity (v/c) ratio only slightly during the p.m. period, but resulted in somewhat larger impacts during the a.m. peak.
- **Few cyclists are using the bike box and bike signal as intended to cross the intersection.** The video revealed that fewer than 20 percent of bicyclists use the bicycle signal to cross the intersection. This percentage is consistent for southbound and northbound travel. Over 40 percent of bicyclists cross the intersection via crosswalks (usually first crossing U Street, then 16th Street) rather than using the bicycle facility. The cyclist intercept survey confirmed these findings. More than three-quarters of surveyed cyclists indicated that it was not worth the time to wait for the signal with the present signal timing.
- **Few cyclists are using the bike box as intended, although it may still achieve its purpose.** The video revealed that 82 percent of bicyclists stopped in the crosswalk, rather than waiting in the box. However, video evidence showed that fewer than 15 percent of cyclists using the bike box encountered motor vehicle stopped in the box, suggesting that the bike box may be effective at providing separation between bicyclists and motorists and providing cyclists with space to maneuver.
- **Cyclists using the bike signal often encounter motor vehicles, but are able to navigate through.** Four of the 32 southbound bicyclists (13 percent) observed using the signal experienced interactions with late motorist eastbound left-turns from U Street (who turned left on red). Despite this, most bicyclists that do use the bike signal (42 out of 48) were able to cross the intersection without stopping, either by crossing diagonally or proceeding during the 16th

Street green. Note that a small percentage of bicyclists (19 out of 298) used the bike signal to cross the intersection diagonally (without first traveling to the box).

- **More bicycle crashes per year were observed at the intersection after installation of the bicycle facilities.** There were 5 bicycle crashes at the intersection during the first 13 months after implementation, compared to a total of 4 bicycle crashes during the previous 4 years. The low number of total crashes and limited length of time observed for the after period (13 months) is too short to draw definitive conclusions. The number of crashes per year (adjusted for the increase in bicyclist volumes) remained approximately the same before and after installation of the bicycle facilities. Crash patterns should continue to be monitored, particularly as operational changes are made to the intersection to improve bicyclist compliance.
- **Perceptions of the facility are generally positive from both cyclists and motorists.** Cyclists reported enthusiastic agreement that the contra-flow bike lanes make cycling safer and easier on New Hampshire. The bicycle signal and bike box elicited generally positive responses regarding safety and ease, although significantly lower than the response to the contra-flow lanes. Motorists did not indicate that the new bicycle facilities caused any problems in terms of added congestion, delay, or parking challenges.
- **Residents responding to the survey support more investments in bicycle facilities.** Many area residents do not believe bicycling in Washington, D.C. is safe, but a strong majority support investments in encouraging bicycling for transportation and improving the safety of bicycling.

Based on these findings, the team makes the following preliminary recommendations:

- Restrict trucks making eastbound right turns onto New Hampshire Avenue from U Street due to the new reduced turning radius.
- Increase the street cross-section width at the southwest New Hampshire intersection entrance to make room for the future bike lane. Supplement the increased width with a permanent barrier between motorists and bicyclists.
- Paint the bike boxes and dashed bike lanes leading to the bike boxes green. The green may increase the share of cyclists stopping in the box, rather than in the crosswalk, where conflicts with pedestrians can occur.
- The stop bars on 16th Street are not recommended for modification. They are currently located approximately 10 feet back from the crosswalks, providing an angled bicycle box area between the stop bar and crosswalks. They are recommended to remain in approximately the same position under any reconstruction plan to allow unimpeded bicycle access to the bike boxes.

- The dashed bike lanes crossing 16th Street should be located as close as possible to the crosswalk to increase visibility of cyclists to turning motorists (subject to other geometric design constraints.
- Consider adding medians (with bike openings) on both 16th Street approaches to increase pedestrian safety by providing a refuge from turning vehicles.
- Add a push-button for cyclists and/or improved bicyclist detection, or alter the signal timing to provide a green bike phase every cycle (see signal phasing modifications below).
- Near-side bicycle signal heads should be mounted lower for improved visibility. Consider installing smaller lenses (e.g., 4-inch) for the near-side bicycle signal heads. Small, low-mounted near-side bike signal heads are used successfully in northern Europe in similar situations.
- Modify signal phasing to reduce delay for all users and more closely reflect the way that cyclists currently use the intersection:
    - Provide a green bike signal that operates concurrently with green time on U Street. For consistency with the MUTCD meaning of a green ball for autos (i.e., allows through movement and turns except as modified by signing/striping/etc.), signing (e.g., "BIKES CROSS 16TH ST ON GREEN 🚲") should be installed to make it clearer that the bike signal doesn't allow protected movement all the way through the intersection. Green painted bike lanes and boxes would also reinforce this message.
    - Provide a three second solid yellow bike signal before the all-red bike signal.
    - Eliminate the exclusive bike phase; bicycles would receive the same amount of green time that U Street currently receives, which would reduce cyclist delay considerably. Furthermore, the time currently used by the exclusive bicycle phase would be returned to 16th and U Streets, which should improve motorized vehicle operations to close to "before" conditions.
    - Install a flashing yellow right-turn arrow for eastbound and westbound right turning vehicles.
    - Implement a flashing yellow arrow indication for the westbound left-turning movement during its permissive phase, and install a "TURNING VEHICLES YIELD TO BIKES" sign.
    - Prohibit eastbound left-turns to minimize conflicts with bicyclists.
    - Consider adding a short leading pedestrian/bicycle interval in advance of the U Street green indication. The length of any leading pedestrian/bicycle interval should be limited to avoid encouraging aggressive cyclists to cross the full intersection diagonally during the lead phase. Note that a leading pedestrian/bicycle interval would require eliminating the leading westbound left-turn phase (as there is no dedicated left-turn lane).

  - Temporarily use NEW TRAFFIC PATTERN AHEAD signs on the New Hampshire Avenue intersection approaches to inform bicyclists about the changed bicycle signal phasing.

- An alternative to the recommended signal timing modifications would be to implement an exclusive bicycle and pedestrian phase to allow cyclists to cross the intersection diagonally during the bicycle green phase. The length of the exclusive phase should be based on the needed pedestrian clearance interval for perpendicular crossing (using a walking speed of 3.5 feet/second). Pedestrians will also be allowed to cross during the U Street and 16th Street green phases (similar to the exclusive pedestrian phase at 7th Street/H Street in Chinatown).

  This alternative has the benefit of eliminating conflicts between cyclists and motor vehicles, but will likely require a longer cycle length with longer delays for both motorists and cyclists compared to the preferred alternative.

PENNSYLVANIA AVENUE NW FROM 3RD STREET NW TO 15TH STREET NW

Bicycle lanes were installed in the center median of the Pennsylvania Avenue NW roadway (with no grade or barrier separation) between 3rd Street and 15th Street. Pennsylvania Avenue is a high-volume street that connects the White House to the Capitol Building, and it is also an important bicycle corridor. The eight-lane street has high vehicle speeds and volumes, including many buses and trucks and a lack of dedicated bike facilities, which created uncomfortable conditions for bicycling.

The bicycle lanes are five feet wide with three-foot buffers on each side. At intersections, the approaching bicycle lane splits to provide a turn lane and a through lane. Turning bicyclists wait in the middle (between the through bicycle lanes) while through cyclists follow the traffic signal for through motorists. To complete turning movements, cyclists wait for the pedestrian signal and cross in the crosswalk.

A complete summary of the analysis of the center median bicycle lanes is provided in **Section 5 – Evaluation of Pennsylvania Avenue NW from 3rd Street NW to 15th Street NW.** This analysis yielded the following findings:

- **Bicycle volumes increased by approximately 200 percent after the bicycle facilities were installed.** Bicycle counts were taken between 6th Street and 7th Street and between 14th Street and 15th Street during the a.m. and p.m. peak hours in April 2010 and June 2011. All locations and time periods experienced significant bicycle volume growth after installation of the bicycle facilities.
- **Arterial LOS was similar for motor vehicles on Pennsylvania Avenue before and after the bicycle facilities were installed.** The study segments remained at LOS E or better during both

the a.m. and p.m. peak hours, even after left turns were restricted and through movement green time was reduced on Pennsylvania Avenue at several intersections. The minimal change partially reflects the extensive work done prior to installation to adjust corridor signal timing.

- **The corridor experienced decreased motorized vehicle volumes after the bicycle facilities were installed.** Between October 2009 and June 2011, there was a 21.3 percent decrease in volumes between 6th Street and 10th Street during the p.m. peak hour, and a 14.7 percent decrease in volumes between 10th Street and 15th Street during the p.m. peak hour. The reason for the decrease is not entirely clear, but may have resulted from the different times of year that the counts were taken, and/or driver route choice changes due to the turn restrictions.
- **Danish Bicycle LOS and Bicycle Environmental Quality Index (BEQI) analyses all show significantly improved operations for cyclists with the median bike facilities.** The Danish Bicycle LOS improved from LOS E before the bicycle facilities were installed to LOS C after installation. The BEQI index indicated that the bicycling environment went from being "Average" before facility installation to "High Quality" after installation. The BEQI scores (out of 100) improved from approximately 45 (out of 100) before installation to 70 after installation.
- **Signal timing for bicycles generally works well between 10th Street and 15th Street, but results in large delays to cyclists between 3rd Street and 9th Street.** The speed-based LOS experienced by bicycles, based on existing signal timing and cyclist travel speeds of 10–15 mph is LOS E or F between 3rd Street and 9th Street, LOS A to D between 10th Street and 15th Street.
- **The frequency of bicycle crashes experienced along Pennsylvania Avenue increased after the bicycle facilities were installed.** There were 16 bicycle crashes on the corridor during the first 14 months after implementation, compared to a total of 9 bicycle crashes during the previous 4 years. This represents an increase in crash frequency, even when taking into account the observed tripling of cyclist volume on the corridor. The low number of total crashes and limited length of time observed for the after period (14 months) is too short to draw definitive conclusions; however, DDOT should continue to monitor crash patterns to identify potential safety improvements along the corridor.
- **No collisions were directly observed in the video data and relatively few were self-reported in the cyclist surveys.** Video observations revealed occasional instances of cyclists and pedestrians navigating around one another at intersection crosswalk medians, and more than half of cyclists reported experiencing "near-collisions" with pedestrians. About half of cyclists reported experiencing "near-collisions" with turning motor vehicles, although there were none observed in the six hours of video analyzed.

- **Cyclists understand how they are supposed to behave at the intersections, but frequently do not comply.** All surveyed cyclists understood that they should follow the through-traffic motor vehicle signal. However, the video data revealed a high violation rate. In the observed data, an average of 42 percent of cyclists arriving on a red signal violated the signal (though this varied substantially by intersection and by cross street volume). Compared to the data in the few published studies available on cyclist compliance with bicycle-specific traffic signals, this is a high violation rate, and is very high compared with motorist compliance.
- **Most cyclists stopping at red lights stop in the crosswalk or median area, rather than behind the white stop bar.** This pattern could result in potential collisions with left-turning vehicles and blocking pedestrians trying to use the crosswalk.
- **Cyclists overwhelmingly indicated that they felt riding a bicycle on Pennsylvania Avenue with the center bike lanes is safer and easier**, and that the center bike lanes provide a useful connection for getting around Washington, D.C. on a bicycle.
- **Nearly three in four residents indicated that they "support" the center bike lanes and believe them to be a valuable asset to the neighborhood.** They also support investment in encouraging cycling and improving the safety of cycling, although there was a greater amount of differing opinions for this facility than for the other facilities evaluated.
- **Motorists support the separation between bikes and cars provided by the center bike lanes, but have some concerns.** About half the respondents indicated that restrictions on U-turns are a major inconvenience along the route (note that U-turns were always prohibited, but several missing signs were replaced when the bicycle facility was installed). Nearly half of respondents indicated that signals, signs, and street markings do not make it clear who has the right-of-way at intersections.
- **Pedestrians find there are fewer cyclists riding on sidewalks now**. While pedestrian responses indicate that there may now be some competition for space at medians along Pennsylvania Avenue, only one respondent reported being involved in a collision with a cyclist in the center bike lanes.

Based on these findings, the team makes the following preliminary recommendations:

- Improve legibility of signals, signs, and markings. Only 56 percent of drivers indicated it was clear who has the right-of-way at intersections. Bicycle signals clarifying the separation of bicycle movements from left-turns could help improve legibility.
- Add bicycle signals to create independent vehicle and bicycle through phases. Since the bicycle lane is positioned to the left of the vehicle left-turn lane, the lanes must operate with different signal phases. Through motorists, who drive to the right of the left-turn lane, do not conflict

with turning vehicles, but currently must wait since they share a signal head with bicyclists. Adding a bicycle signal and bicycle through phase would permit independent operation of the through bicycle and vehicle phases and increase green time for through vehicles, and would make it easier to adjust signal timing to accommodate both cyclist and motor vehicle progression.

- Resize and reposition bicycle signs. The bicycle signs create a sight distance obstruction and could be made smaller. In the longer term, taller signal poles would allow the signs to be placed higher to increase visibility.
- Consider additional pavement markings to reduce pedestrian/bicyclist conflicts. For instance, "WAIT HERE" or "STOP HERE" pavement markings prior to the stop bar in the cycle track (between the stop bar and the bike symbol) could be used to encourage cyclists to stop at the proper location. Similarly, bike stencils in the crosswalk where the cycle track crosses the crosswalk (similar to those used at driveways along 15th Street) could help to indicate the presence of the cycle track to pedestrians.
- Include cyclist progression analysis as an explicit performance measure in future signal re-timing along Pennsylvania Avenue. In particular, eastbound bicyclists experience poor progression in the a.m. peak period and westbound cyclists experience poor progression in both peak periods.
- DDOT should consider a cyclist education and enforcement campaign to encourage compliance with traffic signals.

15TH STREET NW FROM E STREET NW/PENNSYLVANIA AVENUE NW TO V STREET NW

DDOT installed a two-way cycle track on 15th Street NW between E Street/Pennsylvania Avenue and V Street (except in the section between New York Avenue and H Street). The cycle track is located on the west side of the street between the sidewalk and parked vehicles. 15th Street is one-way northbound for motor vehicles north of Massachusetts Avenue, and is a two-way street south of Massachusetts Avenue. Before installation of the cycle track, bicyclists shared the roadway with vehicle traffic and there were no accommodations for southbound cyclists north of Massachusetts Avenue (15th Street is one-way northbound for motor vehicles).

The cycle track is eight feet wide with a three-foot buffer between it and vehicle traffic or parked cars. White, flexible channelizing posts were installed in the buffer to further delineate the dedicated cyclist space to motorists. At intersections on the one-way section of 15th Street, the approaching cycle track is diverted away from the sidewalk, creating a seven-foot buffer between the two directions of bicycle traffic and increasing cyclist visibility to left-turning motorists.

A complete summary of the analysis of the two-way cycle track is provided in **Section 6 – Evaluation of 15th Street NW from E Street NW/Pennsylvania Avenue NW to V Street NW**. This analysis yielded the following findings:

- **The data indicate that more bicyclists began using 15th Street after the one-way cycle track was installed and, in general, even more began traveling along the corridor after the two-way cycle track was installed.** After the two-way cycle track was installed, there was a 205 percent increase in bicycle volumes (from before conditions) between P Street and Church Street during the p.m. peak hour, and there was a 272 percent increase in bicyclist volumes (from before conditions) between T Street and Swann Street during the p.m. peak hour.
- **Motor vehicle counts show that volumes have remained relatively constant on 15th Street before and after the bicycle facilities were installed.** Between September 2007 (before the bicycle facilities were installed) and July 2011 (after the two-way cycle track installation), there was a 4.0 percent increase in motor vehicle volumes between E Street and New York Avenue, a 10.1 percent increase in motor vehicle volumes between H Street and Massachusetts Avenue, and a 1.2 percent decrease in motor vehicle volumes between Rhode Island Avenue and U Street.
- **Motor vehicle operations show only minor changes before and after the bicycle facilities were installed.** Most segments remained at LOS D or E, based on the *Highway Capacity Manual 2000*'s urban streets method.
- **Overall, the bicycle facilities did not significantly change motor vehicle travel speeds along 15th Street**. Analysis of travel time runs done both before and after installation of the cycle tracks showed no significant difference in corridor travel time for motor vehicles.
- **The Danish Bicycle LOS analysis indicates that bicyclists experienced a better LOS after the new facilities were installed.** Before installation, 15th Street was rated as having Bicycle LOS D and E on the three study segments; after installation, 15th Street was rated as providing Bicycle LOS A and B. The model predicts that nearly all bicyclists will indicate being at least "a little satisfied" with the facilities on 15th Street after installation.
- **The BEQI index analysis ranked 15th Street as having "average" quality bicycle facilities before the cycle track installation and "high" to "highest" quality bicycle facilities after installation.** Before installation, 15th Street received scores of approximately 45 out of 100. After installation, 15th Street received scores of approximately 75 out of 100.
- **Bicyclists experience less delay on 15th Street between Lower E Street and I Street than between I Street and U Street.** Bicyclists riding at 15 mph between Lower E Street and I Street

can achieve LOS D or better based on average travel speed, but bicyclists traveling between I Street and U Street generally experience significant signal delay.

- **The number of crashes involving bicyclists remained similar after the bicycle facilities were installed**, after accounting for the substantial increase in bicyclist volume. Thirteen crashes involving cyclists occurred in the first 14 months after installation of the two-way cycle track, compared to 20 crashes over the 4 years prior to cycle track implementation. As cyclist volumes approximately doubled over this same time period, this represents no significant change in crashes per cyclist. One year of data after installation does not provide conclusive information for the crash patterns occurring along the corridor. However, it appears that crashes involving bicyclists remain a relatively rare event along 15th Street. It is recommended that crash reports continue to be evaluated in future years.
- **There are potential issues with the existing design, which uses the pedestrian signal to control cyclist movements.** According to the survey responses, many cyclists (approximately 20–30 percent) watch the through motor vehicle green, which could result in conflicts with left-turning vehicles during the protected left-turn phase. In addition to comprehension, violations of the pedestrian signal by cyclists are high, especially by southbound cyclists.
- **Red-light running by cyclists is high, with over 40 percent of cyclists observed disobeying signals.** Compared to the data in the few published studies available on cyclist compliance with bicycle-specific traffic signals, this is a high violation rate, and is very high compared with motorist compliance. Violation rates differed considerably by intersection, and are highest at intersections with (1) low volumes of conflicting traffic and/or (2) high levels of signal delay.
- **Cyclists encounter many pedestrians and, during congested periods, it is not uncommon for cross traffic to block the intersection.** Generally, cyclists navigate around pedestrians and stopped traffic without needing to resort to emergency actions to avoid collisions. This appears to be a convenience, rather than safety issue, due in part to very low turning vehicle speeds.
- **Cyclists overwhelmingly feel that riding on 15th Street with the cycle track is much safer and easier now**, that it is a useful connection, and that they would go out of their way to ride on the cycle track as opposed to other streets.
- **Residents support investments that encourage people to bicycle for transportation and improve the safety of bicycling.** Over 80 percent of residents support the cycle track and view it as a valuable asset to the neighborhood.
- **Motorist attitudes are generally favorable toward the cycle track.** The like that it provides separate spaces for cars and bicycles, and most don't find that traffic congestion has gotten worse. However, just under half of motorists find waiting for a green arrow to make a left turn

to be a major inconvenience, and about two-thirds find turning off 15th Street into alleys to be difficult with the cycle track.

- **Pedestrians indicated that they are encountering fewer cyclists on sidewalks**, although some do not feel cyclists are yielding to pedestrians in the crosswalks.

Based on these findings, the team makes the following preliminary recommendations:

- Add bicycle signal heads to control bicycle traffic for both northbound and southbound movements, rather than using pedestrian signals. Many cyclists do not understand that they should use the pedestrian signals as their traffic control. Installing bicycle signals at these intersections, which will require additional or modified FHWA experimentation requests, will improve signal control clarity and potentially reduce crash risks.
- Consider installing a flashing yellow left turn signal for motorists. A flashing yellow arrow for left-turning motorists may help convey through bicycle priority and reduce risk of crashes. Implementing this as an experimental treatment at one or more intersections would allow a review of its effectiveness before full corridor implementation.
- Consider using green colored pavement at unsignalized conflict areas (e.g., driveway crossings), in addition to the existing stencils, to alert motorists of the presence of the bicycle facility.
- Green pavement might also be appropriate through intersections to provide a visual cue to motorists to watch for potential conflicts and not block the intersection while waiting to turn.
- Improve pavement conditions for southbound cyclists through repaving, widening, and/or removing the gutter.
- Improve signal progression for southbound cyclists north of Massachusetts Avenue to the extent possible. Traffic signals on the one-way portion of 15th Street are timed for one-way northbound traffic, which results in frequent stops for southbound cyclists. Signals should be retimed to accommodate bicycle traffic in both directions, although this must be balanced with the need to maintain northbound progression for motor vehicles, and potentially cross-street progression.
- Add pedestrian islands to crossings north of Massachusetts Avenue. Providing storage for crossing pedestrians will reduce conflicts between cyclists and pedestrians standing in the cycle track.
- Consider using a green bike box at the intersection of Pennsylvania Avenue/15th Street for eastbound cyclists to provide cyclists with a clearly marked location to wait.
- DDOT should consider a cyclist education and enforcement campaign to encourage compliance with traffic signals.

National Capital Region Transportation Planning Board

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

July 5, 2012

Mr. Randy E. Mosier
Chief, Regulations Division Development
Maryland Department of the Environment
1800 Washington Boulevard
Suite 730
Baltimore, Maryland 21230

Re: Proposed Revisions to the Maryland Chapter 26 Conformity Regulation

Dear Mr. Mosier:

On Friday July 20, 2012, the Maryland Department of the Environment (MDE) is planning to hold a meeting to obtain comments from stakeholder groups on additional requirements that MDE is proposing to incorporate into Chapter 26 Conformity of the Code of Maryland (COMAR). This letter provides comments and questions on this proposal which have been prepared by the staff of the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the Metropolitan Washington Region.

The purpose of Chapter 26 Conformity of the COMAR is described in Section .01 Purpose and Scope as:

> "to implement Section 176c of the Clean Air Act (CAA), as amended (42 U.S.C. Section 7401 et seq.), and the related requirements of 23 U.S.C. Section 109(j), with respect to the conformity of transportation plans, programs, and projects which are developed, funded, or approved by the United States Department of Transportation (DOT) and by metropolitan planning organizations (MPOs) or other recipients of funds under Title 23 U.S.C. or the Federal Transit Laws (49 U.S.C. Chapter 53)."

The TPB is responsible for making conformity determinations on transportation plans and programs for the Washington region in accordance with the conformity regulations promulgated by the Environmental Protection Agency (EPA). The TPB devotes significant staff resources each year to carrying out these determinations. Mobile emissions budgets are set for the Washington region in State Implementation Plans for pollutants regulated under the National Ambient Air Quality Standards (NAAQS), with extensive technical review and public comment. Following formal adequacy findings by EPA, these mobile emissions budgets are used by the TPB in making conformity determinations, also with extensive technical review and public comment.

The TPB has made numerous conformity determinations over the past two decades, typically once every year and sometimes more frequently. Without exception, these determinations have received approval by the US Department of Transportation (USDOT), in consultation with the EPA, with respect to both procedural and technical requirements. Chapter 26 Conformity of the COMAR has been an important part of this process, as described in Section .01 Purpose and Scope: "This Chapter sets forth policy, criteria, and procedures for demonstrating and assuring conformity of these activities to an applicable implementation plan developed pursuant to Section 110 and part D of the CAA."

The additional reporting requirements that MDE is proposing to incorporate into Chapter 26 Conformity, which would require the commitment of additional staff resources by MPOs like the TPB, raise a number of significant procedural and substantive questions which need to be addressed, as detailed below.

Carbon Dioxide: Given that the purpose of Chapter 26 Conformity concerns "demonstrating and assuring conformity of these activities to an applicable implementation plan," what is the basis for including carbon dioxide emissions in the additional reporting requirements when these emissions are not subject to CAAA conformity requirements, and consequently are not included in any "applicable implementation plan"? More specifically, how can MDE propose that "the long-term planning targets shall be 10 percent lower than the emissions estimates for the last and second to last horizon years from the SIP analysis" when no emissions estimates for carbon dioxide are provided in any existing or proposed SIP analysis?

MDE's proposed additional reporting requirements include absolute numbers described as "carbon dioxide budgets" for the Washington region of 12.3 million metric tons per year for 2030 and 7.3 million metric tons per year in 2040. Are these numbers intended to be the long-range planning targets, and, if so, shouldn't they be labeled as such, rather than as "budgets"? These numbers are clearly not based on any SIP analysis, since as noted above no estimates for carbon dioxide are provided in any existing or proposed SIPs. The numbers appear to be based on estimates developed in the TPB's "What Would It Take?" scenario analysis, which used land activity and transportation networks from the 2009 Constrained Long Range Plan (CLRP) and the Mobile 6.2 emissions model. These estimates are currently being updated using the 2012 CLRP and the MOVES model. Why does MDE propose including absolute numbers in a state regulation using emissions analyses that will soon be out-of-date?

Nitrogen Oxide: Nitrogen oxide budgets for on-road mobile sources are developed in accordance with EPA's conformity regulations and incorporated into state implementation plans for both ozone and fine particle pollution, with different geographic areas and seasonal factors for each case. The proposed MDE additional reporting requirements state that long-term planning targets would be established using emissions analyses from the "last ozone SIP submitted to EPA". For the Washington metropolitan region, the last ozone SIP submitted to EPA was dated May 2007. This SIP has not been acted on by EPA, except for an adequacy finding for the reasonable further progress budgets which the TPB is currently using for conformity analyses. The emissions analysis for this SIP was based on fleet mix data and a travel demand model that have since been updated, and the analysis used the EPA Mobile 6.2 emissions model which is now being phased out in favor of EPA's new MOVES model. The last horizon year in this SIP analysis was 2030. Why does MDE propose setting long-term planning

targets using emissions analyses in the last ozone SIP submitted to EPA, when these analyses are now out-of-date with regard to fleet mix assumptions, the models used, and the horizon year?

MDE's proposed additional reporting requirements include absolute numbers described as "nitrogen oxide budgets" for the Washington region of 28.71 tons per day in 2030 and 29.19 tons per day in 2040. Are these numbers intended to be the long term planning targets, and, if so, shouldn't they be labeled as such, rather than as "budgets"? Rather than using "the emissions analyses that form the basis for mobile source emissions budgets in the last ozone SIP submitted to EPA", as stated in the preamble, MDE appears to have based these numbers on out-year forecasts from the TPB's conformity report for the 2011 CLRP, dated November 16, 2011. This 2011 report will shortly be superseded by a new conformity report for the 2012 CLRP, scheduled to be adopted by the TPB on July 18, 2012. Why does MDE propose including absolute numbers in a state regulation using emissions analyses that are subject to regular updates? Shouldn't the content of this regulation be limited to "policy, criteria, and procedures", as described in .01 Purpose and Scope in Chapter 26?

An alternative approach: The TPB is continuing to study various strategies for reducing carbon dioxide emissions using the goals in the 2008 COG Climate Change Report, which are based on scientific evidence on global warming from the Intergovernmental Panel on Climate Change (IPCC). The TPB is also studying the cost-effectiveness of numerous transportation emission reduction measures for achieving additional reductions in nitrogen oxide emissions. As an alternative to trying to incorporate additional requirements into Chapter 26 Conformity of the COMAR using soon-to-be-superseded analyses, TPB staff suggests that MDE participate in ongoing TPB studies. These studies provide the opportunity to analyze potential additional reductions in carbon dioxide and nitrogen oxide emissions with the latest data and technical methods, and with the participation and support of all of the interested stakeholders.

Thank you for considering the comments of TPB staff on this matter.

Sincerely,

Ronald F. Kirby
Director, Department of
Transportation Planning

NEWS ● NEWS ● NEWS NEWS ● NEWS ● NEWS

METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
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Telephone (202) 962-3200 TDD (202) 962-3213 Fax (202) 962-3201 Internet: www.mwcog.org

EMBARGOED UNTIL JUNE 26, 2012
June 25, 2012
CONTACT: Lewis Miller, lmiller@mwcog.org / (202) 962-3209

Area Businesses Honored for Promoting Sustainable, Healthy, and Convenient Commute Options

Reduced traffic congestion, air pollution, and stress are benefits of alternatives to drive-alone commuting

Washington, D.C. – Three companies in metropolitan Washington – the CoStar Group, Wells Fargo Home Mortgage, and Booz Allen Hamilton – were honored today at the National Press Club by Commuter Connections for providing outstanding commuting options and alternatives for employees.

Commuter Connections, a program of the National Capital Region Transportation Planning Board (TPB) focuses on making alternatives to drive-alone commuting practical and attractive.

Each of the companies voluntarily implemented strategies to support alternatives to driving to work alone, such as carpooling/vanpooling, teleworking, walking, bicycling and taking public transit. Such alternatives help reduce gasoline consumption, ease traffic congestion and the stress that long commutes place on employees, and provide for cleaner air through reduced auto emissions.

"The employers we are honoring today demonstrate a concern about the quality of life for their employees and the region. We hope that through their example, other employers will embrace similar practices," said Todd Turner, TPB Chair and Bowie City Councilmember. "On behalf of the Transportation Planning Board, I congratulate the winners of the 2012 Commuter Connections Employer Recognition Awards and thank them for their continued commitment to excellence by helping to reduce traffic congestion and improve the air we breathe."

The CoStar Group, which is based in the Washington, DC, was awarded the Incentives Award for the development of its 10-point commuter assistance program that was launched alongside the company's move from Bethesda, MD to its new, Gold LEED-certified building on L Street in the District.

Wells Fargo Home Mortgage, which is based in Frederick, MD, won the Marketing Award for developing a creative twist on the traditional transportation fair. The campaign, "More Parks, Less

Parking", delivered the message that fewer parking spots can help increase green space and beautify the workplace.

Booz Allen Hamilton, which is based in McLean VA, was awarded the Telework Award for its "Way We Work" (WWW) program designed to improve employee commutes, reduce traffic congestion, and lower the company's overall carbon footprint through a program that allows area employees to work at office centers closest to their homes.

More detailed explanations of the winning organizations are provided below.

Commuter Connections works closely with local businesses to educate and promote alternatives to drive alone commuting practices of employees. With free assistance from Commuter Connections, employers can offer a wide array of commuting options from transit subsidies or pre-tax benefits to telework and ridesharing programs. Commuter Connections also manages the Guaranteed Ride Home program, which provides peace of mind for commuters using alternatives to driving alone by providing a free ride home in the event of an emergency. In addition they offer the 'Pool Rewards incentive program which provides up to $130 in cash to drive alone commuters who start or join new carpools.

2012 Commuter Connections Employer Recognition Award winners*:

- **The CoStar Group (Incentives Award)**: CoStar's relocation from Bethesda, MD to its new, Gold LEED-certified building on L Street in D.C., was the catalyst for the development of its 10-point commuter assistance program. Initiated in October 2010, CoStar's commuter assistance program has remained in place to improve employees' commutes, reduce staff reliance on driving alone and reduce CoStar's carbon footprint. Commuter assistance incentives include: a subsidy to cover the cost of each eligible employee's commute via public transportation equal to the maximum amount allowable by the IRS;; free parking for carpoolers; free employee shuttle service to and from Metro Center; guard-monitored bike racks; shower facilities, lockers and fresh towels; a fleet of loaner bicycles, and Segways and a Segway safety training class, all at no cost to employees.

  CoStar also offered a company-wide relocation benefit for employees moving to the DC office. The $14,000 relocation package required that employees become DC residents. For employees who were not able to relocate and who were incurring a longer commute, CoStar gave away Apple iPads to distance commuters who enrolled in the transit benefit. During its relocation, the company provided $792,000 in relocation assistance to 59 employees who moved to DC. Staff response to the ongoing commuter assistance program has been outstanding and as a result, 85% of CoStar's workforce uses public transportation (up from 49% in 2010). The company estimates employees receive an average of $1,800 per year in commuter assistance benefits. Of its more than 557 employees, approximately 500 take advantage of the commuter assistance incentives, traveling 4.8 million fewer vehicle miles and saving 242,000 gallons of gasoline per year.

- **Wells Fargo Home Mortgage (Marketing Award):** Wells Fargo Home Mortgage promoted employee carpooling and vanpooling with a company-developed marketing campaign that offered a highly creative twist on the traditional transportation fair. The campaign, "More Parks, Less Parking", delivered the message that fewer parking spots can help increase green space and beautify the workplace. Centerpiece to a company-wide special event was a parking space turned into a park for a day. Fresh grass and a park bench were installed within the painted boundaries of a parking space, with a "More Parks-Less Parking" sign to attract attention. Transportation alternative service providers attended to explain their services and calculate the benefits to employees, including vRide, who showcased a commuter van to build interest in vanpooling. Employees learned how to join or start a vanpool from TransIT's Vanpool Incentive Program, and received information on bus service, carpooling, Commuter Connections' 'Pool Rewards program and WageWorks' transportation subsidies. Flyers and emails encouraged employees to visit the "park" at lunch, play a game of horseshoes and enjoy free snacks. The "More Parks, Less Parking" event drew nearly 200 employees who were encouraged to sign a pledge to try alternatives to driving alone at least once per week for the next month.

  In addition, the campaign encouraged participation in a voluntary survey to identify the transportation options employees used, and help determine future approaches to outreach. Approximately 40% of Wells Fargo's 1,600 employees responded to the survey with 21% of respondents reporting they use greener ways of getting to and from work instead of driving alone to its suburban office. The survey provided Wells Fargo with the information it needs to build future marketing strategies to make transportation alternatives a viable option for employees and add to its estimated savings of 518,400 vehicle miles traveled and 26,181 gallons of gasoline per year.

- **Booz Allen Hamilton (Telework Award):** Booz Allen Hamilton implemented its "Way We Work" (WWW) program to improve employee commutes, reduce traffic congestion, and lower the company's overall carbon footprint through an initiative that realigns Washington area employees to "hoteling" offices closest to their homes. It provides Booz Allen employees the flexibility to work where they need to, when they need to. Hotelers use an online system to reserve office space equipped with phone lines, a keyboard, monitor, network cables and other essential office supplies. Employees also have access to collaborative meeting space, a centralized Managed Print System, and full suite of technology tools to stay connected to each other, such as company-owned laptop computers and a telephone system that can be accessed from home, cell or office phones.

  Since WWW's inception, Booz Allen's headquarters at the Tysons McLean campus has been reduced from five buildings to three as employees have been realigned to offices closest to where they live. Hoteling resources such as training programs aimed at managers and staff who work in a dispersed environment are regularly available to employees. Booz Allen employees are also eligible for flexible work schedules, compressed work weeks, and job sharing. An internal website showcases commuter options offered through Commuter Connections and the WageWorks monthly pre-tax commuter benefit transit subsidy program. A free daily shuttle to and from the West Falls Church Metro station and between two work locations further reduces the need for vehicles. Employees are encouraged to bike to work, with bike racks, storage lockers and showers available in most locations. Onsite fitness centers are available at many local offices, allowing employees to exercise before or after work and avoid peak commuting hours. With 14,500 employees at 22 worksites throughout the Washington Metropolitan region, approximately 80 percent of Booz Allen's employees telework. Booz Allen estimates that 1,155 fewer employees travel to McLean each day; saving 5,303,760 employee vehicle miles traveled and 267,866 gallons of gasoline per year.

  **Photos available upon request.*

#

Commuter Connections is a program of the National Capital Region Transportation Planning Board at the Metropolitan Washington Council of Governments and is funded by the District of Columbia, Maryland and Virginia Departments of Transportation as well as the U.S. Department of Transportation. Commuter Connections promotes alternatives to drive-alone commuting, and provides ridematching for carpools and vanpools and offers the free Guaranteed Ride Home program.

www.mwcog.org / TPB & COG on Facebook: Click Here

ITEM 7 – Action
July 18, 2012

Approval of Regional Car Free Day 2012 Proclamation

Staff Recommendation: Approve the enclosed Car Free Day 2012 Proclamation.

Issues: None

Background: In an effort to create awareness of and encourage residents to go car free by using public transportation, bicycling or walking, or go car lite and carpool, Regional Car Free Day events are being organized in the region for Saturday, September 22. These events will encourage the community and regional decision-makers to support car free policies and initiatives.

July 18, 2012

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002-4290

PROCLAMATION ESTABLISHING SATURDAY SEPTEMBER 22, 2012 AS CAR FREE DAY IN THE METROPOLITAN WASHINGTON REGION

WHEREAS, the National Capital Region Transportation Planning Board (TPB) is the metropolitan planning organization (MPO) for the Washington Region; and

WHEREAS, the TPB through its Commuter Connections program promotes and organizes the annual Car Free Day event along with its network members throughout the Washington area; and

WHEREAS, Car Free Day invites Washington region citizens to try alternative forms of transportation such as transit, bicycling and walking, and "car lite" methods such as carpools; and

WHEREAS, Car Free Day benefits the National Capital Region through improved air quality, reduced traffic congestion and parking demands, and the conservation of energy; and

WHEREAS, Car Free Day corresponds with international mobility week, occurring September 16-22, celebrating sustainable mobility.

NOW, therefore, be it resolved that the National Capital Region Transportation Planning Board:

1. **Proclaims Saturday, September 22, 2012 as Car Free Day throughout the Washington Metropolitan Region; and**

2. **Encourages citizens to pledge to be Car Free or Car-lite by visiting www.carfreemetrodc.org; and**

3. **Asks TPB Member jurisdictions to adopt similar proclamations in support of Car Free Day.**

Chair, National Capital Region Transportation Planning Board

ITEM 9 - Action
July 18, 2012

Approval of Air Quality Conformity Determination of the 2012 CLRP and FY 2013-2018 TIP

Staff Recommendation: Adopt Resolution R1-2013 finding that the 2012 CLRP and FY 2013-2018 TIP conform with the requirements of the Clean Air Act Amendments of 1990.

Issues: None

Background: At the June 20 meeting, the Board was briefed on the air quality conformity assessment for the 2012 CLRP and FY 2013-2018 TIP.

TPB R1-2013
July 18, 2012

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

RESOLUTION FINDING THAT THE 2012 CONSTRAINED LONG RANGE PLAN AND FY2013-2018 TRANSPORTATION IMPROVEMENT PROGRAM CONFORM WITH THE REQUIREMENTS OF THE CLEAN AIR ACT AMENDMENTS OF 1990

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

WHEREAS, the U.S. Environmental Protection Agency (EPA), in conjunction with the U.S. Department of Transportation (DOT), under the Clean Air Act Amendments of 1990 (CAAA), issued on November 24, 1993 "Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs, and Projects Funded or Approved Under Title 23 U.S.C. or the Federal Transit Act," and, over the years, subsequently amended these regulations and provided additional guidance, which taken together provide the specific criteria for TPB to make a determination of conformity of its financially Constrained Long Range Transportation Plan (CLRP) and Transportation Improvement Program (TIP) with the state implementation plans (SIPs) for air quality attainment within the Metropolitan Washington non-attainment area; and

WHEREAS, a work program was developed to address all procedures and requirements, including public and interagency consultation, and the work program was released for public comment on January 12th and approved by the TPB at its February 15, 2012 meeting; and

WHEREAS, on February 15, 2012, the TPB approved the projects submitted for inclusion in the air quality conformity assessment for the 2012 CLRP and FY2013-2018 TIP; and

WHEREAS, in each year's update of the CLRP since 2000, the TPB has explicitly accounted for the funding uncertainties affecting the Metrorail system capacity and levels of service beyond 2005 by constraining transit ridership to or through the core area; and

WHEREAS, after accounting for the "Metro Matters" commitments for Metro's near-term funding and the Passenger Rail Investment and Improvement Act of 2008 (PRIIA) legislation and state matching, the current analysis includes the transit ridership constraint to or through the core area at 2020 ridership levels for 2030 and 2040; and

WHEREAS, on June 14, 2012, the draft results of the Air Quality Conformity Determination of the 2012 CLRP and the FY2013-2018 TIP were released for a 30-day public comment period and inter-agency review; and

WHEREAS, the analysis reported in *Air Quality Conformity Determination of the 2012 Constrained Long Range Plan and the FY2013-2018 Transportation Improvement Program for the Washington Metropolitan Region*, dated July 18, 2012, demonstrates adherence to all mobile source emissions budgets for volatile organic compounds, nitrogen oxides, and carbon monoxide, and demonstrates that PM2.5 emissions meet the requirement that such emissions are not greater than 2002 levels, meets all regulatory, planning and interagency consultation requirements, and therefore provides the basis for a finding of conformity of the plan with the requirements of the CAAA; and

WHEREAS, in the attached letter of July 11, 2012, the Metropolitan Washington Air Quality Committee (MWAQC) has provided favorable comments on the Air Quality Conformity Determination of the 2012 Constrained Long Range Plan and FY2013-2018 Transportation Improvement Program for the Washington Metropolitan Region;

NOW, THEREFORE, BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD determines that the 2012 Constrained Long Range Plan and the FY2013-2018 Transportation Improvement Program conform to all requirements of the Clean Air Act Amendments of 1990.

Metropolitan Washington Air Quality Committee

Suite 300, 777 North Capitol Street, N.E. Washington, D.C. 20002-4239 202-962-3358 Fax: 202-962-3203

July 11, 2012

Honorable Todd M. Turner, Chair
National Capital Region Transportation Planning Board
777 North Capitol Street, NE
Washington, D.C. 20002

Dear Chair Turner:

Thanks for providing an opportunity to the Metropolitan Washington Air Quality Committee (MWAQC) for commenting on the Draft Air Quality Conformity Assessment of the 2012 CLRP and FY 2013-2018 TIP dated June 14, 2012.

MWAQC has reviewed the above draft Air Quality Conformity Assessment and pleased to find that the proposed transportation plan meets the interim base year 2002 emissions tests for the PM2.5 annual standard and the approved motor vehicle emissions budgets for the 8-hour ozone and carbon monoxide standards

While we appreciate the fact that there will be continued reductions in future transportation emissions until 2030, we note with concern that the transportation emissions of VOC and PM2.5 are projected to increase slightly in the milestone year 2040 compared to 2030. This is likely attributable to the anticipated continued growth in VMT and the declining impact of federally mandated emission control programs, which by that time will have fully penetrated the fleet and provided maximum benefit. The trend suggests the need for new federal emission control programs such as, Tier 3 to reduce emissions in our future fleets. MWAQC also encourages continued leveraging of our long standing investment in public transit, ride-sharing and transit oriented development by continuing to dedicate needed resources for the enhancement and expansion of such systems and programs so as to reduce future growth in single occupant vehicular trips and vehicle miles traveled.

Additional emission reductions will very likely be needed across all sectors to meet the recently enacted and more stringent 2008 Ozone NAAQS (75 ppb). Additionally, tougher annual $PM_{2.5}$ NAAQS (in the range of 12-13 $\mu g/m^3$ are being considered, and the 2008 Ozone NAAQS will be re-examined in 2013. For this reason, we strongly urge the National Capital Region Transportation Planning Board (TPB) to maintain its commitments to Transportation Emission Reduction Measures (TERMs) and other emission reduction measures to advance meeting the new ozone and particulate matter standards as soon as possible.

We commend the National Capital Region Transportation Planning Board (TPB) for its contribution to clean air and hope that it will maintain its efforts to do so that the region is able to meet any upcoming tighter ozone and particulate matter standards as soon as possible.

Thank you once again for the opportunity to comment on the draft conformity analysis. We look forward to working closely with you on making further improvements to the region's air quality.

Sincerely,

Hon. Phil Mendelson, Chair
Metropolitan Washington Air Quality Committee

National Capital Region Transportation Planning Board

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

MEMORANDUM

July 11, 2012

To: **Transportation Planning Board**

From: **Jane Posey**
Senior Transportation Engineer

Subject: **Air Quality Conformity Assessment for the 2012 Constrained Long Range Plan (CLRP) and the FY2013-2018 Transportation Improvement Program (TIP)**

INTRODUCTION

This memo documents summary results of the air quality conformity assessment of the 2012 CLRP and FY2013-2018 TIP with respect to the following pollutants:

- **Ozone Season Volatile Organic Compounds (VOC) and Nitrogen Oxides (NOx).** Ozone season pollutants must not exceed EPA approved totals from the Metropolitan Washington Air Quality Committee's (MWAQC's) Motor Vehicle Emissions Budgets (MVEBs) from the 8-hour Ozone State Implementation Plan (SIP). MWAQC adopted the 8-hour ozone SIP in May, 2007, and on September 4, 2009, EPA found adequate the 2008 Reasonable Further Progress (RFP) budgets, and stated that the Metropolitan Washington region must use these budgets for future conformity determinations for the 8-hour ozone standard. The RFP budget for VOC is 70.8 tons/day, and for NOx is 159.8 tons/day. Ozone season pollutants will no longer be assessed against 1-hour ozone budgets.

- **Fine Particles ($PM_{2.5}$).** In 2008 MWAQC approved a SIP to achieve the 1997 National Ambient Air Quality Standards (NAAQS) for $PM_{2.5}$ that included mobile budgets. EPA never approved those budgets. On January 12, 2009, EPA determined that the region had attained the 1997 $PM_{2.5}$ NAAQS and issued a clean data determination for the area. In early 2012 Virginia, Maryland, and the District of Columbia withdrew the SIP updates, including the mobile budgets. The withdrawal letters are included as Attachment A. In the absence of approved mobile budgets, EPA allows for an assessment that shows emissions in forecast year scenarios are no greater than those in a 2002 base. This criterion was established and applied, with the concurrence of MWAQC, in prior $PM_{2.5}$ conformity assessments.

- **Wintertime Carbon Monoxide (CO).** The region is in maintenance for mobile source wintertime CO, and is required to show that pollutants do not exceed the approved budget of 1671.5 tons/day.

The analysis shows that mobile emissions are well within the mobile budgets for ozone season VOC and NOx, as well as wintertime CO, and are well below the 2002 base year levels for the PM2.5 pollutants.

The results, based upon analyses contained in the technical report, Air Quality Conformity Determination Of The 2012 Constrained Long Range Plan and FY2012-2018 Transportation Improvement Program For The Washington Metropolitan Region, were released for public comment and interagency consultation on June 14, 2012. The public comment period ended on July 14, 2012.

BACKGROUND

The Transportation Planning Board (TPB) approved the scope of work and the project submissions for the 2012 CLRP and FY2013-2018 TIP air quality conformity analysis on February 15, 2012.

Key technical inputs to the analysis include:

- Round 8.1 Cooperative Land Activity Forecasts
- The Version 2.3 Travel Demand Model including a 3722 Transportation Analysis Zones (TAZ) area system and updated transit service
- New Project Submissions
- 2011 Vehicle Registration Data
- EPA's Mobile6.2 Emissions Factor Model.

WORK ACTIVITIES

Staff prepared inventories for each pollutant for five forecast years (2007, 2017, 2020, 2030 and 2040). Ozone season pollutants (VOC and NOx) and wintertime CO are inventoried for average weekday conditions, and precursor NOx and direct $PM_{2.5}$ are inventoried to reflect emissions on a yearly total basis. Staff applied seasonal adjustment factors to convert daily travel (annual average weekday traffic or AAWDT) to annual values.

These inventories address a primary conformity assessment criterion to demonstrate that emissions associated with the plan do not exceed the approved budgets. In anticipation of possible emissions increases associated with implementation of the plan, staff (in conjunction with the TPB Technical Committee and its Travel Management Subcommittee) conducted parallel analyses of committed and potential new transportation emissions reduction measures (TERM)s, and documented emissions benefits for each analysis year.

Plan Amendments

Attachment B lists the major changes to the conformity project inputs since the 2011 CLRP.

Land Activity Forecasts

The COG Board approved the draft Round 8.1 Cooperative Forecasts for use in the air quality conformity analysis of the 2012 CLRP and FY2013-2018 TIP in February, 2012. The forecasts reflect both the small area land use distributions throughout the Washington region, and also the latest planning assumptions for areas that are outside the Washington region. Attachment C shows a summary of the Round 8.1 data.

Travel Modeling Process

Staff prepared travel demand forecasts for each of the analysis years using the Version 2.3 travel demand model. Exhibit 1 presents the geographic areas for travel modeling and for emissions reporting for each pollutant. Exhibit 2 presents the resulting average weekday transit trips, vehicle trips, and vehicle miles traveled (VMT) results through time for each conformity analysis year, for the full modeled area.

Emissions Factors

Staff developed emissions factors using EPA's MOBILE6.2 emissions model. This year's rates include 2011 VIN data. Emissions rates for each pollutant – shown illustratively for Fairfax County in Exhibits 3 and 4 -- were developed following execution of the model in one mph speed increments, by jurisdiction, for each analysis year. The chart shows significantly reduced rates through time, primarily due to the impacts of having cleaner fuel and vehicles in the fleet. Exhibit 5 presents direct $PM_{2.5}$ emissions rates through time for each of the three seasons; data are arrayed in a bar chart since these emissions rates do not vary by vehicle speed.

Mobile Emissions Inventories

Ozone Season and Wintertime CO – Daily Emissions

The average annual weekday travel forecasts (AAWDT) generated by the travel demand model were adjusted, using a 1.03 ozone season factor or a 0.96 winter season factor, to develop seasonally appropriate VMT estimates. Staff then applied the appropriate Mobile6.2 emissions factors to the travel demand forecasts to prepare mobile source emissions inventories for each forecast year. These emissions results for ozone season pollutants are summarized in Exhibits 6 and 7 and indicate total VOC and NOx emissions for each analysis year. The charts show dramatic reductions throughout the period. Historical emissions reductions from the Clean Air Act amendments 1990 base have been well documented in the past. 2040 VOC and NOx emissions represent about 14 percent and 9 percent, respectively, of their 1990 levels. The results reflect the impact of the cleaner fuel / fleet and related programs.

$PM_{2.5}$ – Yearly Emissions

To develop the yearly total $PM_{2.5}$ emissions, travel and emissions were estimated by applying (three) seasonal factors to the primary travel data, followed by applying emissions rates for each of the seasons, and summarizing to obtain yearly totals. Direct $PM_{2.5}$ and precursor NOx emissions are shown in Exhibits 8 and 9. The emissions reductions through time are largely attributable to Tier II vehicle standards, cleaner fuels, and the heavy duty engine rule.

2012 CLRP Emissions Inventories vs. Budgets

Exhibits 6-9 display net emissions for each forecast year. The charts show that emissions are within the mobile budgets for ozone season pollutants, and are not greater than 2002 levels for fine particles pollutants, for all forecast years. Wintertime CO emissions (contained in a full technical report but not summarized here) are also within the CO emissions budget.

Net Emissions Analysis

The emissions inventory data contained in Exhibits 6-9 reflect total mobile source network and off-network emissions. However, there are also emissions benefits associated with certain other transportation programs and projects. These benefits, estimated on an off-line basis, are also creditable in conformity analyses. Attachment D represents a summary table of these transportation emissions reduction measures, or TERMs, which have been previously planned or programmed by the TPB. They are arrayed in a 'Tracking Sheet' format to document the implementation status of each, with part A of the table documenting ozone season and part B documenting $PM_{2.5}$ pollutants. The summary result of these measures, shown as the bottom line for each section of the table, amounts to additional reductions in each of the pollutants. Only those projects which have been affirmed by the implementing agency as having been completed, or are on a realistic schedule towards implementation, are being credited in this emissions analysis. Combining the emissions results in Exhibits 6-9 with the additional reductions from TERMs would further improve the emissions margins for each pollutant.

COMMENTS / RESPONSE TO COMMENTS

Comment: The Metropolitan Washington Air Quality Committee (MWAQC) provided written comment in its July 11, 2012 letter. Their letter notes that the proposed 2012 CLRP and FY2013-2018 TIP meet all mobile source emissions tests for conformity. The Committee appreciates that there will be continued reductions in future transportation emissions until 2030, but expresses concern that emissions of VOC and PM2.5 increase slightly in the milestone year 2040 compared to 2030. The Committee points out that additional emissions reductions will likely be needed with EPA's recently enacted 2008 ozone National Ambient Air Quality Standards (NAAQS), and thus strongly urge state and local governments to maintain their commitments to TERMs and other emissions reduction measures. They commend the TPB for its contribution to clean air and hope for continued efforts in order to meet the upcoming tighter standards.

Response: The TPB appreciates MWAQC's recognition that the air quality conformity analysis demonstrates that the 2012 CLRP and FY2013-2018 TIP meet all of the required emissions tests. The TPB agrees with MWAQC on the need for continued investment in public transit, ridesharing, and other programs to reduce VMT and single occupant driver trips. The TPB supports maintenance of commitments to TERMs and other emissions reduction measures.

SUMMARY

The analytical results described in this air quality assessment provide a basis for a determination by the TPB of conformity of the 2012 CLRP and FY2013-2018 TIP.

Following: Exhibits 1- 9
Attachments A - D

EXHIBIT 1
Washington, D.C.- Maryland - Virginia
Planning Areas

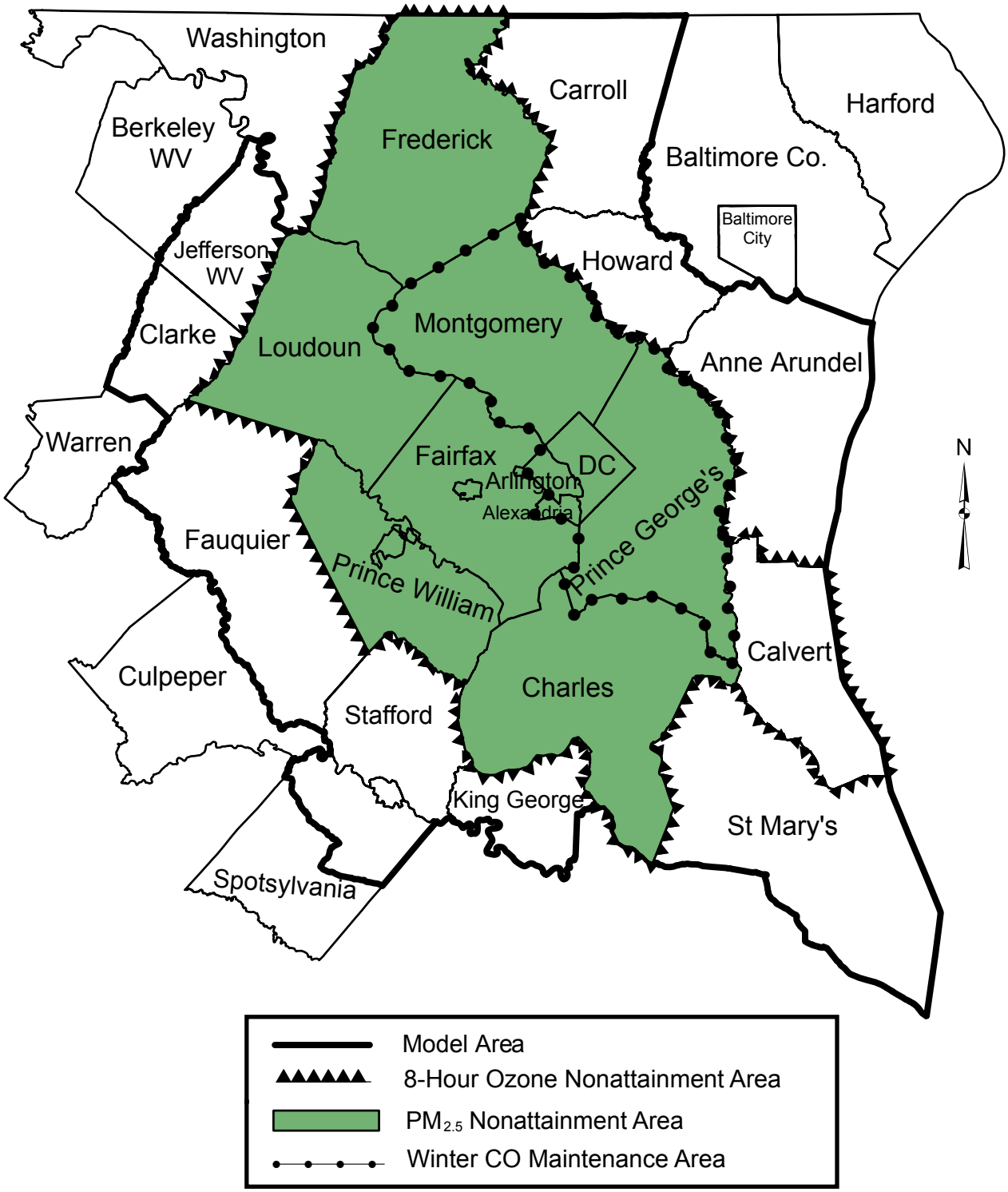


Exhibit 2

Travel Demand Summary
Modeled Area Trips and Vehicle Miles Traveled (000's)
Average Weekday Traffic (AWDT)

	2002	2007	2017	2020	2030	2040
Transit Trips	1,092.5	1,158.5	1,361.8	1,425.7	1,542.0	1,628.4
Vehicle Trips	14,822.9	15,867.8	17,539.8	18,087.9	19,830.0	21,116.6
VMT	149,388.9	159,299.0	174,806.1	180,153.7	200,136.4	212,923.6

Adjustment Factors to Convert AAWDT to Appropriate Season:

Ozone Season AWDT: 1.03

Winter Season AWDT: 0.96

PM2.5 Annual:

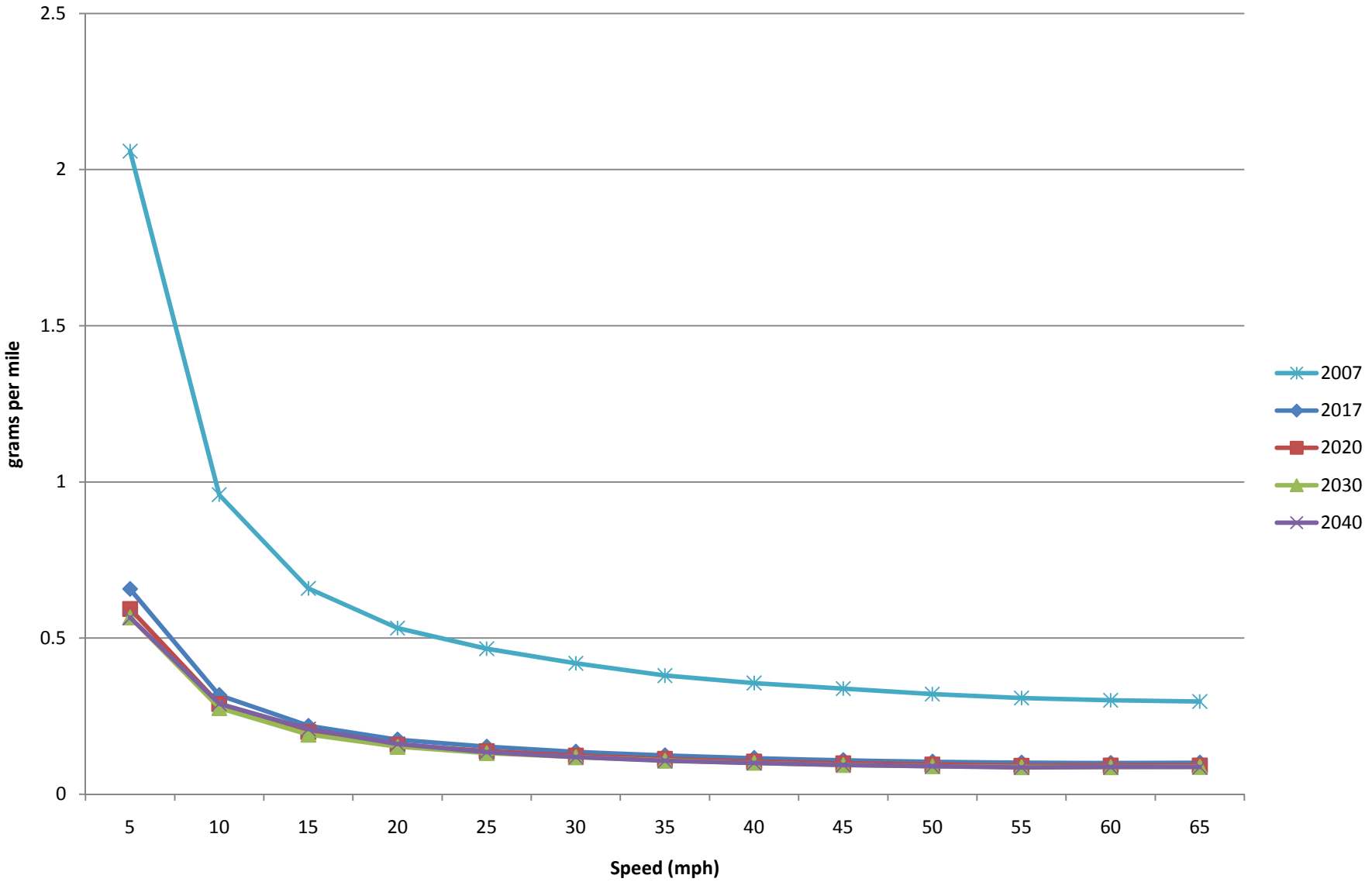
Season (ADT)	Factor
Season 1 (Jan- Apr)	0.9177
Season 2 (May- Sept)	0.9751
Season 3 (Oct- Dec)	0.9212

NOTE: AWDT reflects a five day average
ADT reflects a seven day average

EXHIBIT 3

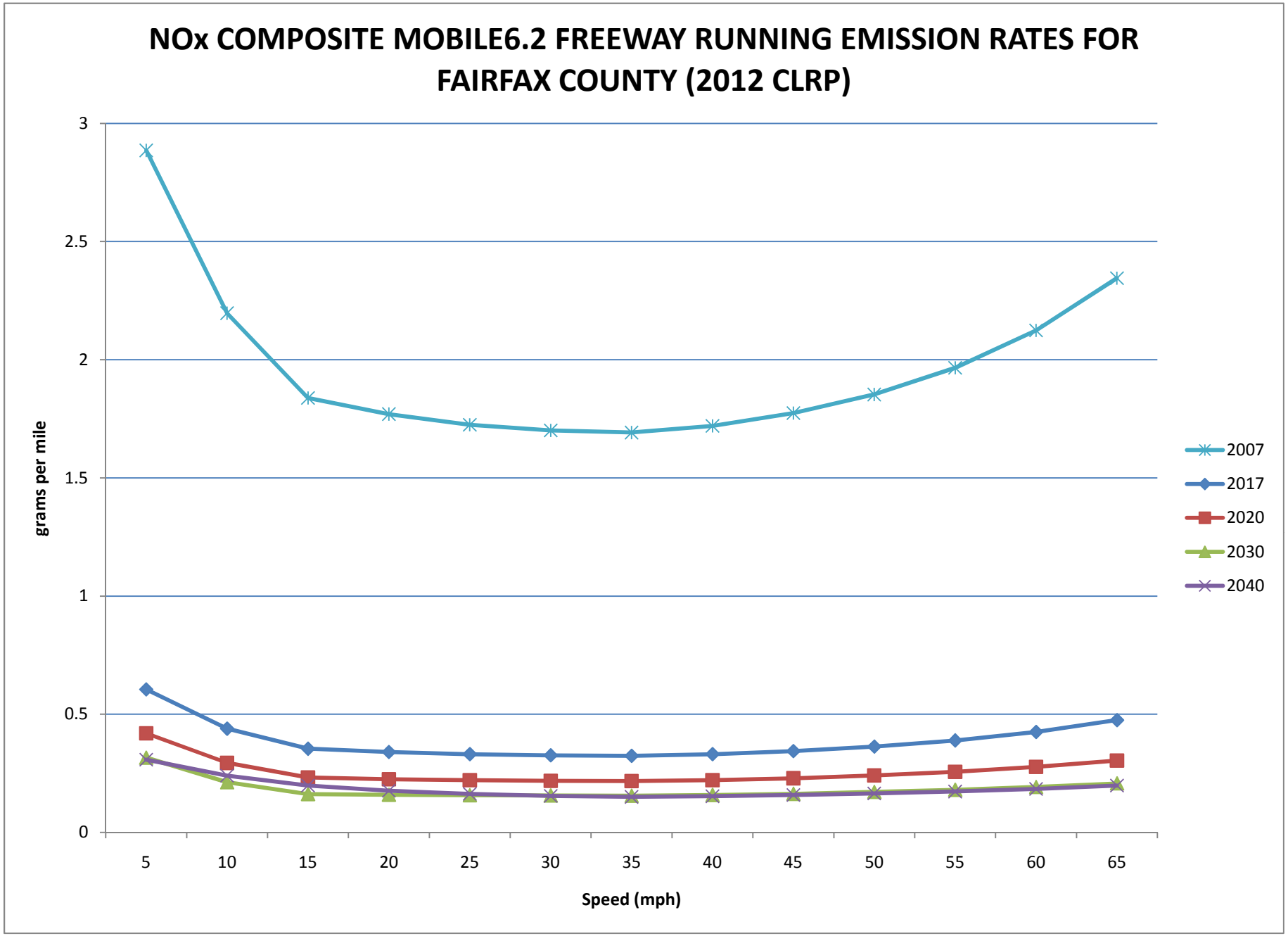
June, 2012

VOC COMPOSITE MOBILE6.2 FREEWAY RUNNING EMISSION RATES FOR FAIRFAX COUNTY (2012 CLRP)



12CLRPEXH3S&4S VOC NOX RATES

EXHIBIT 4



12CLRPEXH3S&4S VOC NOX RATES

Exhibit 5
DIRECT $PM_{2.5}$ EMISSION RATES FOR FAIRFAX COUNTY (MAJOR ROADS NETWORK)

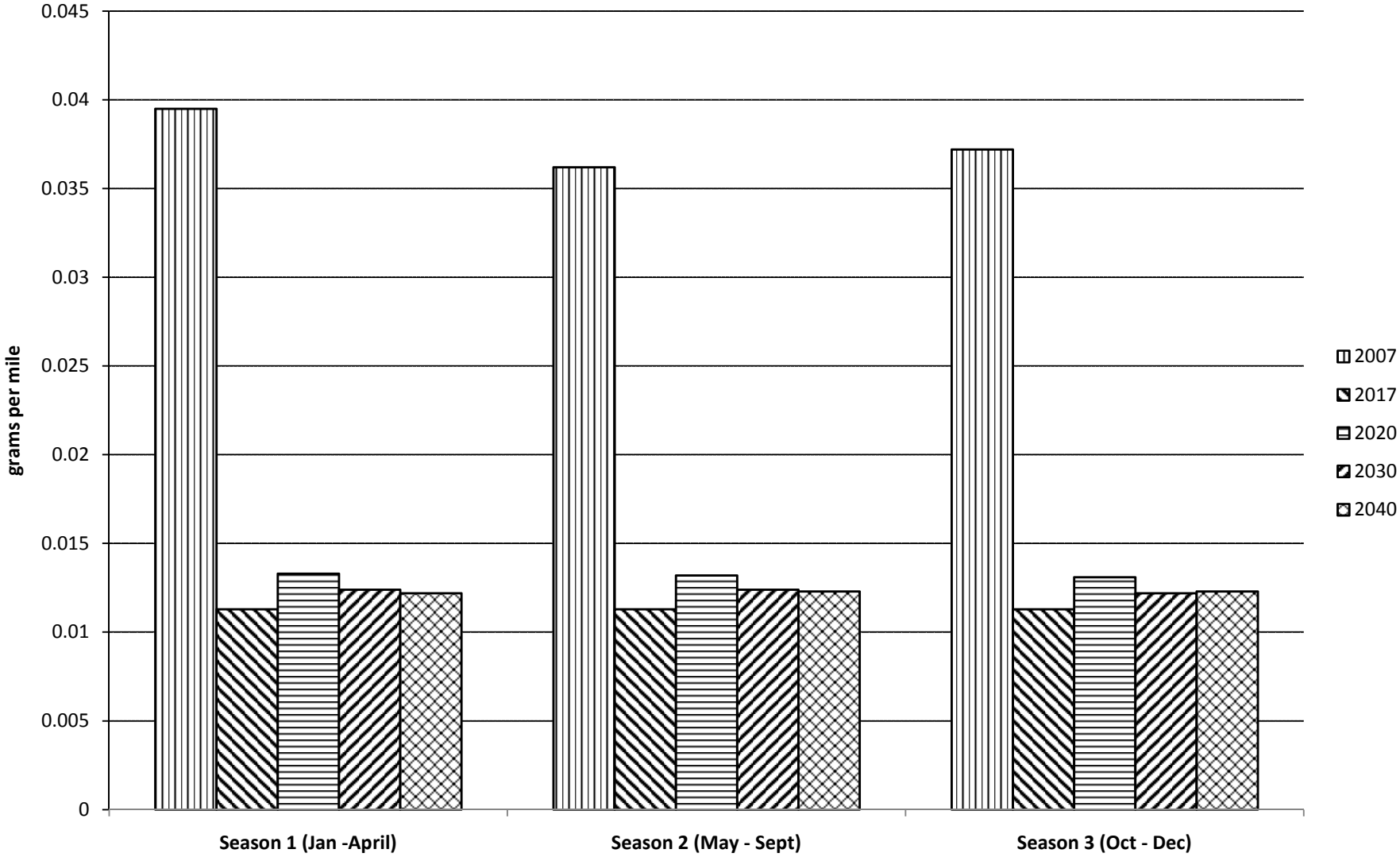
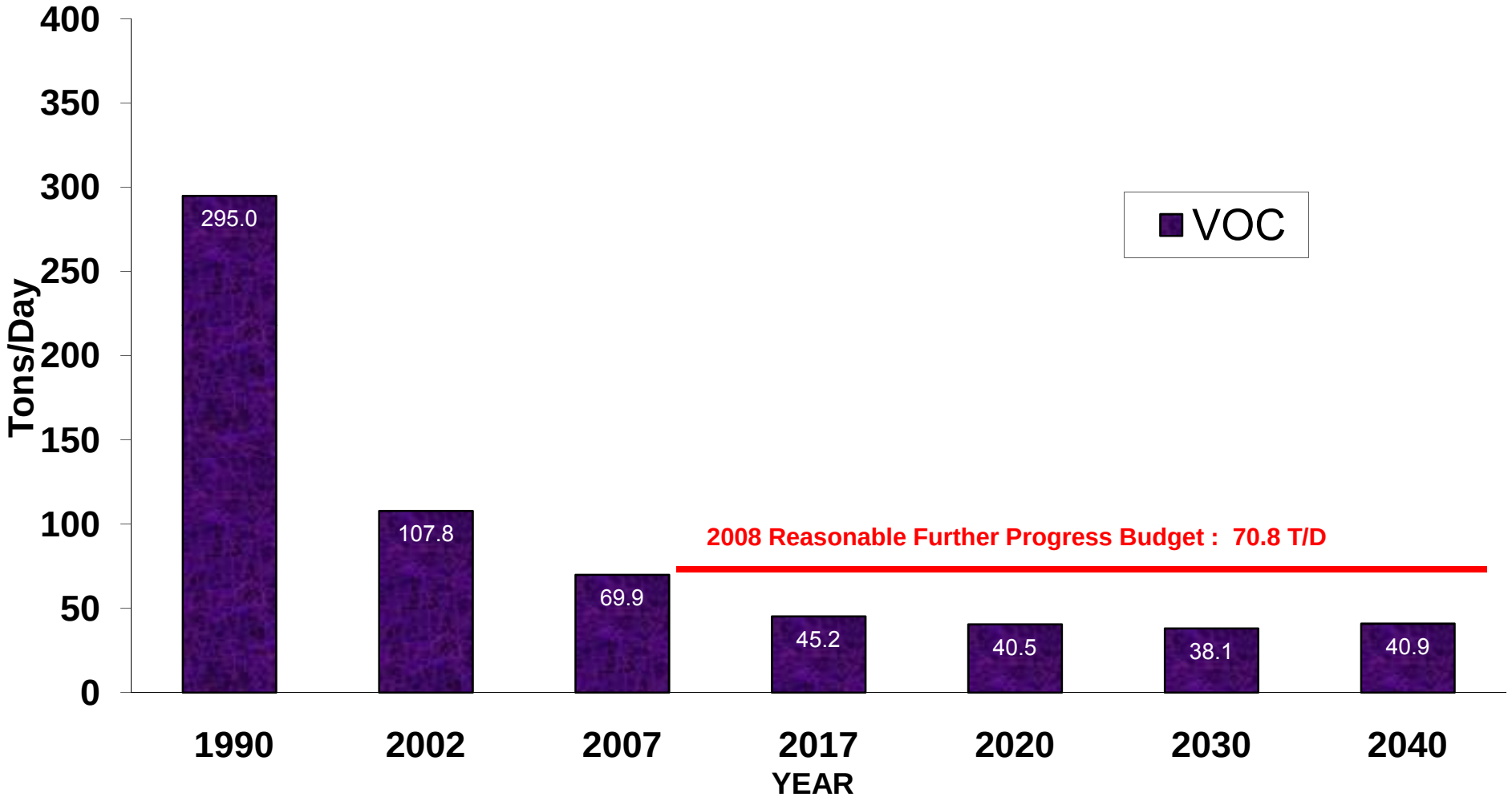


EXHIBIT 6
Mobile Source VOC Emissions
for the 8-Hour Ozone Nonattainment Area
2012 CLRP & FY 2013-2018 TIP



10

Values include TCMs, but not TERMs

EXHIBIT 7
Mobile Source NOx Emissions for the 8-Hour Ozone Nonattainment Area 2012 CLRP & FY2013-2018 TIP

Values include TCMs, but not TERMs

EXHIBIT 8
Mobile Source Emissions
$PM_{2.5}$ Precursor: NOx
(tons/year in thousands)
2012 CLRP & FY2013-2018 TIP

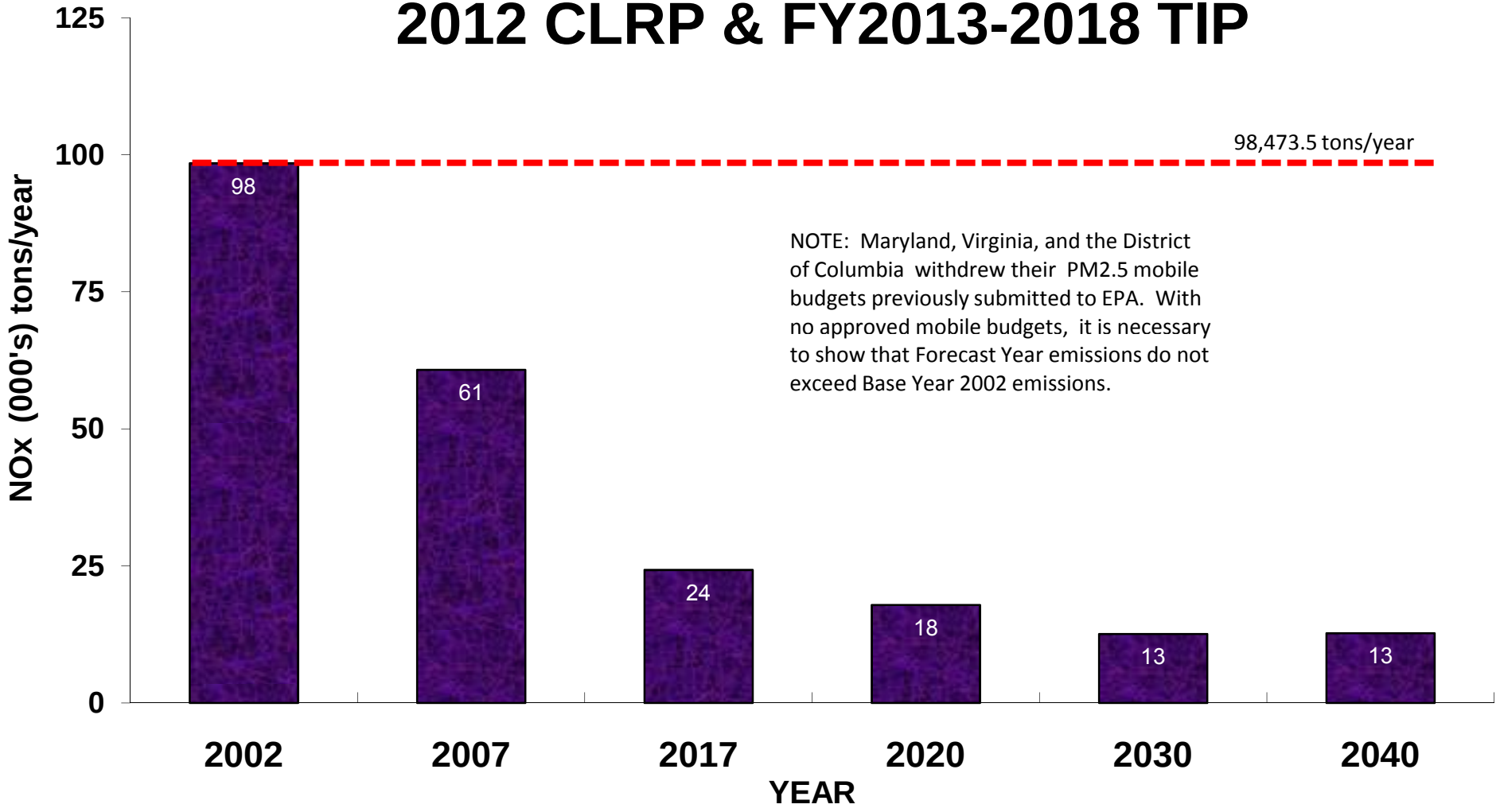
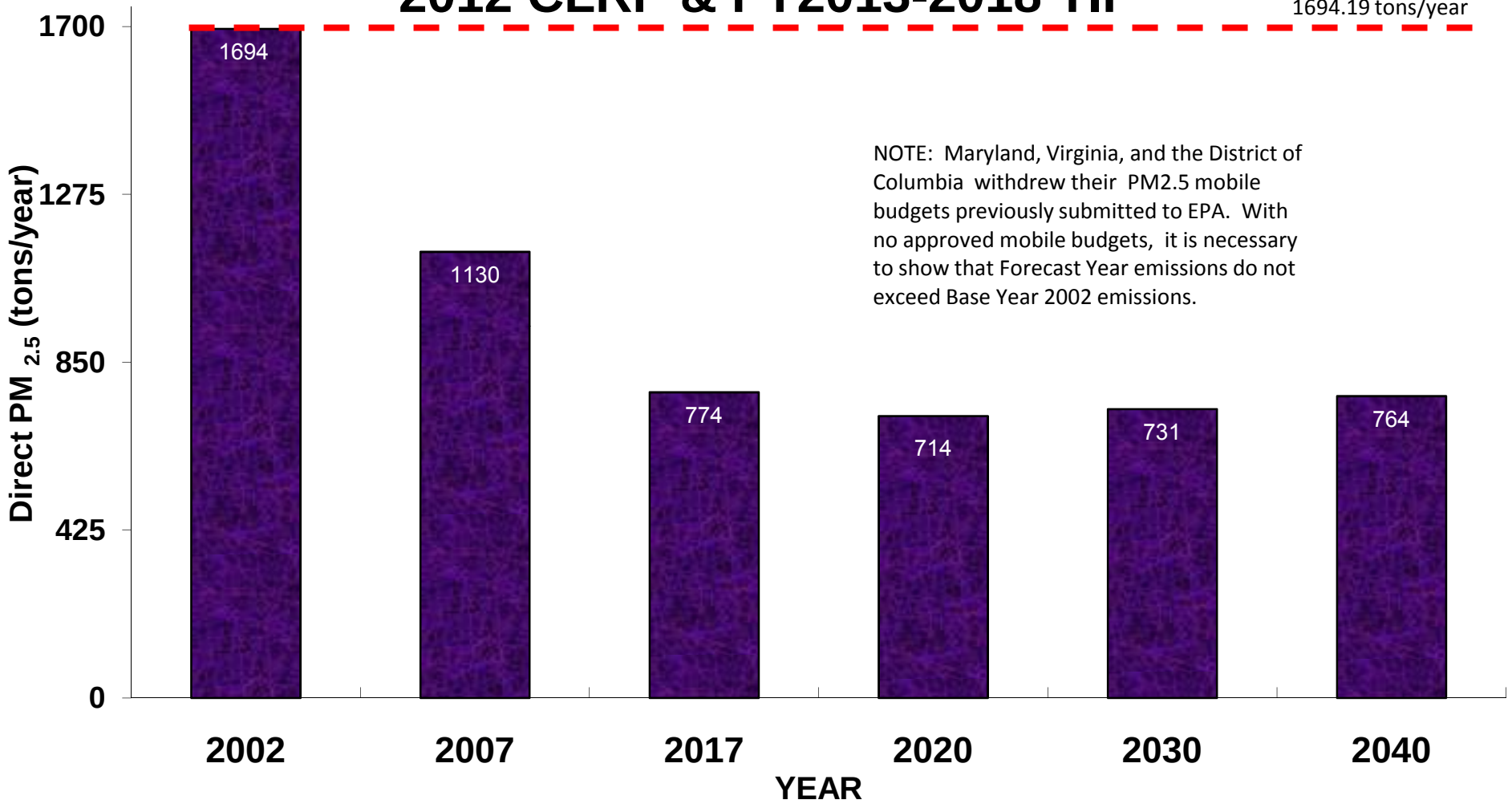


EXHIBIT 9
Mobile Source Emissions
Direct $PM_{2.5}$
(tons/year)
2012 CLRP & FY2013-2018 TIP



c12CLRPEXH9S ANNUAL PM BAR.xls 6/29/2012

ATTACHMENT A

COMMONWEALTH of VIRGINIA

DEPARTMENT OF ENVIRONMENTAL QUALITY
Street address: 629 East Main Street, Richmond, Virginia 23219
Mailing address: P.O. Box 1105, Richmond, Virginia 23218
Fax (804) 698-4500 TDD (804) 698-4021
www.deq.virginia.gov

Douglas W. Domenech
Secretary of Natural Resources

David K. Paylor
Director

(804) 698-4000
1-800-592-5482

JAN 23 2012

Ms. Diana Esher, Director
Air Protection Division (3AP00)
U.S. Environmental Protection Agency, Region III
1650 Arch Street
Philadelphia, Pennsylvania 19103-2029

Reference: Withdrawal of the Virginia Portion of 1997 $PM_{2.5}$ NAAQS Attainment SIP Revision for the Washington DC-MD-VA Nonattainment Area

Dear Ms. Esher:

On April 4, 2008, Virginia officially requested approval of a revision to the Commonwealth of Virginia State Implementation Plan (SIP). The revision demonstrated the improvements made to the air quality in the Washington DC-MD-VA Nonattainment Area and the efforts taken to achieve the 1997 national ambient air quality standards (NAAQS) for $PM_{2.5}$ by 2009. This SIP revision for the Washington DC-MD-VA area included (i) the attainment plan, (ii) analysis of reasonably available control measures, (iii) attainment demonstration, (iv) contingency plans for failure to attain the air quality standard, (v) mobile source budgets, and (vi) the base year 2002 air pollutant emissions inventory.

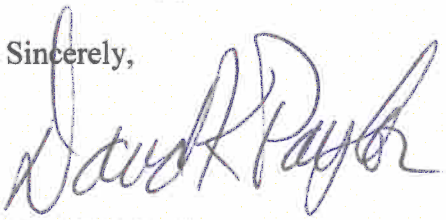
Air quality has significantly improved in the Washington DC-MD-VA area. On January 12, 2009 (74 FR 1146), EPA determined that the area had attained the NAAQS and issued a clean data determination for the area. This determination suspended the requirements for the Commonwealth to submit attainment demonstrations and associated reasonably available control measures, reasonable further progress plans, contingency measures, and other planning SIPs related to attainment of the NAAQS in the area. The purpose of this letter is to withdraw these portions of the April 4, 2008 submittal. Specifically, the Commonwealth hereby withdraws the (i) attainment plan, (ii) analysis of reasonably available control measures, (iii) attainment

demonstration, (iv) contingency plans for failure to attain the air quality standard, and (v) mobile source budgets, all of which were submitted on April 4, 2008. To ensure that Virginia has met the requirements of § 172(c)(3) regarding inventory submittals, the Commonwealth is not requesting the withdrawal of the base year 2002 air pollutant emissions inventory, which comprised Chapter 3 and Appendix B of the April 4, 2008 document

As a related matter, Virginia, in cooperation with the District of Columbia, Maryland, and the Metropolitan Washington Council of Governments, is developing a redesignation request and maintenance plan for the Washington DC-MD-VA area with respect to the 1997 $PM_{2.5}$ NAAQS. This request and plan, which will contain mobile vehicle emissions budgets developed using MOVES2010, is expected to be ready for final submittal to EPA in 2012.

If you have any questions or need additional information, please let us know.

Sincerely,



David K. Paylor

DKP\kgs

TEMPLATES\SIP-REG\REG00w
SIP\NONATTN PLANS\2012\NVAPMw-SIP.DOC

MDE
MARYLAND DEPARTMENT OF THE ENVIRONMENT
1800 Washington Boulevard • Baltimore MD 21230
410-537-3000 • 1-800-633-6101

Martin O'Malley
Governor

Anthony G. Brown
Lieutenant Governor

Robert M. Summers, Ph.D.
Secretary

FEB 29 2012

Mr. Shawn M. Garvin
Regional Administrator
U.S. Environmental Protection Agency, Region III
1650 Arch Street (3RA00)
Philadelphia, PA 19103-2029

Dear Mr. Garvin:

On April 3, 2008, Maryland officially requested EPA approval of the following state implementation plan (SIP) revision:

Maryland State Implementation Plan (SIP) for Fine Particle ($PM_{2.5}$) Standard and 2002 Base Year Inventory for the Washington DC-MD-VA Nonattainment Area

The plan revision demonstrated the improvements made to the air quality in the Washington DC-MD-VA Nonattainment Area ("the Area") and the efforts taken to achieve the 1997 national ambient air quality standard (NAAQS) for $PM_{2.5}$ by 2009. This SIP revision for the Washington DC-MD-VA area included: (i) the attainment plan; (ii) an analysis of reasonably available control measures; (iii) an attainment demonstration; (iv) contingency plans for failure to attain the air quality standard; (v) mobile source budgets; and (vi) the base year 2002 air pollutant emissions inventory.

Air quality has significantly improved in the Washington DC-MD-VA area. On January 12, 2009 (74 FR 1146), EPA determined that the Area had attained the NAAQS and issued a clean data determination for the Area. This determination suspended the requirements for Maryland to submit attainment demonstrations and associated reasonably available control measures, reasonable further progress plans, contingency measures, and other planning SIPs related to attainment of the NAAQS in the Area. The purpose of this letter is to withdraw these portions of the April 3, 2008 submittal.

Specifically, the State of Maryland hereby withdraws: (i) the attainment plan; (ii) the analysis of reasonably available control measures; (iii) the attainment demonstration; (iv) the contingency plans for failure to attain the air quality standard; and (v) the mobile source budgets, all of which were submitted on April 3, 2008. To ensure that Maryland has met the requirements of Section 172(c)(3) of the Clean Air Act regarding inventory submittals, the State is not requesting the withdrawal of the base year 2002 air pollutant emissions inventory, which comprises Chapter 3 and Appendix B of the original April 3, 2008 SIP submission.

On a related matter, Maryland, in cooperation with the District of Columbia, Virginia, and the Metropolitan Washington Council of Governments, is developing a redesignation request and maintenance plan for the Washington DC-MD-VA area with respect to the 1997 $PM_{2.5}$ NAAQS. This request and plan, which will contain mobile vehicle emissions budgets developed using MOVES2010, is expected to be ready for final submittal to EPA in 2012.

If you have any questions regarding these matters or require additional information, please contact Mr. George (Tad) S. Aburn, Jr., Director of the Air and Radiation Management Administration at 410-537-3255, or by email, at gaburn@mde.state.md.us.

Sincerely,

Secretary

cc: Diana Esher, Director, Air Protection Division, EPA Region III
George (Tad) S. Aburn, Jr., Director, Air and Radiation Management Administration

GOVERNMENT OF THE DISTRICT OF COLUMBIA

District Department of the Environment

Office of the Director

February 6, 2012

Shawn M. Garvin
Regional Administrator
U.S. Environmental Protection Agency
Region III (Mail Code: 3RA00)
1650 Arch Street
Philadelphia, Pennsylvania 19103-2029

Subject: Withdrawal of the District of Columbia Portion of 1997 $PM_{2.5}$ NAAQS Attainment SIP Revision for the Washington DC-MD-VA Nonattainment Area

Dear Mr. Garvin: Shawn –

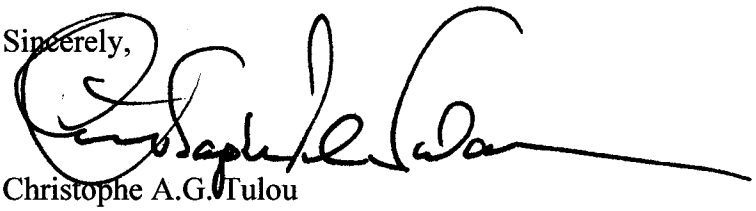
On April 2, 2008, the District of Columbia submitted a revision to its State Implementation Plan (SIP) for attaining the 1997 national ambient air quality standards (NAAQS) for $PM_{2.5}$ and requested U.S. Environmental Protection Agency's (EPA) approval. The revision demonstrated the anticipated improvements to the air quality in the Washington DC-MD-VA Nonattainment Area and the efforts being taken to achieve the 1997 $PM_{2.5}$ NAAQS by 2009. The April 2, 2008, SIP revision for the Washington DC-MD-VA area included (i) the attainment plan, (ii) analysis of reasonably available control measures, (iii) attainment demonstration, (iv) contingency plans for failure to attain the air quality standard, (v) mobile source budgets, and (vi) the base year 2002 air pollutant emissions inventory.

Air quality has significantly improved in the Washington DC-MD-VA area. On January 12, 2009, EPA issued a clean data determination for the area (74 FR 1146). The clean data determination suspended the requirements for the District of Columbia to submit attainment demonstrations and associated reasonably available control measures, reasonable further progress plans, contingency measures, and other SIPs related to attainment of the 1997 $PM_{2.5}$ NAAQS in the area. The purpose of this letter is to withdraw those portions of the April 2, 2008, submittal. Specifically, the District of Columbia hereby withdraws the (i) attainment plan, (ii) analysis of reasonably available control measures, (iii) attainment demonstration, (iv) contingency plans for failure to attain the air quality standard, and (v) mobile source budgets, all of which were submitted on April 2, 2008. To ensure that the District of Columbia has met the requirements of § 172(c)(3) of the Clean Air Act regarding emissions inventory submittals, the District of Columbia is not requesting the withdrawal of the base year 2002 air pollutant emissions inventory, which comprised Chapter 3 and Appendix B of the SIP revision documents submitted on April 2, 2008.

As a related matter, the District of Columbia, in partnership with Virginia, Maryland, and the Metropolitan Washington Air Quality Committee, is developing a redesignation request and a maintenance plan for the Washington DC-MD-VA area with respect to the 1997 $PM_{2.5}$ NAAQS. This request and plan, which will contain mobile vehicle emissions budgets developed using MOVES2010, is expected to be ready for final submittal to EPA in 2012.

Should you have any questions or require additional information, please contact me at (202) 535-2615, or Ms. Cecily Beall, Associate Director for the Air Quality Division, at (202) 535-2626.

Sincerely,

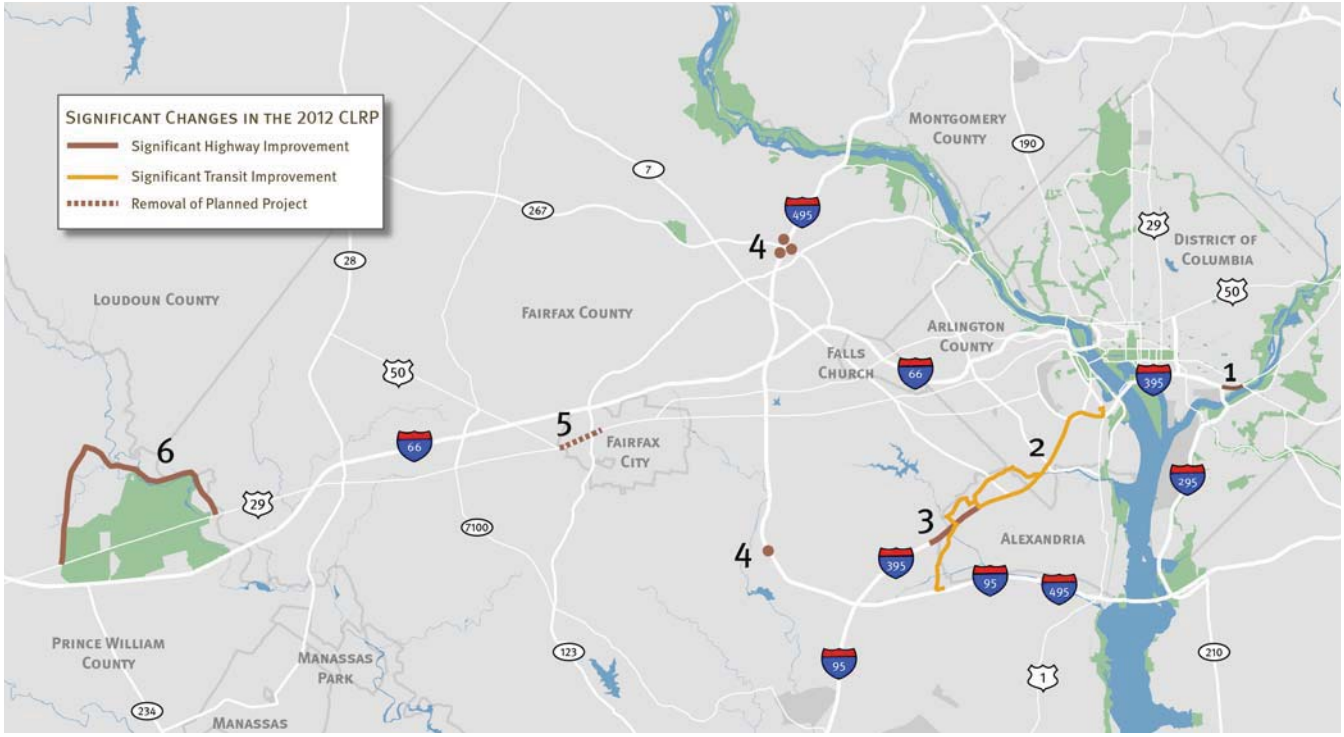


Christophe A.G. Tulou
Director

cc: Diana Esher, Director, Air Protection Division, EPA Region 3
Cecily Beall, Associate Director, Air Quality Division, DDOE

ATTACHMENT B

Significant Additions and Changes to The 2012 Update to the Financially Constrained Long-Range Transportation Plan and the FY 2013-2018 Transportation Improvement Program

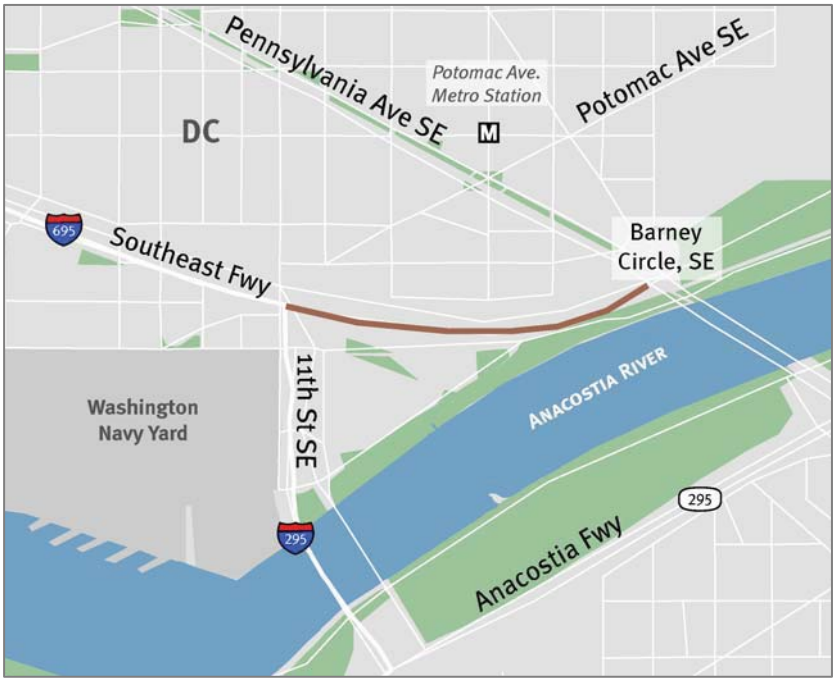


Significant Additions and Changes to the CLRP and FY 2013-2018 TIP

1. CREATE SOUTHEAST BOULEVARD FROM 11TH STREET BRIDGE TO BARNEY CIRCLE
2. BUS RAPID TRANSIT FROM VAN DORN METRO STATION TO PENTAGON METRO STATION
3. I-395 AUXILIARY LANE, NORTHBOUND FROM DUKE STREET TO SEMINARY ROAD
4. DATE CHANGE ON I-495 HOT LANES INTERCHANGES (~~2030~~ 2013)
5. REMOVE WIDENING OF US 29 FROM US 50 TO EATON PLACE
6. MANASSAS NATIONAL BATTLEFIELD PARK BYPASS

1. Create Southeast Boulevard from 11th Street Bridge to Barney Circle

Once the 11th Street SE Bridge fully connects I-695 (Southeast Freeway) and I-295 in both directions, the segment between 11th Street SE and Barney Circle/ Pennsylvania Avenue will become obsolete. This project proposes to convert that segment of the Southeast Freeway to an urban boulevard, connected to Barney Circle, with an at-grade intersection.



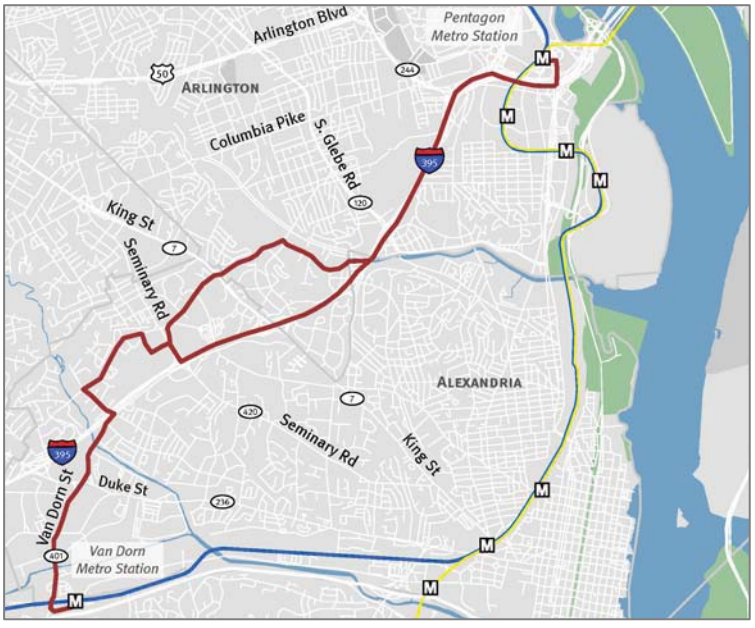
Complete:	2015
Length:	0.5 mile
Cost:	$80 million
Funding:	Federal, Local and Private

See the project description in Attachment A for more information.

2. Bus Rapid Transit from the Van Dorn Metro Station to the Pentagon Metro Station

This project will construct and operate a Bus Rapid Transit (BRT) service that will connect the Van Dorn Metro Station to the Pentagon Metro Station via the Mark Center. The line will split into two spurs at the Mark Center. The BRT spur will continue north on Beauregard Street, serving the Northern Virginia Community College at Braddock Road, turn east on S. Arlington Mill Drive to serve the Shirlington Transit Center, then continue on I-395 to the Pentagon. A separate rapid bus spur will travel on the I-395 HOV lanes from the Mark Center directly to the Pentagon.

The BRT alignment will operate in dedicated lanes where possible, and may include additional elements such as pre-board payment, transit signal priority, improved bus shelters/stops, and branded vehicles. The rapid bus alignment will contain some of the same features as BRT but will operate in shared lanes. Buses will run every 7.5 minutes during peak periods.



Complete:	2016
Length:	6.5 miles
Cost:	$100 million
Funding:	Federal, Local and Private

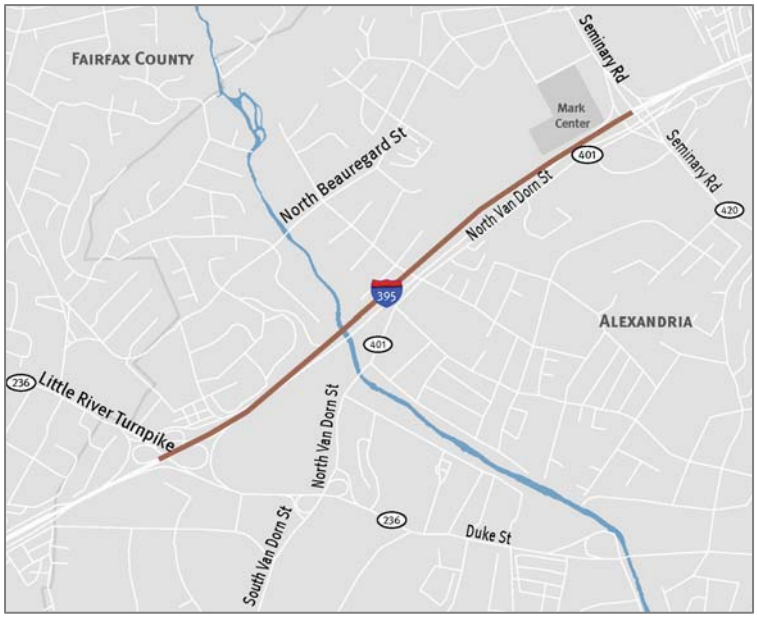
See the project description in Attachment A for more information.

3. I-395 Auxiliary Lane, Northbound from Duke Street to Seminary Road

This project will construct an auxiliary lane on northbound I-395 connecting the Duke Street on ramp to the off ramp at Seminary Road.

Complete: 2015
Length: 1 mile
Cost: $20 million
Funding: Federal and state

See the project description in Attachment A for more information.



4. Date Change on I-495 HOT Lanes Interchanges

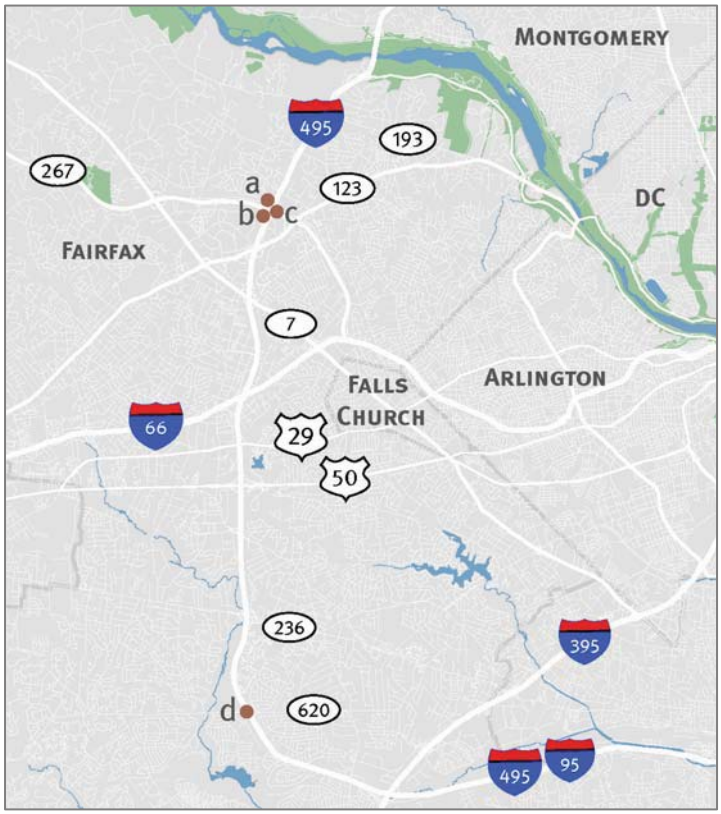
The 2011 CLRP includes the widening of the Capital Beltway to include a system of HOT lanes from the American Legion Bridge to the Backlick Road Underpass. As part of the larger I-495 HOT lanes project, VDOT is proposing to advance the completion dates of four interchanges from 2030 to 2013:

a & b: Two interchanges at VA-267 Dulles Toll Rd

c: One interchange at Dulles Airport Access Highway

d: One interchange at VA-620 (Braddock Rd)

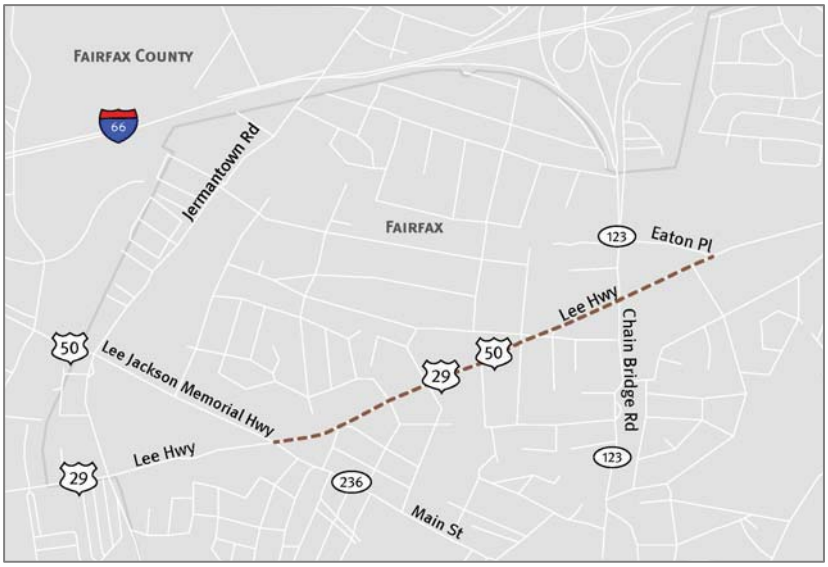
Complete: 2013



5. Remove Widening of US 29 from US 50 to Eaton Place

The 2011 CLRP includes the widening of US 29, Lee Highway from four to six lanes in the City of Fairfax between US 50 and Eaton Place. VDOT proposes to remove this project from the CLRP.

Complete: ~~2013, 2040~~
Cost: ~~$30.2 million~~

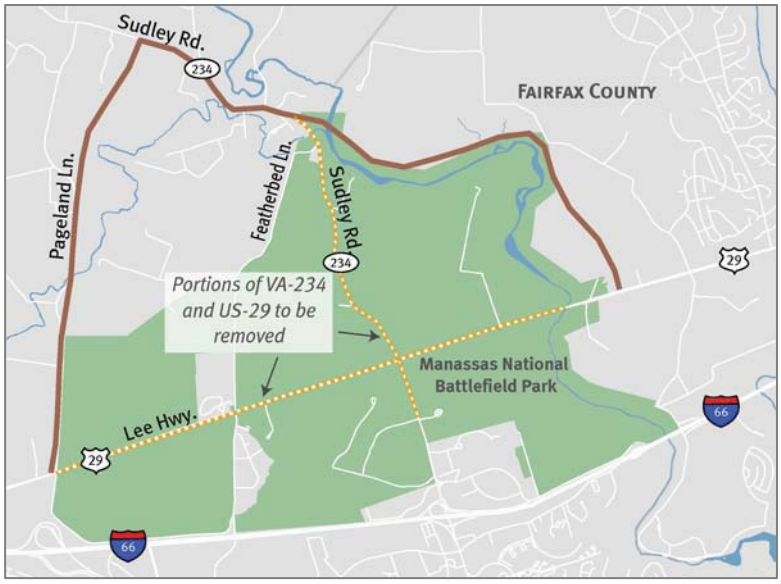


6. Manassas National Battlefield Park Bypass

This project will construct a four lane bypass for US 29 to the north of the Manassas National Battlefield Park. Two segments of the project are already included in the plan:

- a portion of the Tri-County Parkway (improvements to Pageland Lane),
- and widening of VA 234, Sudley Road.

The remaining portion will construct a new four lane facility from Sudley Road to east of the intersection of US 29 and Paddington Lane. Once the Bypass is complete, about four miles of US 29 and three miles of Sudley Road located inside the Park will be closed.



Complete: 2035
Length: 9 miles
Cost: $305 million
Funding: Federal and state

See the project description in Attachment A for more information.

ATTACHMENT C

HOUSEHOLD DATA

MSA:	2007	2017	2020	2030	2040	2040/2007
D.C.	258726	291838	298115	318252	339889	1.31
MONTGOMERY	352913	384816	397237	436202	461469	1.31
PR.GEORGES	301540	328583	336404	359878	379317	1.26
ARLINGTON	94543	107838	111190	116788	119761	1.27
ALEXANDRIA	67041	73485	76426	83831	92155	1.37
FAIRFAX	393784	426728	440826	478759	500832	1.27
LOUDOUN	94321	123843	132843	154159	162971	1.73
PR. WILLIAM	140727	172975	183321	210450	229944	1.63
FREDERICK	81614	89590	92740	107686	119564	1.46
CHARLES	48845	60235	64299	75847	85901	1.76
STAFFORD	37504	52701	57388	73383	87679	2.34
CALVERT	30760	34991	36027	38348	40301	1.31
SUBTOTAL	1,902,318	2,147,623	2,226,816	2,453,583	2,619,783	1.38
ADDITIONAL COUNTIES:						
HOWARD	103132	120864	125600	135486	137773	1.34
ANNE ARUNDEL	196402	213647	217782	229371	234332	1.19
CARROLL	60279	67260	69614	76111	81464	1.35
FREDERICKSBURG (VA) &N. SPOTSYLVANIA	40347	52447	56137	68763	79050	1.96
CLARKE&JEFFERSON	24873	30840	32679	40562	49835	2.00
FAUQUIER	24731	32882	35730	47502	63154	2.55
K. GEORGE	7912	10371	11228	14358	17125	2.16
ST. MARY'S	36573	46408	49352	58143	66509	1.82
SUBTOTAL	494,249	574,719	598,122	670,296	729,242	1.48
TOTAL	2,396,567	2,722,342	2,824,938	3,123,879	3,349,025	1.40

SOURCE:
MWCOG Round 8.1 Cooperative Forecasts
BMC Round 7-C Cooperative Forecasts
GWRC/FAMPO Regional Demographic Control Forecasts for 2035 CLRP, June 2008
Tri-County Council for Southern Maryland data for Calvert, Charles and St. Mary's

EMPLOYMENT DATA

MSA:	2007	2017	2020	2030	2040	2040/2007
D.C.	763530	834060	865726	929641	982647	1.29
MONTGOMERY	504045	559355	585363	684284	737364	1.46
PR.GEORGES	345777	365324	377879	427514	497652	1.44
ARLINGTON	206400	258626	275862	302588	308376	1.49
ALEXANDRIA	105870	118783	122551	142738	155012	1.46
FAIRFAX	655611	747569	785619	875216	935411	1.43
LOUDOUN	132849	183113	206465	257212	385449	2.90
PR. WILLIAM	141076	172538	186215	230047	278151	1.97
FREDERICK	86542	101182	103862	109755	114907	1.33
CHARLES	60039	69758	71731	77537	83138	1.38
STAFFORD	40114	54328	57505	70172	84144	2.10
CALVERT	33512	42422	44457	47159	48955	1.46
SUBTOTAL	3,075,365	3,507,058	3,683,235	4,153,863	4,611,206	1.50
ADDITIONAL COUNTIES:						
HOWARD	155565	186679	194977	221168	231902	1.49
ANNE ARUNDEL	278707	317528	329042	358320	370904	1.33
CARROLL	63773	70099	70813	72456	74090	1.16
FREDERICKSBURG (VA) &N. SPOTSYLVANIA	61620	84827	89210	103673	119691	1.94
CLARKE & JEFFERSON	26062	32017	33800	39225	45298	1.74
FAUQUIER	25422	32604	35762	43360	52578	2.07
K. GEORGE	10519	18431	19370	22501	25740	2.45
ST. MARY'S	56173	65350	67268	71969	75862	1.35
SUBTOTAL	677,841	807,535	840,242	932,672	996,065	1.47
TOTAL	3,753,206	4,314,593	4,523,477	5,086,535	5,607,271	1.49

SOURCE:
MWCOG Round 8.1 Cooperative Forecasts
BMC Round 7-C Cooperative Forecasts
GWRC/FAMPO Regional Demographic Control Forecasts for 2035 CLRP, June 2008
Tri-County Council for Southern Maryland data for Calvert, Charles and St. Mary's

NOTE: Includes Census Adjustment

ATTACHMENT D

TERM TRACKING SHEET

TRANSPORTATION EMISSION REDUCTION MEASURES (TIP Projects)

Part A - Daily Ozone Precursor Emissions

***** Project Category: TR - Traffic Stream, C - Commute, H - Heavy Duty Vehicles (Engine Technology), SP- Specific Vehicle Type, TCM - Transportation Control Measures

NOs	CREDIT TAKEN	TIP CREDITED	AGENCY	PROJECT	IMPLEMENTATION STATUS				ORIGINAL COMPLETION DATE	ACTUAL COMPLETION DATE	TONS/DAY REDUCTION CREDITED								Project Category *
					FULL	SCALED-BACK	UNDER-WAY	REM			2017		2020		2030		2040		
											VOC	NOX	VOC	NOX	VOC	NOX	VOC	NOX	
9	X	1994-99	MDOT	Park & Ride Lot - MD 210/ MD 373	X				2000	2003	0.0004	0.0008	0.0003	0.0005	0.0003	0.0005	0.0003	0.0005	C
19	X	1994-99	PRTC	VRE Woodbridge Parking Expansion (add 500 spaces)	X					2002-2003	n/a	n/a	n/a	n/a	n/a	n/a			-
20	X	1994-99	ALEX	King St. Metrorail access improvements	X					2006	0.0008	0.0008	0.0007	0.0005	0.0006	0.0005	0.0006	0.0005	C
38	X	1995-00	MDOT	Signal Systems - MD 85 Executive Way to MD 355	X				1996	Pre 2000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	TR
39	X	1995-00	MDOT	Signal Systems - MD 355 ,I-70 ramps to Grove Rd.	X				1996	n/a	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	TR
44	X	1995-00	MDOT	Signal Systems - MD 410, 62nd Ave. to Riverdale Rd.	**X**				1996	2002	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	TR
48	X	1995-00	MDOT	MARC Replacement Coaches	X				1999	2004	0.0004	0.0008	0.0003	0.0005	0.0003	0.0005	0.0003	0.0005	C (TCM)
49	X	1995-00	MDOT	MARC Expansion Coaches	X				1999	2004	0.0038	0.0072	0.0029	0.0051	0.0026	0.0042	0.0026	0.0042	C (TCM)
51	X	1995-00	VDOT	Alexandria Telecommuting Pilot Program	X					2000 & 2001	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000	C
52	X	1995-00	VDOT	Fairfax County Bus Shelter (Fairfax Co. TDM program)			X		2000	2001	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000	C
54	X	1995-00	VDOT	City of Fairfax Bus Shelters	X				1999	2004	0.0000	0.0003	0.0000	0.0002	0.0000	0.0002	0.0000	0.0002	C (TCM)
56	X	1995-00	VDOT	Cherry Hill VRE Access			X			Jul-08	0.0029	0.0062	0.0023	0.0044	0.0020	0.0036	0.0020	0.0036	C (TCM)
58	X	1995-00	WMATA	Bus Replacement (172 buses)	X				1998	1998	0.0488	0.1383					0.0000	0.0000	SP (TCM)
59	X	1995-00	MCG	Shady Grove West Park and Ride			X		2010		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	C
60	X	1995-00	MCG	White Oak Park and Ride			X		2010		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	C
61	X	1995-00	MCG	Bicycle Facilities			X		FY99		0.0013	0.0005	0.0010	0.0004	0.0009	0.0003	0.0009	0.0003	C
62	X	1995-00	MCG	Pedestrian Facilities to Metrorail			X				0.0021	0.0021	0.0016	0.0015	0.0015	0.0012	0.0015	0.0012	C
63	X	1995-00	MDOT	MARC Replacement Coaches	X				1999	2004	0.0017	0.0031	0.0013	0.0022	0.0012	0.0018	0.0012	0.0018	C
64	X	1995-00	MDOT	MARC Expansion Coaches	X				1999	2004	0.0133	0.0269	0.0104	0.0189	0.0094	0.0157	0.0093	0.0157	C (TCM)
66	X	1995-00	VDOT	Commuter Lots - District Wide	X				varies	1995, 2001	0.0046	0.0085	0.0036	0.0060	0.0032	0.0050	0.0032	0.0050	C
67	X	1995-00	VDOT	I-66 and Stringfellow Rd. Park and Ride	X				2000	2000 end	0.0042	0.0052	0.0033	0.0036	0.0029	0.0030	0.0029	0.0030	C
68	X	1995-00	VDOT	Lake Ridge Park and Ride (now called Tacketts Mill lot)	X					1999/2000	0.0000	0.0026	0.0000	0.0018	0.0000	0.0015	0.0000	0.0015	C
69	X	1995-00	VDOT	Bicycle Trails and Facilities (Arlington & Fairfax Co - 7 locations)			X		varies	2010-12	0.0008	0.0044	0.0007	0.0031	0.0006	0.0026	0.0006	0.0026	C
70	X	1995-00	VDOT	Improved Acceess to Metrorail Stations (VRE 2 Stn)			X		varies	2000-2012	0.0002	0.0003	0.0002	0.0002	0.0001	0.0002	0.0001	0.0002	C
71	X	1995-00	VDOT	I-66 HOV access at Monument Dr.	X					1997	0.0021	0.0026	0.0033	0.0036	0.0029	0.0030	0.0029	0.0030	C
72	X	1995-00	DC	Bicycle Facilities	X						0.0100	0.0052	0.0078	0.0036	0.0070	0.0030	0.0070	0.0030	C
73	X	1995-00	REGION	COG Regional Ridesharing Support	X					on-going	0.0315	0.0436	0.0249	0.0309	0.0227	0.0257	0.0225	0.0257	C
74	X	1995-00	REGION	M-47 Integrated Ridesharing	X					on-going	0.0089	0.0124	0.0071	0.0088	0.0064	0.0074	0.0064	0.0073	C
75	X	1995-00	REGION	M-92 Telecommuting Support	X					on-going	0.0472	0.0600	0.0371	0.0424	0.0334	0.0352	0.0332	0.0351	C
77		1996-01	VDOT	Duke Street Pedestrian Bridge	X				2005	2007	n/a	n/a	n/a	n/a	n/a	n/a			-
79	X	1996-01	VDOT	Fairfax County Bus Shelters (30 shelters with project #85)			X		1999	Summer 200	0.0008	0.0008	0.0007	0.0005	0.0006	0.0005	0.0006	0.0005	C
81	X	1996-01	VDOT	Arlington County Metrocheck Program	X				1997	1997 Onwards	0.0008	0.0008	0.0007	0.0005	0.0006	0.0005	0.0006	0.0005	C
82	X	1996-01	VDOT	Old Dominion Drive Bike Trail			X		2000	2010-11	0.0004	0.0003	0.0003	0.0002	0.0003	0.0002	0.0003	0.0002	C
83	X	1996-01	WMATA	Bus Replacement (see line 58, above)	X					1998	Credit taken in line 58, above								SP
85	X	1996-01	VDOT	Fairfax County Bus Shelters (30 shelters with project #79)	X				1999	2001	0.0004	0.0003	0.0003	0.0002	0.0003	0.0002	0.0003	0.0002	C
90	X	1996-01	REGION	M-47c Employer Outreach / Guaranteed Ride Home	X					on-going	0.3666	0.4640	0.2878	0.3274	0.2594	0.2721	0.2578	0.2714	C
91	X	1996-01	REGION	M-70a Bicycle Parking			X		1999		0.0029	0.0018	0.0023	0.0013	0.0020	0.0011	0.0020	0.0011	C
92	X	STADIUM ANALYSIS		M-92 Telecommuting Support [1]	Combined with item #75						0.0000	0.0000							C
95	X	1997-02	MCG	Germantown Transit Center	X				2005		0.0021	0.0049	0.0016	0.0035	0.0015	0.0029	0.0015	0.0029	C (TCM)
102	X	1997-02	PG	Prince George's County Bus Replacement	X				1998	1998	0.0021	0.0049							SP (TCM)

TERM TRACKING SHEET

TRANSPORTATION EMISSION REDUCTION MEASURES (TIP Projects)

Part A - Daily Ozone Precursor Emissions

***** Project Category: TR - Traffic Stream, C - Commute, H - Heavy Duty Vehicles (Engine Technology), SP- Specific Vehicle Type, TCM - Transportation Control Measures

NOs	CREDIT TAKEN	TIP CREDITED	AGENCY	PROJECT	IMPLEMENTATION STATUS				ORIGINAL COMPLETION DATE	ACTUAL COMPLETION DATE	TONS/DAY REDUCTION CREDITED								Project Category *
					FULL	SCALED-BACK	UNDER-WAY	REM			2017		2020		2030		2040		
											VOC	NOX	VOC	NOX	VOC	NOX	VOC	NOX	
106	X	1997-02	VDOT	PRTC Employer Commuting Outreach Program	X					1977 on-going	0.0008	0.0001	0.0007	0.0001	0.0006	0.0001	0.0006	0.0001	C
107	X	1997-02	VDOT	PRTC Multimodal Strategic Marketing Implementation Plan	X					1977 on-going	0.0000	0.0001	0.0000	0.0001	0.0000	0.0001	0.0000	0.0001	C
108	X	1997-02	MDOT	M-103 Taxicab Replacement in Maryland [2]	**x**				2005	Stopped	0.0564	0.1468	~~0.1340~~	~~0.1827~~	~~0.3120~~	~~0.4810~~			SP
109	X	1997-02	REGION	M-70b Employer Outreach for Bicycles	X				1998	on going	0.0004	0.0003	0.0003	0.0002	0.0002	0.0002	0.0002	0.0002	C
110		1997-02	VDOT	M-77b Vanpool Incentive Programs in Virginia				**x**	1999	delayed	n/a	n/a	n/a	n/a	n/a	n/a			C
111	X	1998-03	WMATA	Bus Replacement (108 buses)	X				1999	1999	0.0318	0.0887							SP
112	X	1998-03	MCG	Montgomery County Bus Replacement	X					Ongoing	0.0057	0.0148							SP
113	X	1998-03	PG	Prince George's County Bus Replacement	X				1998	Ongoing	0.0007	0.0011							SP
114	X	1998-03	FDC	Frederick County Bus Replacement	X						0.0007	0.0000							SP
117	X	1998-03	VDOT	Arlington County Four Mile Run Bike Trail	X				1999	2009	0.0004	0.0003	0.0003	0.0002	0.0003	0.0002	0.0003	0.0002	C
118	X	1998-03	VDOT	Northern Virginia Turn Bays	X				2000	1998	0.0004	0.0005	0.0003	0.0003	0.0003	0.0002	0.0003	0.0002	TR
119	X	1998-03	VDOT	Fairfax City Bus Replacement	X				2001	2003	n/a	n/a							SP
121	X	1998-03	WMATA	WMATA Bus Replacement (252 buses)	X				2001	2001	0.0750	0.2118							SP
122	X	97 & 98 TIP	REGION	M-101a Mass Marketing Campagin (Consumer)			X			2005	0.0187	0.0205	0.0145	0.0144	0.0129	0.0119	0.0128	0.0118	C
123	X	1999-04	MDOT	Various Park and Ride Lots(I-270/MD124, 450 & I-170/MD-75, 54 spaces)		X			2001/1999	2001	0.0033	0.0093	0.0026	0.0066	0.0023	0.0054	0.0023	0.0054	C
124	X	1999-04	MDOT	Signal Systems (197/MD-198, MD-382 TO US-301,US301)	X				2000	2002	0.0052	-0.0010	0.0041	-0.0005	0.0037	-0.0004	0.0037	-0.0003	TR
125	X	1999-04	VDOT	Transit Center at 7 Corners	X				2002	2001	0.0004	0.0005	0.0003	0.0004	0.0003	0.0003	0.0003	0.0003	C
126	X	1999-04	VDOT	Falls Church Clean Diesel Bus Service	X				2000	2003	0.0028	0.0027							SP
127	X	1999-04	VDOT	VA 234 Bike Trail			X		2001	**2010**	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	C
128	X	1999-04	VDOT	PRTC Ridesharing	X				on-going	2000 ongoing	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	C
130	X	1996-01	VDOT	M-14: I-66 Feeder Bus Fare Buy Down	X					1998 onward	0.0104	0.0142	0.0082	0.0100	0.0073	0.0083	0.0073	0.0083	C
131	X	2000-05	MDOT	Various park and Ride Lots	x				2002	2003	0.0029	0.0084	0.0023	0.0059	0.0020	0.0049	0.0020	0.0049	C
132	X	2000-05	MDOT	Signal Systems	X				Varies	on-going	0.0013	0.0000	0.0016	0.0000	0.0009	0.0000	0.0009	0.0000	TR
133	X	2000-05	VDOT	250 Spaces at Gambrill/Hooes Rds. Park and Ride	X				2002	2004	0.0029	0.0047	0.0023	0.0033	0.0020	0.0027	0.0020	0.0027	C
134	X	2000-05	VDOT	300 Spaces at Backlick Rd	X				2003	2007	0.0021	0.0034	0.0016	0.0024	0.0015	0.0020	0.0015	0.0020	C
135	X	2000-05	VDOT	Accotink-Gateway Connector Trail	X				2002	2005	0.0029	0.0026	0.0023	0.0018	0.0020	0.0015	0.0020	0.0015	C
136	X	2000-05	VDOT	Columbia Pike Trail	X				2000	2009	0.0025	0.0021	0.0020	0.0015	0.0018	0.0012	0.0017	0.0012	C
137	X	2000-05	VDOT	Lee Highway trail	X				2000	2007	0.0013	0.0010	0.0010	0.0007	0.0009	0.0006	0.0009	0.0006	C
138	X	2000-05	VDOT	Arlington Bus Shelter Improvements	X				2005	2005	0.0004	0.0003	0.0003	0.0002	0.0003	0.0002	0.0003	0.0002	C
139	X	2000-05	VDOT	Pentagon Metrostation Improvements	X					2003	0.0033	0.0044	0.0026	0.0031	0.0023	0.0026	0.0023	0.0026	C
140	X	2000-05	MDOT	East/West Intersection Improvements			X		2005	2005	0.0171	0.0065	0.0134	0.0046	0.0120	0.0038	0.0119	0.0038	C
141	X	2001-06	Feds	Federal Transit/Ridesharing subsidy	X				on-going		0.0425	0.0494	0.0333	0.0348	0.0298	0.0288	0.0296	0.0288	C
142	X	2002-07	WMATA	100 CNG buses	X				2002		0.0000	0.0745							SP (TCM)
143	X	2002-07	WMATA	ULSD with CRT filters	X				2006	Jun-06	0.1485	0.0000	0.4300	0.0000	0.4300	0.0000	0.4271	0.0000	H (TCM)
144		2003-08	DC	Replace~~23~~ 12 Taxicabs with CNG cabs				X	2005	2006	0.0063	0.0086							H
145	X	2003-08	DC	D.C.Incident Response & TrafficManagement System	X				2005	2004	0.0120	0.0209	0.0094	0.0130	0.0085	0.0089	0.0084	0.0089	TR
146	X	2003-08	DC	Bicycle Lane in D. C. (35 Mile)	X				2005	2008	0.0069	0.0046	0.0054	0.0032	0.0049	0.0027	0.0048	0.0027	C (TCM)
147	X	2003-08	DC	Bicycle Racks in D. C. (500)	X				2005	2004	0.0010	0.0005	0.0008	0.0004	0.0007	0.0003	0.0007	0.0003	C (TCM)
148	X	2003-08	DC	External Bicycle Racks on WMATA Buses in D. C. (600)	X				2005	2003	0.0014	0.0017	0.0011	0.0012	0.0010	0.0010	0.0010	0.0010	C (TCM)
149		2003-08	DC	CNG Rental Cars (18)				X	2005		0.0000	0.0001							SP

TERM TRACKING SHEET

TRANSPORTATION EMISSION REDUCTION MEASURES (TIP Projects)

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NOs	CREDIT TAKEN	TIP CREDITED	AGENCY	PROJECT	IMPLEMENTATION STATUS				ORIGINAL COMPLETION DATE	ACTUAL COMPLETION DATE	TONS/DAY REDUCTION CREDITED								Project Category *
					FULL	SCALED-BACK	UNDER-WAY	REM			2017		2020		2030		2040		
											VOC	NOX	VOC	NOX	VOC	NOX	VOC	NOX	
150	X	2003-08	DC	Sidewalks in D.C. ($ 5 million)	X				2005	2004	0.0261	0.0303	0.0204	0.0213	0.0183	0.0177	0.0182	0.0176	C
151	X	2003-08	DC	CNG Refuse Haulers (2)	X				2005	2004	0.0000	0.0011							H (TCM)
152	X	2003-08	DC	Circulator /Feeder Bus Routes	X				2005	2003	0.0095	0.0109	0.0074	0.0077	0.0067	0.0064	0.0066	0.0064	C
153	X	2003-08	MDOT	Commuter Tax Credit	X				2005	n/a	0.0569	0.0667	0.0445	0.0470	0.0399	0.0390	0.0397	0.0389	C
155		2003-08	MDOT	Employer Vanpool Program (WWB)				X	2005		0.0013	0.0023							C
156	X	2003-08	MDOT	Green Line Link			X		2005	n/a	0.0019	0.0026	0.0015	0.0018	0.0013	0.0015	0.0013	0.0015	C
157	X	2003-08	MDOT	Park & Ride Lots - Southern Maryland			X		2005	2005	0.0036	0.0059	0.0028	0.0042	0.0025	0.0035	0.0025	0.0035	C
158	X	2003-08	MDOT	Prince George's County- Bus Exp			X		2005	n/a	0.0261	0.0358	0.0204	0.0252	0.0183	0.0209	0.0182	0.0209	C
159	X	2003-08	MDOT	MTA - Bus Service Expansion			X		2005	n/a	0.0059	0.0086	0.0046	0.0060	0.0041	0.0050	0.0041	0.0050	C
160	X	2003-08	MDOT	Ride- On - Super Discount			X		2005	n/a	0.0007	0.0008	0.0005	0.0005	0.0005	0.0005	0.0005	0.0004	C
161	X	2003-08	Regional	Regional Traveler Information Systems			X		2005	A:2000 befor	0.0750	0.3139	0.0594	0.1701	0.0533	0.1157	0.0530	0.1154	TR
162	X	2003-08	MDOT	Universal Transportation Access (MD + WMATA)			X		2005	n/a	0.0117	0.0136	0.0091	0.0096	0.0082	0.0079	0.0081	0.0079	C
163	X	2003-08	MCG	Construction of 1300 additional Parking Spaces at Grosvenor Metro Garage	X				2004		0.0033	0.0057	0.0026	0.0040	0.0025	0.0036	0.0024	0.0036	C (TCM)
164	X	2003-08	MCG	Bethesda Shuttle Bus Services	X				2004		0.0023	0.0026	0.0018	0.0018	0.0016	0.0015	0.0016	0.0015	C
165	X	2003-08	MCG	External Bicycle Racks on Ride-On Buses in Montgomery County	X				2004		0.0004	0.0005	0.0003	0.0004	0.0003	0.0003	0.0003	0.0003	C
166	X	2003-08	MCG	New CNG Powered Light Duty Vehicle fleet in the County	X				2004		0.0000	0.0001							SP
167	X	2003-08	MCG	Free Bus Service on Selected Routes on I-270	X				2004		0.0008	0.0009	0.0006	0.0006	0.0005	0.0005	0.0005	0.0005	C
168	X	2003-08	MCG	Annual Sidewalk Program	X				2004		0.0124	0.0144	0.0097	0.0102	0.0087	0.0084	0.0087	0.0084	C
169		2003-08	MDOT	Bethesda Breeze/International Express Metrobus				X	2005	Removed	0.0027	0.0029	0.0021	0.0020	0.0019	0.0017	0.0019	0.0017	C
170		2003-08	MDOT	Bethesda-8, Silver Spring Downtown Dasher and Prince Georges Co. Shuttles at 3 PNR lot				X	2005	Removed	0.0064	0.0057	0.0050	0.0040	0.0045	0.0033	0.0045	0.0033	C
171		2003-08	MDOT	Proposed Transportation Management District in Montgomery County (Rockville and Gaithersburg)				X	2005	Removed	0.0042	0.0043	0.0033	0.0030	0.0029	0.0025	0.0029	0.0025	C
172	X	2003-08	MDOT	Sidewalks (Bikes/Pedestrian) at / near Rail Stations	X				2005	2002	0.0068	0.0080	0.0053	0.0057	0.0048	0.0047	0.0047	0.0047	C
173	X	2003-08	MDOT	Neighborhood Sidewalks Improvements (Bike/Pedestrian)	X				2005	2004	0.0024	0.0009	0.0018	0.0006	0.0017	0.0005	0.0016	0.0005	C
174	X	2003-08	MDOT	Neighborhood Conservation Program - Neighborhood Sidewalks Improvements (Bikes/Pedestrian)		X			2005	Ongoing	0.0021	0.0008	0.0016	0.0006	0.0015	0.0005	0.0014	0.0005	C
175	X	2003-08	MDOT	Maryland bus Transit Service Expansion	X				2005	2004	0.0103	0.0176	0.0080	0.0124	0.0072	0.0103	0.0072	0.0103	C
176	X	2003-08	VDOT	Universal Transportation Access Program	X				2005	2005-07	0.0009	0.0010	0.0007	0.0007	0.0006	0.0006	0.0006	0.0006	C
177	X	2003-08	VDOT	Interactive Rideshare & Kiosk Initiative			X		2008 onward		0.0003	0.0004	0.0002	0.0003	0.0002	0.0002	0.0002	0.0002	C
178	X	2003-08	VDOT	Mobile Commuter Stores	X				2005	2005	0.0016	0.0021	0.0012	0.0015	0.0011	0.0012	0.0011	0.0012	C
179	X	2003-08	VDOT	Telework Incentive Program (Telework VA)[1]	x				2005	Fall 2006	0.0005	0.0007	0.0004	0.0005	0.0004	0.0004	0.0004	0.0004	C
180	X	2003-08	VDOT	Commuter Choice	X				2005		0.0007	0.0008	0.0005	0.0005	0.0005	0.0004	0.0005	0.0004	C
181	X	2003-08	VDOT	Employer Shuttle Services				x	2005		0.0083	0.0091	0.0065	0.0064	0.0058	0.0053	0.0058	0.0053	C
184	X	2003-08	VDOT	Van Start / Van Save	X				2005	till 2006	0.0010	0.0014							C
185	X	2003-08	VDOT	Metro Shuttle Bus			X		2005	1999-2005	0.0009	0.0014	0.0007	0.0010	0.0006	0.0008	0.0006	0.0008	C
187	X	2003-08	VDOT	VRE Mid-Day Train Service	X				2005	2002	0.0011	0.0016	0.0009	0.0011	0.0008	0.0009	0.0008	0.0009	C
190	X	2003-08	VDOT	Employer Vanpool Program (Bridge deck)	X				2005	2004 - 2008	0.0000	0.0000							C
191	X	2003-08	VDOT	Town of Leesburg P&R Lot	X				2005	2010	0.0014	0.0021	0.0011	0.0015	0.0010	0.0012	0.0010	0.0012	C
192	X	2003-08	VDOT	District-wide P&R Lots	X				2005	2001-2005	0.0082	0.0122	0.0064	0.0086	0.0058	0.0071	0.0057	0.0071	C
193	X	2003-08	VDOT	Additional Parking at 4 Metro stations	X				2005	2005	0.0106	0.0182	0.0083	0.0128	0.0074	0.0106	0.0074	0.0106	C
196	X	2003-08	WMATA	64 CNG Buses (Purchased in 2001)	X				2005	2004	0.0015	0.0478							SP (TCM)
197	X	2003-08	WMATA	250 CNG Buses (175 buses by Dec. 2004; 75 buses by mid 2006)	X				2005	Jun-06	0.0058	0.1866							SP

TERM TRACKING SHEET

TRANSPORTATION EMISSION REDUCTION MEASURES (TIP Projects)

Part A - Daily Ozone Precursor Emissions

***** Project Category: TR - Traffic Stream, C - Commute, H - Heavy Duty Vehicles (Engine Technology), SP- Specific Vehicle Type, TCM - Transportation Control Measures

NOs	CREDIT TAKEN	TIP CREDITED	AGENCY	PROJECT	IMPLEMENTATION STATUS				ORIGINAL COMPLETION DATE	ACTUAL COMPLETION DATE	TONS/DAY REDUCTION CREDITED								Project Category *
					FULL	SCALED-BACK	UNDER-WAY	REM			2017		2020		2030		2040		
											VOC	NOX	VOC	NOX	VOC	NOX	VOC	NOX	
198	X	2003-08	WMATA	60 Engine Replacement (MY 1992 & 1993 MY buses)	X				2004	2004	0.0098	0.0414							SP
199	X	2003-08	WMATA	Car Sharing Program	X				2005	2004	0.0006	0.0010	0.0005	0.0007	0.0004	0.0006	0.0004	0.0006	C
200	X	2003-08	WMATA	Bikes Racks on WMATA Buses in VA (372 Bike Racks)	X				2005	2004	0.0009	0.0010	0.0007	0.0007	0.0006	0.0007	0.0006	0.0007	C (TCM)
202		2003-08	MDOT	Fleet Replacement (state auto fleet, gas to hybrid, 250 vehicles)				X	2005		0.004	0.007	0.0055	0.0133					SP
203	X	2003-08	MDOT	Replace 55 Montgomery County 10 yr. old buses w/ new CNG buses			X		2005	Ongoing	0.0325	0.0893	0.0459	0.1628					SP
204		2003-08	MDOT	Neighborhood Bus Shuttle (5 circulator routes)				X	2005		0.005	0.007	0.0043	0.0047	0.0038	0.0039	0.0038	0.0039	C
205	X	2003-08	MDOT	New Surface Parking at Transit Centers (500 spaces)			X		2005	2005	0.0019	0.0033	0.0015	0.0023	0.0013	0.0019	0.0013	0.0019	C
206		2003-08	MDOT	Additional Bike Lockers at Metro-Stations				X	2005		0.0096	0.0114	0.0075	0.0080	0.0067	0.0067	0.0067	0.0066	C
207	X	2003-08	MDOT	Bike Facilities at PnR Lots or other similar location			X		2005	2005	0.0068	0.0090	0.0053	0.0064	0.0048	0.0053	0.0047	0.0053	C
208		2003-08	MDOT	CNG Fueling Stations				X	2005		0.0898	0.0642							SP
209		2003-08	MDOT	Gas cap replacements (ROP Credit)				X	2005		N/A	N/A	N/A	N/A	N/A	N/A			SP
210		2003-08	MDOT	Gas can turnover (ROP Credit)				X	2005		N/A	N/A	N/A	N/A	N/A	N/A			SP
211	X	2003-08	MDOT	External Bicycle Racks on WMATA Buses (486 MD buses)	X				2005	2002	0.0010	0.0012	0.0008	0.0008	0.0007	0.0007	0.0007	0.0007	C (TCM)
212	X	2003-08	MDOT	Bike \ Pedestrian Trail - Anacostia River Walk			X		2005	Ongoing	0.0004	0.0003	0.0003	0.0002	0.0003	0.0001	0.0003	0.0001	C
213		2003-08	MDOT	Transit Prioritization - Queue Jumps				X	2005		0.002	0.002	0.0018	0.0014	0.0016	0.0012	0.0016	0.0012	C
214	X	2003-08	MDOT	Commuter Choice Benefit/Tax Credit - Marketing Expansion	X				2005	Ongoing	0.0398	0.0469	0.0311	0.0330	0.0279	0.0274	0.0277	0.0273	C
215	X	2003-08	MDOT	Improvements to Pedestrian Access in TOD areas (4 locations)			X		2005	Ongoing	0.0043	0.0047	0.0034	0.0033	0.0030	0.0028	0.0030	0.0028	C
216	X	2003-08	MDOT	Telecommuting Expansion[1]	X				2005	Ongoing	0.0470	0.0659	0.0367	0.0464	0.0330	0.0385	0.0327	0.0384	C
217		2003-08	MDOT	Replace older Diesel Engine in Public Sector vehicles				X	2005		0.0168	0.0713							H
218	X	2003-08	VDOT	MV-92 Telecommuting Program - Expanded[1]	X				2005	2005	0.0502	0.0704	0.0392	0.0496	0.0352	0.0411	0.0350	0.0410	C
219	X	2003-08	VDOT	MV-123 Employer Outreach for Public Sector Employees [2]	X				2005	2003	0.0111	0.0129	0.0087	0.0091	0.0078	0.0076	0.0078	0.0075	C
220	X	2003-08	REGION	Signal System Optimization	X				2005	2005	0.3174	0.0762	0.2509	0.0475	0.2252	0.0324	0.2194	0.0310	TR
221	X	2007-12	MDOT	Two P & R Lots in Frederick County (99 spaces)	X				2007	2008	0.0006	0.0009	0.0005	0.0007	0.0005	0.0005	0.0004	0.0005	C
222	X	2007-12	MDOT	MDOT P & R Lots at US 340 (66-99 spaces, Frederick Co.)	X				2007	2007	Credits shown in TS 221 (for 99 spaces)								
223	X	2008-13	MDOT	MCG/MDOT P & R Lots at US 340 & Mt Zion Rd. (37 speces)	X				2008	2008	0.0005	0.0007	0.0004	0.0005	0.0003	0.0004	0.0003	0.0004	
224	X	2008-13	MDOT	MCG/MDOT P & R Lots at US 340 & Mt Zion Rd. - expansion (39 speces)			X		2011	2011	Credits included in TS 224 (for 37+ 39 spaces)								
225	X	2008-13	MDOT	MCG/MDOT P & R Lots at I 70 & MD 355 (100 speces)			X		2010	2010	0.0006	0.0009	0.0005	0.0007	0.0005	0.0006	0.0005	0.0006	
226	X	2008-13	MDOT	MCG/MDOT P & R Lots at I 270 & MD 80 (164 speces)	X				2009	2009	0.0010	0.0015	0.0008	0.0011	0.0007	0.0009	0.0007	0.0009	
227	X	2008-13	MDOT	MDOT Syglal System Reviewing			X		2010	on-going	Credits shown in Regional signal TERM - TS 220								
228	X	2008-13	MDOT	MDOT Takoma Langely Transit Center			X		2012	2012	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
				Available Emissions Credits							**1.810**	**2.707**	**1.483**	**1.167**	**1.335**	**0.800**	**1.322**	**0.796**	

TRANSPORTATION EMISSION REDUCTION MEASURES (CLRP Projects Only)

Part A - Daily Ozone Precursor Emissions

Project Category: TR - Traffic Stream, C - Commute, H - Engine Technology (Heavy Dudy Vehicles), SP- Specific Vehicle Type

NOs	CREDIT TAKEN	TIP CREDITED	AGENCY	PROJECT	IMPLEMENTATION STATUS				PROJECTED COMPLETION DATE	ACTUAL COMPLETION DATE	TONS/DAY REDUCTION CREDITED								Project Category
					FULL	SCALED-BACK	UNDER-WAY	REM			2017		2020		2030		2040		
											VOC	NOx	VOC	NOx	VOC	NOx	VOC	NOx	
221	X	1995-00 TIP	REGION	M-24 Speed Limit Adherence	X				2010		-0.0053	0.1501	-0.0021	0.1206	0.0005	0.0377	0.0005	0.0376	TR
222		1996-01 TIP	MGC	Rock Spring Park Pedestrian Amenities				X			0.0007	0.0022	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	-
223	X	1996-01 TIP	MGC	Olney Transit Center Park and Ride					2015		0.0014	0.0044	0.0009	0.0030	0.0003	0.0007	0.0003	0.0007	C
224	X	1996-01 TIP	MGC	Damascus Park and Ride						2003	0.0007	0.0022	0.0004	0.0015	0.0001	0.0003	0.0001	0.0003	C
225	X	1996-01 TIP	DC	M-103 Taxicab Replacement (DC)				X	2015		0.0000	0.0000	0.1745	0.3000	0.3490	0.6000	0.3467	0.5984	H
226	X	STADIUM ANALYSIS		M-103 Taxicab Replacement (MD)				X	2008		0.0000	0.0000	0.1560	0.2400	0.1560	0.2400	0.1550	0.2394	H
227	X	1997-02 TIP	MDOT	Shady Grove West Transit Center Park and Ride				X			0.0000	0.0055	0.0000	0.0038	0.0000	0.0009	0.0000	0.0009	C
228	X	1997-02 TIP	MGC	Olney Transit Center Park and Ride					2015		0.0000	0.0000	0.0004	0.0012	0.0003	0.0007	0.0003	0.0007	C
229	X	1997-02 TIP	MGC	White Oak Park and Ride					2008		0.0000	0.0110	0.0000	0.0076	0.0000	0.0017	0.0000	0.0017	C
230	X	1997-02 TIP	MGC	Damascus Park and Ride						2003	0.0000	0.0000	0.0002	0.0005	0.0001	0.0003	0.0001	0.0003	C
231	X	1997-02 TIP	MGC	Four Corners Transit Center					2015		0.0000	0.0005	0.0000	0.0004	0.0000	0.0001	0.0000	0.0001	C
232		1997-02 TIP	MGC	Burtonsville Transit Center				X			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	-
233	X	1997-02 TIP	MGC	Silver Spring Transit Access							0.0000	0.0005	0.0000	0.0003	0.0000	0.0002	0.0000	0.0002	C
234	X	1997-02 TIP	MGC	Shady Grove Parking Construction						2003	0.0035	0.0104	0.0021	0.0072	0.0007	0.0017	0.0007	0.0017	C
				CLRP TOTAL							0.0004	0.1792	0.0019	0.1424	0.0022	0.0434	0.0021	0.0432	
				CLRP + TIP TOTAL							1.811	2.886	1.485	1.310	1.337	0.843	1.324	0.840	

DEFINITIONS: Project Numbers implemented fully prior to 2000 were removed from the TERM Tracking Sheet

CREDIT TAKEN (X means emissions reduction credits taken):

TIP - Emissions credits are taken for projects being implemented, according to the progress reporting schedules provided by the implementing agencies (contained in Appendix J of Conformity Document). No credit has been taken for projects in which only some components of the measure have been implemented.

CLRP - Credit is taken for each of these elements of the CLRP according to the schedule provided by the implementing agency.

IMPLEMENTATION STATUS:

FULL = project is completed as planned at the time of analysis.

SCALED BACK = project is completed, but at a different level than assumed at the time of analysis (i.e., purchased 50 buses instead of 100)

UNDERWAY = project is not complete, but is close enough that credit may be taken (i.e., under construction, NOT just out for bid)

REMOVED = project no longer expected to be implemented or constructed

COMPLETION DATE:

PROJECTED = project completion date originally expected (i.e., at time of emissions analysis)

ACTUAL = actual year project was open for use, or expected to be open for use if under construction

REMOVED projects: Emissions credits are not counted in toal available emissions credits

1 Line items 218, 216, 179, 92 are all credited as part of M-92 Regional Telecommute Support TERM, line item # 75

2 Line item 108 & 219 credits are taken only for year 2010

TERM TRACKING SHEET

TRANSPORTATION EMISSION REDUCTION MEASURES (TIP Projects)

Part B - Yearly $PM_{2.5}$ and Precursor NOx Emissions

***** Project Category: TR - Traffic Stream, C - Commute, H - Heavy Duty Vehicles (Engine Technology), SP- Specific Vehicle Type, TCM - Transportation Control Measures

NOs	CREDIT TAKEN	TIP CREDITED	AGENCY	PROJECT	IMPLEMENTATION STATUS				ORIGINAL COMPLETION DATE	ACTUAL COMPLETION DATE	TONS/YEAR REDUCTION								
					FULL	SCALED-BACK	UNDER-WAY	REM			2017		2020		2030		2040		Project
											PM2.6	Precursor NOx	PM2.5	Precursor NOx	PM2.5	Precursor NOx	PM2.6	Precursor NOx	Category *
9	X	1994-99	MDOT	Park & Ride Lot - MD 210/ MD 373	X				2000	2003	0.0095	0.1444	0.0095	0.1000	0.0095	0.0830	0.0095	0.0689	C
19	X	1994-99	PRTC	VRE Woodbridge Parking Expansion (add 500 spaces)	X					2002-2003	n/a	n/a	n/a	n/a	n/a	n/a			-
20	X	1994-99	ALEX	King St. Metrorail access improvements	X					**2006**	0.0095	0.1444	0.0095	0.1000	0.0095	0.0830	0.0095	0.0689	C
38	X	1995-00	MDOT	Signal Systems - MD 85 Executive Way to MD 355	X				1996	Pre 2000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	TR
39	X	1995-00	MDOT	Signal Systems - MD 355 ,I-70 ramps to Grove Rd.	X				1996	n/a	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	TR
44	X	1995-00	MDOT	Signal Systems - MD 410, 62nd Ave. to Riverdale Rd.	**X**				1996	2002	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	TR
48	X	1995-00	MDOT	MARC Replacement Coaches	X				1999	2004	0.0095	0.1444	0.0095	0.1000	0.0095	0.0830	0.0095	0.0689	C (TCM)
49	X	1995-00	MDOT	MARC Expansion Coaches	X				1999	2004	0.0891	1.3479	0.0891	0.9332	0.0891	0.7745	0.0891	0.6428	C (TCM)
51	X	1995-00	VDOT	Alexandria Telecommuting Pilot Program	X					2000 & 2001	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	C
52	X	1995-00	VDOT	Fairfax County Bus Shelter (Fairfax Co. TDM program)			X		2000	2001	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	C
54	X	1995-00	VDOT	City of Fairfax Bus Shelters	X				1999	2004	0.0032	0.0481	0.0032	0.0333	0.0032	0.0277	0.0032	0.0230	C (TCM)
56	X	1995-00	VDOT	Cherry Hill VRE Access			X			Jul-08	0.0764	1.1554	0.0764	0.7999	0.0764	0.6639	0.0764	0.5510	C (TCM)
58	X	1995-00	WMATA	Bus Replacement (172 buses)	X				1998	1998									SP (TCM)
59	X	1995-00	MCG	Shady Grove West Park and Ride			X		2010		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	C
60	X	1995-00	MCG	White Oak Park and Ride			X		2010		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	C
61	X	1995-00	MCG	Bicycle Facilities			X		FY99		0.0064	0.0963	0.0064	0.0667	0.0064	0.0553	0.0064	0.0459	C
62	X	1995-00	MCG	Pedestrian Facilities to Metrorail			X				0.0255	0.3851	0.0255	0.2666	0.0255	0.2213	0.0255	0.1837	C
63	X	1995-00	MDOT	MARC Replacement Coaches	X				1999	2004	0.0382	0.5777	0.0382	0.4000	0.0382	0.3319	0.0382	0.2755	C
64	X	1995-00	MDOT	MARC Expansion Coaches	X				1999	2004	0.3309	5.0066	0.3309	3.4663	0.3309	2.8768	0.3309	2.3875	C (TCM)
66	X	1995-00	VDOT	Commuter Lots - District Wide			X		varies	1995, 2001	0.1050	1.5886	0.1050	1.0999	0.1050	0.9128	0.1050	0.7576	C
67	X	1995-00	VDOT	I-66 and Stringfellow Rd. Park and Ride	X				2000	2000 end	0.0636	0.9628	0.0636	0.6666	0.0636	0.5532	0.0636	0.4591	C
68	X	1995-00	VDOT	Lake Ridge Park and Ride (now called Tacketts Mill lot)	X					1999/2000	0.0318	0.4814	0.0318	0.3333	0.0318	0.2766	0.0318	0.2296	C
69	X	1995-00	VDOT	Bicycle Trails and Facilities (Arlington & Fairfax Co - 7 locations)			X		varies	2010-12	0.0541	0.8184	0.0541	0.5666	0.0541	0.4702	0.0541	0.3903	C
70	X	1995-00	VDOT	Improved Acceess to Metrorail Stations (VRE 2 Stn)			X		varies	2000-2012	0.0032	0.0481	0.0032	0.0333	0.0032	0.0277	0.0032	0.0230	C
71	X	1995-00	VDOT	I-66 HOV access at Monument Dr.	X					1997	0.0636	0.9628	0.0636	0.6666	0.0636	0.5532	0.0636	0.4591	C
72	X	1995-00	DC	Bicycle Facilities	X						0.0636	0.9628	0.0636	0.6666	0.0636	0.5532	0.0636	0.4591	C
73	X	1995-00	REGION	COG Regional Ridesharing Support	X					on-going	1.7913	8.0999	1.7913	5.6245	1.7913	4.6985	1.7913	3.8994	C
74	X	1995-00	REGION	M-47 Integrated Ridesharing	X					on-going	0.6199	2.3115	0.6199	1.6052	0.6199	1.3412	0.6199	1.1131	C
75	X	1995-00	REGION	M-92 Telecommuting Support	X					on-going	1.2883	11.1658	1.2883	7.7400	1.2883	6.4410	1.2883	5.3456	C
77		1996-01	VDOT	Duke Street Pedestrian Bridge	X				2005	2007	n/a	n/a	n/a	n/a	n/a	n/a			-
79	X	1996-01	VDOT	Fairfax County Bus Shelters (30 shelters with project #85)			X		1999	Summer 2001	0.0095	0.1444	0.0095	0.1000	0.0095	0.0830	0.0095	0.0689	C
81	X	1996-01	VDOT	Arlington County Metrocheck Program	X				1997	1997 Onwards	0.0095	0.1444	0.0095	0.1000	0.0095	0.0830	0.0095	0.0689	C
82	X	1996-01	VDOT	Old Dominion Drive Bike Trail			X		2000	2010-11	0.0032	0.0481	0.0032	0.0333	0.0032	0.0277	0.0032	0.0230	C
83	X	1996-01	WMATA	Bus Replacement (see line 58, above)	X					1998	Credit taken in line 58, above								SP
85	X	1996-01	VDOT	Fairfax County Bus Shelters (30 shelters with project #79)	X				1999	2001	0.0032	0.0481	0.0032	0.0333	0.0032	0.0277	0.0032	0.0230	C
90	X	1996-01	REGION	M-47c Employer Outreach / Guaranteed Ride Home	X					on-going	3.7262	86.3012	3.7262	59.8168	3.7262	49.7675	3.7262	41.3035	C
91	X	1996-01	REGION	M-70a Bicycle Parking			X		1999		0.0223	0.3370	0.0223	0.2333	0.0223	0.1936	0.0223	0.1607	C
92	X	STADIUM ANALYSIS		M-92 Telecommuting Support [1]	Combined with item #75														C
95	X	1997-02	MCG	Germantown Transit Center	X				2005		0.0605	0.9147	0.0605	0.6333	0.0605	0.5256	0.0605	0.4362	C (TCM)
102	X	1997-02	PG	Prince George's County Bus Replacement	X				1998	1998									SP (TCM)

TERM TRACKING SHEET

TRANSPORTATION EMISSION REDUCTION MEASURES (TIP Projects)

Part B - Yearly $PM_{2.5}$ and Precursor NOx Emissions

***** Project Category: TR - Traffic Stream, C - Commute, H - Heavy Duty Vehicles (Engine Technology), SP- Specific Vehicle Type, TCM - Transportation Control Measures

NOs	CREDIT TAKEN	TIP CREDITED	AGENCY	PROJECT	IMPLEMENTATION STATUS				ORIGINAL COMPLETION DATE	ACTUAL COMPLETION DATE	TONS/YEAR REDUCTION								Project Category *
					FULL	SCALED-BACK	UNDER-WAY	REM			2017		2020		2030		2040		
											PM2.6	Precursor NOx	PM2.5	Precursor NOx	PM2.5	Precursor NOx	PM2.6	Precursor NOx	
106	X	1997-02	VDOT	PRTC Employer Commuting Outreach Program	X					1977 on-going	0.0016	0.0241	0.0016	0.0167	0.0016	0.0138	0.0016	0.0115	C
107	X	1997-02	VDOT	PRTC Multimodal Strategic Marketing Implementation Plan	X					1977 on-going	0.0016	0.0241	0.0016	0.0167	0.0016	0.0138	0.0016	0.0115	C
108	X	1997-02	MDOT	M-103 Taxicab Replacement in Maryland [2]	x				2005	Stopped									SP
109	X	1997-02	REGION	M-70b Employer Outreach for Bicycles	X				1998	on going	0.0035	0.0591	0.0035	0.0406	0.0035	0.0331	0.0035	0.0274	C
110		1997-02	VDOT	M-77b Vanpool Incentive Programs in Virginia				x	1999	delayed	n/a	n/a	n/a	n/a	n/a	n/a			C
111	X	1998-03	WMATA	Bus Replacement (108 buses)	X				1999	1999									SP
112	X	1998-03	MCG	Montgomery County Bus Replacement	X					Ongoing									SP
113	X	1998-03	PG	Prince George's County Bus Replacement	X				1998	Ongoing									SP
114	X	1998-03	FDC	Frederick County Bus Replacement	X														SP
117	X	1998-03	VDOT	Arlington County Four Mile Run Bike Trail	X				1999	2009	0.0032	0.0481	0.0032	0.0333	0.0032	0.0277	0.0032	0.0230	C
118	X	1998-03	VDOT	Northern Virginia Turn Bays	X				2000	1998	0.0056	0.0847	0.0056	0.0587	0.0056	0.0487	0.0056	0.0404	TR
119	X	1998-03	VDOT	Fairfax City Bus Replacement	X				2001	2003									SP
121	X	1998-03	WMATA	WMATA Bus Replacement (252 buses)	X				2001	2001									SP
122	X	97 & 98 TIP	REGION	M-101a Mass Marketing Campagin (Consumer)			X			2005	0.21571884	3.8259	0.2157	2.6432	0.2157	2.1831	0.2157	1.8119	C
123	X	1999-04	MDOT	Various Park and Ride Lots(I-270/MD124, 450 & I-170/MD-75, 54 spaces)		X			2001/1999	2001	0.1146	1.7331	0.1146	1.1999	0.1146	0.9958	0.1146	0.8265	C
124	X	1999-04	MDOT	Signal Systems (197/MD-198, MD-382 TO US-301,US301)	X				2000	2002	-0.0112	-0.1695	-0.0112	-0.1173	-0.0112	-0.0974	-0.0112	-0.0808	TR
125	X	1999-04	VDOT	Transit Center at 7 Corners	X				2002	2001	0.0064	0.0963	0.0064	0.0667	0.0064	0.0553	0.0064	0.0459	C
126	X	1999-04	VDOT	Falls Church Clean Diesel Bus Service	X				2000	2003									SP
127	X	1999-04	VDOT	VA 234 Bike Trail			X		2001	2010	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	C
128	X	1999-04	VDOT	PRTC Ridesharing	X				on-going	2000 ongoing	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	C
130	X	1996-01	VDOT	M-14: I-66 Feeder Bus Fare Buy Down	X					1998 onward	0.1750	2.6477	0.1750	1.8331	0.1750	1.5214	0.1750	1.2626	C
131	X	2000-05	MDOT	Various park and Ride Lots	x				2002	2003	0.1035	1.5651	0.1035	1.0836	0.1035	0.8993	0.1035	0.7464	C
132	X	2000-05	MDOT	Signal Systems	X				Varies	on-going	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	TR
133	X	2000-05	VDOT	250 Spaces at Gambrill/Hooes Rds. Park and Ride	X				2002	2004	0.0573	0.8665	0.0573	0.5999	0.0573	0.4979	0.0573	0.4132	C
134	X	2000-05	VDOT	300 Spaces at Backlick Rd	X				2003	2007	0.0414	0.6258	0.0414	0.4333	0.0414	0.3596	0.0414	0.2984	C
135	X	2000-05	VDOT	Accotink-Gateway Connector Trail	X				2002	2005	0.0318	0.4814	0.0318	0.3333	0.0318	0.2766	0.0318	0.2296	C
136	X	2000-05	VDOT	Columbia Pike Trail			X		2000	2009	0.0255	0.3851	0.0255	0.2666	0.0255	0.2213	0.0255	0.1837	C
137	X	2000-05	VDOT	Lee Highway trail	X				2000	2007	0.0127	0.1926	0.0127	0.1333	0.0127	0.1106	0.0127	0.0918	C
138	X	2000-05	VDOT	Arlington Bus Shelter Improvements	X				2005	2005	0.0032	0.0481	0.0032	0.0333	0.0032	0.0277	0.0032	0.0230	C
139	X	2000-05	VDOT	Pentagon Metrostation Improvements	X					2003	0.0541	0.8184	0.0541	0.5666	0.0541	0.4702	0.0541	0.3903	C
140	X	2000-05	MDOT	East/West Intersection Improvements			X		2005	2005	0.0795	1.2035	0.0795	0.8332	0.0795	0.6915	0.0795	0.5739	C
141	X	2001-06	Feds	Federal Transit/Ridesharing subsidy	X				on-going		0.6078	9.1949	0.6078	6.3660	0.6078	5.2833	0.6078	4.3848	C
142	X	2002-07	WMATA	100 CNG buses	X				2002										SP (TCM)
143	X	2002-07	WMATA	ULSD with CRT filters	X				2006	Jun-06	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	H (TCM)
144		2003-08	DC	Replace ~~23~~ 12 Taxicabs with CNG cabs				X	2005	2006									H
145	X	2003-08	DC	D.C.Incident Response & TrafficManagement System	X				2005	2004	0.2761	4.1774	0.2761	2.8922	0.2761	2.4003	0.2761	1.9921	TR
146	X	2003-08	DC	Bicycle Lane in D. C. (35 Mile)	X				2005	2008	0.0428	0.8824	0.0428	0.6134	0.0428	0.4896	0.0428	0.4064	C (TCM)
147	X	2003-08	DC	Bicycle Racks in D. C. (500)	X				2005	2004	0.0040	0.1004	0.0040	0.0699	0.0040	0.0547	0.0040	0.0454	C (TCM)
148	X	2003-08	DC	External Bicycle Racks on WMATA Buses in D. C. (600)	X				2005	2003	0.0206	0.3135	0.0206	0.2171	0.0206	0.1800	0.0206	0.1494	C (TCM)
149		2003-08	DC	CNG Rental Cars (18)				X	2005										SP

TERM TRACKING SHEET

TRANSPORTATION EMISSION REDUCTION MEASURES (TIP Projects)

Part B - Yearly $PM_{2.5}$ and Precursor NOx Emissions

***** Project Category: TR - Traffic Stream, C - Commute, H - Heavy Duty Vehicles (Engine Technology), SP- Specific Vehicle Type, TCM - Transportation Control Measures

NOs	CREDIT TAKEN	TIP CREDITED	AGENCY	PROJECT	IMPLEMENTATION STATUS				ORIGINAL COMPLETION DATE	ACTUAL COMPLETION DATE	TONS/YEAR REDUCTION								Project Category *
					FULL	SCALED-BACK	UNDER-WAY	REM			2017		2020		2030		2040		
											PM2.6	Precursor NOx	PM2.5	Precursor NOx	PM2.5	Precursor NOx	PM2.6	Precursor NOx	
150	X	2003-08	DC	Sidewalks in D.C. ($ 5 million)	X				2005	2004	0.3688	5.6474	0.3688	3.9106	0.3688	3.2400	0.3688	2.6889	C
151	X	2003-08	DC	CNG Refuse Haulers (2)	X				2005	2004									H (TCM)
152	X	2003-08	DC	Circulator /Feeder Bus Routes	X				2005	2003	0.1325	2.0370	0.1325	1.4106	0.1325	1.1681	0.1325	0.9694	C
153	X	2003-08	MDOT	Commuter Tax Credit	X				2005	n/a	0.8145	12.4326	0.8145	8.6087	0.8145	7.1356	0.8145	5.9220	C
155		2003-08	MDOT	Employer Vanpool Program (WWB)				X	2005										C
156	X	2003-08	MDOT	Green Line Link			X		2005	n/a	0.0326	0.4735	0.0326	0.3276	0.0326	0.2735	0.0326	0.2270	C
157	X	2003-08	MDOT	Park & Ride Lots - Southern Maryland			X		2005	2005	0.0704	0.9732	0.0704	0.6728	0.0704	0.5660	0.0704	0.4697	C
158	X	2003-08	MDOT	Prince George's County- Bus Exp			X		2005	n/a	0.4574	6.6401	0.4574	4.5942	0.4574	3.8360	0.4574	3.1836	C
159	X	2003-08	MDOT	MTA - Bus Service Expansion			X		2005	n/a	0.1108	1.5837	0.1108	1.0955	0.1108	0.9168	0.1108	0.7609	C
160	X	2003-08	MDOT	Ride- On - Super Discount			X		2005	n/a	0.0094	0.1437	0.0094	0.0995	0.0094	0.0824	0.0094	0.0684	C
161	X	2003-08	Regional	Regional Traveler Information Systems			X		2005	VA:2000 before	3.6007	54.4758	3.6007	37.7158	3.6007	31.3014	3.6007	25.9780	TR
162	X	2003-08	MDOT	Universal Transportation Access (MD + WMATA)			X		2005	n/a	0.1654	2.5321	0.1654	1.7534	0.1654	1.4527	0.1654	1.2056	C
163	X	2003-08	MCG	Construction of 1300 additional Parking Spaces at Grosvenor Metro Garage	X				2004		0.0765	1.0500	0.0765	0.7258	0.0765	0.6113	0.0765	0.5073	C (TCM)
164	X	2003-08	MCG	Bethesda Shuttle Bus Services	X				2004		0.0316	0.4855	0.0316	0.3362	0.0316	0.2784	0.0316	0.2310	C
165	X	2003-08	MCG	External Bicycle Racks on Ride-On Buses in Montgomery County	X				2004		0.0064	0.0978	0.0064	0.0677	0.0064	0.0561	0.0064	0.0466	C
166	X	2003-08	MCG	New CNG Powered Light Duty Vehicle fleet in the County	X				2004										SP
167	X	2003-08	MCG	Free Bus Service on Selected Routes on I-270	X				2004		0.0110	0.1682	0.0110	0.1164	0.0110	0.0965	0.0110	0.0801	C
168	X	2003-08	MCG	Annual Sidewalk Program	X				2004		0.1756	2.6892	0.1756	1.8622	0.1756	1.5428	0.1756	1.2804	C
169		2003-08	MDOT	Bethesda Breeze/International Express Metrobus				X	2005	Removed	0.0345	0.5435	0.0345	0.3765	0.0345	0.3107	0.0345	0.2579	C
170		2003-08	MDOT	Bethesda-8, Silver Spring Downtown Dasher and Prince Georges Co. Shuttles at 3 PNR lot				X	2005	Removed	0.0623	1.0708	0.0623	0.7427	0.0623	0.6058	0.0623	0.5028	C
171		2003-08	MDOT	Proposed Transportation Management District in Montgomery County (Rockville and Gaithersburg)				X	2005	Removed	0.0496	0.7982	0.0496	0.5531	0.0496	0.4550	0.0496	0.3776	C
172	X	2003-08	MDOT	Sidewalks (Bikes/Pedestrian) at / near Rail Stations	X				2005	2002	0.0983	1.4944	0.0983	1.0347	0.0983	0.8581	0.0983	0.7122	C
173	X	2003-08	MDOT	Neighborhood Sidewalks Improvements (Bike/Pedestrian)	X				2005	2004	0.0038	0.1800	0.0038	0.1259	0.0038	0.0944	0.0038	0.0783	C
174	X	2003-08	MDOT	Neighborhood Conservation Program - Neighborhood Sidewalks Improvements (Bikes/Pedestrian)		X			2005	Ongoing	0.0033	0.1575	0.0033	0.1102	0.0033	0.0826	0.0033	0.0685	C
175	X	2003-08	MDOT	Maryland bus Transit Service Expansion	X				2005	2004	0.2366	3.2465	0.2366	2.2442	0.2366	1.8900	0.2366	1.5685	C
176	X	2003-08	VDOT	Universal Transportation Access Program	X				2005	2005-07	0.0124	0.1899	0.0124	0.1315	0.0124	0.1090	0.0124	0.0904	C
177	X	2003-08	VDOT	Interactive Rideshare & Kiosk Initiative			X		2008 onward		0.0049	0.0717	0.0049	0.0496	0.0049	0.0414	0.0049	0.0344	C
178	X	2003-08	VDOT	Mobile Commuter Stores	X				2005	2005	0.0273	0.3966	0.0273	0.2744	0.0273	0.2291	0.0273	0.1901	C
179	X	2003-08	VDOT	Telework Incentive Program (Telework VA)[1]	**x**				2005	Fall 2006	0.0080	0.1212	0.0080	0.0839	0.0080	0.0696	0.0080	0.0578	C
180	X	2003-08	VDOT	Commuter Choice	X				2005		0.0091	0.1426	0.0091	0.0988	0.0091	0.0816	0.0091	0.0677	C
181	X	2003-08	VDOT	Employer Shuttle Services				**x**	2005		0.1081	1.6924	0.1081	1.1723	0.1081	0.9682	0.1081	0.8035	C
184	X	2003-08	VDOT	Van Start / Van Save	X				2005	till 2006									C
185	X	2003-08	VDOT	Metro Shuttle Bus			X		2005	1999-2005	0.0188	0.2595	0.0188	0.1794	0.0188	0.1509	0.0188	0.1253	C
187	X	2003-08	VDOT	VRE Mid-Day Train Service	X				2005	2002	0.0204	0.2948	0.0204	0.2040	0.0204	0.1704	0.0204	0.1414	C
190	X	2003-08	VDOT	Employer Vanpool Program (Bridge deck)	X				2005	2004 - 2008									C
191	X	2003-08	VDOT	Town of Leesburg P&R Lot	X				2005	2010	0.0280	0.3948	0.0280	0.2730	0.0280	0.2289	0.0280	0.1900	C
192	X	2003-08	VDOT	District-wide P&R Lots	X				2005	2001-2005	0.1589	2.2560	0.1589	1.5604	0.1589	1.3072	0.1589	1.0848	C
193	X	2003-08	VDOT	Additional Parking at 4 Metro stations	X				2005	2005	0.2440	3.3488	0.2440	2.3149	0.2440	1.9495	0.2440	1.6180	C
196	X	2003-08	WMATA	64 CNG Buses (Purchased in 2001)	X				2005	2004									SP (TCM)
197	X	2003-08	WMATA	250 CNG Buses (175 buses by Dec. 2004; 75 buses by mid 2006)	X				2005	Jun-06									SP

TERM TRACKING SHEET

TRANSPORTATION EMISSION REDUCTION MEASURES (TIP Projects)

Part B - Yearly $PM_{2.5}$ and Precursor NOx Emissions

***** Project Category: TR - Traffic Stream, C - Commute, H - Heavy Duty Vehicles (Engine Technology), SP- Specific Vehicle Type, TCM - Transportation Control Measures

NOs	CREDIT TAKEN	TIP CREDITED	AGENCY	PROJECT	IMPLEMENTATION STATUS				ORIGINAL COMPLETION DATE	ACTUAL COMPLETION DATE	TONS/YEAR REDUCTION								Project Category *
					FULL	SCALED-BACK	UNDER-WAY	REM			2017		2020		2030		2040		
											PM2.6	Precursor NOx	PM2.5	Precursor NOx	PM2.5	Precursor NOx	PM2.6	Precursor NOx	
198	X	2003-08	WMATA	60 Engine Replacement (MY 1992 & 1993 MY buses)	X				2004	2004									SP
199	X	2003-08	WMATA	Car Sharing Program	X				2005	2004	0.0133	0.1821	0.0133	0.1259	0.0133	0.1060	0.0133	0.0880	C
200	X	2003-08	WMATA	Bikes Racks on WMATA Buses in VA (372 Bike Racks)	X				2005	2004	0.0128	0.1949	0.0128	0.1350	0.0128	0.1119	0.0128	0.0929	C (TCM)
202		2003-08	MDOT	Fleet Replacement (state auto fleet, gas to hybrid, 250 vehicles)				X	2005		0.0492	0.7446	0.0492	0.5155					SP
203	X	2003-08	MDOT	Replace 55 Montgomery County 10 yr. old buses w/ new CNG buses			X		2005	Ongoing	0.6024	9.1145	0.6024	6.3103					SP
204		2003-08	MDOT	Neighborhood Bus Shuttle (5 circulator routes)				X	2005		0.0824	1.2393	0.0824	0.8580	0.0824	0.7126	0.0824	0.5914	C
205	X	2003-08	MDOT	New Surface Parking at Transit Centers (500 spaces)			X		2005	2005	0.0436	0.5993	0.0436	0.4143	0.0436	0.3488	0.0436	0.2895	C
206		2003-08	MDOT	Additional Bike Lockers at Metro-Stations				X	2005		0.1395	2.1210	0.1395	1.4685	0.1395	1.2179	0.1395	1.0107	C
207	X	2003-08	MDOT	Bike Facilities at PnR Lots or other similar location			X		2005	2005	0.1144	1.6752	0.1144	1.1592	0.1144	0.9667	0.1144	0.8023	C
208		2003-08	MDOT	CNG Fueling Stations				X	2005										SP
209		2003-08	MDOT	Gas cap replacements (ROP Credit)				X	2005		N/A	N/A	N/A	N/A	N/A	N/A			SP
210		2003-08	MDOT	Gas can turnover (ROP Credit)				X	2005		N/A	N/A	N/A	N/A	N/A	N/A			SP
211	X	2003-08	MDOT	External Bicycle Racks on WMATA Buses (486 MD buses)	X				2005	2002	0.0148	0.2247	0.0148	0.1556	0.0148	0.1290	0.0148	0.1071	C (TCM)
212	X	2003-08	MDOT	Bike \ Pedestrian Trail - Anacostia River Walk			X		2005	Ongoing	0.0022	0.0487	0.0022	0.0339	0.0022	0.0268	0.0022	0.0223	C
213		2003-08	MDOT	Transit Prioritization - Queue Jumps				X	2005		0.0225	0.3827	0.0225	0.2654	0.0225	0.2168	0.0225	0.1799	C
214	X	2003-08	MDOT	Commuter Choice Benefit/Tax Credit - Marketing Expansion	X				2005	Ongoing	0.5732	8.7314	0.5732	6.0457	0.5732	5.0126	0.5732	4.1601	C
215	X	2003-08	MDOT	Improvements to Pedestrian Access in TOD areas (4 locations)			X		2005	Ongoing	0.0567	0.8868	0.0567	0.6142	0.0567	0.5074	0.0567	0.4211	C
216	X	2003-08	MDOT	Telecommuting Expansion[1]	**X**				2005	Ongoing	0.8466	12.2123	0.8466	8.4488	0.8466	7.0611	0.8466	5.8602	C
217		2003-08	MDOT	Replace older Diesel Engine in Public Sector vehicles				X	2005										H
218	X	2003-08	VDOT	MV-92 Telecommuting Program - Expanded[1]	**X**				2005	2005	0.9041	13.0421	0.9041	9.0228	0.9041	7.5408	0.9041	6.2584	C
219	X	2003-08	VDOT	MV-123 Employer Outreach for Public Sector Employees [2]	**X**				2005	2003	0.1574	2.4102	0.1574	1.6690	0.1574	1.3828	0.1574	1.1476	C
220	X	2003-08	REGION	Signal System Optimization	X				2005	2005	1.0065	15.2268	1.0065	10.5421	1.0065	8.7492	1.0065	7.2612	TR
221	X	2007-12	MDOT	Two P & R Lots in Frederick County (99 spaces)	X				2007	2008	0.0121	0.1720	0.0086	0.0831	0.0086	0.0709	0.0086	0.0589	C
222	X	2007-12	MDOT	MDOT P & R Lots at US 340 (66-99 spaces, Frederick Co.)	X				2007	2007									
223	X	2008-13	MDOT	MCG/MDOT P & R Lots at US 340 & Mt Zion Rd. (37 speces)	X				2008	2008	0.0093	0.1321	0.0093	0.0913	0.0093	0.0765	0.0093	0.0635	
224	X	2008-13	MDOT	MCG/MDOT P & R Lots at US 340 & Mt Zion Rd. - expansion (39 speces)			X		2011	2011									
225	X	2008-13	MDOT	MCG/MDOT P & R Lots at I 70 & MD 355 (100 speces)			X		2010	2010	0.0123	0.1738	0.0123	0.1202	0.0123	0.1007	0.0123	0.0836	
226	X	2008-13	MDOT	MCG/MDOT P & R Lots at I 270 & MD 80 (164 speces)	X				2009	2009	0.0201	0.2850	0.0201	0.1971	0.0201	0.1652	0.0201	0.1371	
227	X	2008-13	MDOT	MDOT Syglal System Reviewing			X		2010	on-going									
228	X	2008-13	MDOT	MDOT Takoma Langely Transit Center			X		2012	2012	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
				Available Emissions Credits							**17.655**	**314.694**	**15.744**	**198.753**	**15.141**	**159.918**	**15.141**	**132.721**	

TRANSPORTATION EMISSION REDUCTION MEASURES (CLRP Projects Only)
Part B - Yearly PM 2.5 and Precursor NOx Emissions

Project Category: TR - Traffic Stream, C - Commute, H - Engine Technology (Heavy Dudy Vehicles), SP- Specific Vehicle Type

NOs	CREDIT TAKEN	TIP CREDITED	AGENCY	PROJECT	IMPLEMENTATION STATUS FULL	SCALED-BACK	UNDER-WAY	REM	PROJECTED COMPLETION DATE	ACTUAL COMPLETION DATE	TONS/YEAR REDUCTION 2016 PM2.5	2016 Precursor NOx	2020 PM2.5	2020 Precursor NOx	2030 PM2.5	2030 Precursor NOx	2040 PM2.6	2040 Precursor NOx	Project Category
221	X	1995-00 TIP	REGION	M-24 Speed Limit Adherence					2010		1.8471	27.9451	2.1072	22.0719	0.7941	6.9030	0.7941	5.7290	TR
222		1996-01 TIP	MGC	Rock Spring Park Pedestrian Amenities				X			0.0270	0.4086	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	-
223	X	1996-01 TIP	MGC	Olney Transit Center Park and Ride					2015		0.0540	0.8172	0.0531	0.5559	0.0147	0.1279	0.0147	0.1062	C
224	X	1996-01 TIP	MGC	Damascus Park and Ride						2003	0.0270	0.4086	0.0265	0.2780	0.0074	0.0640	0.0074	0.0531	C
225	X	1996-01 TIP	DC	M-103 Taxicab Replacement (DC)				X	2015		0.0000	0.0000	5.2412	54.8984	12.6415	109.8936	12.6415	91.2039	H
226	X	STADIUM ANALYSIS		M-103 Taxicab Replacement (MD)				X	2008		0.0000	0.0000	4.1929	43.9187	5.0566	43.9574	5.0566	36.4816	H
227	X	1997-02 TIP	MDOT	Shady Grove West Transit Center Park and Ride				X			0.0675	1.0215	0.0663	0.6949	0.0184	0.1599	0.0184	0.1327	C
228	X	1997-02 TIP	MGC	Olney Transit Center Park and Ride					2015		0.0000	0.0000	0.0218	0.2280	0.0147	0.1279	0.0147	0.1062	C
229	X	1997-02 TIP	MGC	White Oak Park and Ride					2008		0.1350	2.0430	0.1327	1.3898	0.0368	0.3199	0.0368	0.2655	C
230	X	1997-02 TIP	MGC	Damascus Park and Ride						2003	0.0000	0.0000	0.0082	0.0855	0.0055	0.0480	0.0055	0.0398	C
231	X	1997-02 TIP	MGC	Four Corners Transit Center					2015		0.0068	0.1022	0.0066	0.0695	0.0018	0.0160	0.0018	0.0133	C
232		1997-02 TIP	MGC	Burtonsville Transit Center				X			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	-
233	X	1997-02 TIP	MGC	Silver Spring Transit Access							0.0068	0.1022	0.0054	0.0570	0.0037	0.0320	0.0037	0.0265	C
234	X	1997-02 TIP	MGC	Shady Grove Parking Construction						2003	0.1283	1.9409	0.1261	1.3204	0.0350	0.3039	0.0350	0.2522	C
CLRP TOTAL											0.3579	33.3591	0.3804	26.0561	0.1196	7.9425	0.1196	6.5917	
CLRP + TIP TOTAL											18.013	348.053	16.124	224.809	15.261	167.861	15.261	139.313	

DEFINITIONS: Project Numbers implemented fully prior to 2000 were removed from the TERM Tracking Sheet

CREDIT TAKEN (X means emissions reduction credits taken):
TIP - Emissions credits are taken for projects being implemented, according to the progress reporting schedules provided by the implementing agencies (contained in Appendix J of Conformity Document). No credit has been taken for projects in which only some components of the measure have been implemented.
CLRP - Credit is taken for each of these elements of the CLRP according to the schedule provided by the implementing agency.

IMPLEMENTATION STATUS:
FULL = project is completed as planned at the time of analysis.
SCALED BACK = project is completed, but at a different level than assumed at the time of analysis (i.e., purchased 50 buses instead of 100)
UNDERWAY = project is not complete, but is close enough that credit may be taken (i.e., under construction, NOT just out for bid)
REMOVED = project no longer expected to be implemented or constructed

COMPLETION DATE:
PROJECTED = project completion date originally expected (i.e., at time of emissions analysis)
ACTUAL = actual year project was open for use, or expected to be open for use if under construction

REMOVED projects Emissions credits are not counted in toal available emissions credits

1 Line items 218, 216, 179, 92 are all credited as part of M-92 Regional Telecommute Support TERM, line item # 75

2 Line item 108 & 219 credits are taken only for year 2010

ATTACHMENT E

CHANGES FROM 2011 CLRP TO 2012 CLRP for Analysis Year 2020

LAND ACTIVITY AND TRAVEL

Households	-0.5%	Round 8.1 Cooperative Forecasts Reflect Economic Slow Down
Employment	-0.4%	
Transit Trips	+3.0%	1) Increased Employment in Arlington of 24,000 Jobs 2) No Increase in Transit Fares Between 2011 CLRP and 2012 CLRP
Vehicle Trips	-0.8%	1) Round 8.1 Cooperative Forecasts 2) Externals (Trips In and Out of the Region) Decreased to reflect 2010 Count Data 3) BMC Highway Project Removal
VMT	-2.3%	

EMISSIONS *

VOC	+12.8%
NOx	+15.7%
$PM_{2.5}$	+1.5%
Pre NOx	+15.6%

* WHY DID EMISSIONS GO UP WHEN VEHICLE TRIPS AND VMT WENT DOWN?

The 2012 CLRP Emissions analysis used 2011 VIN data, which showed an older fleet than the 2008 VIN data used for the 2011 CLRP. Had the 2008 VIN data been retained for the 2012 CLRP analysis, emissions would have dropped for all pollutants in line with vehicle trips and VMT as follows:

VOC	-.56%
NOx	-1.05%
$PM_{2.5}$	-1.04%
Pre NOx	-1.12%

ITEM 10 - Action
July 18, 2012

Approval of the 2012 CLRP

Staff Recommendation: Adopt Resolution R2-2013 approving the 2012 CLRP.

Issues: None

Background: On June 14, the draft 2012 CLRP and associated conformity analyses were released for public comment.

TPB R2-2013
July 18, 2012

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

RESOLUTION APPROVING THE 2012 CONSTRAINED LONG RANGE TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) of 2005 for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, the Federal Planning Regulations of the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) implementing SAFETEA-LU, which became effective July 14, 2007, specify the development and content of the long range transportation plan and require that it be reviewed and updated at least every four years; and

WHEREAS, on November 16, 2011, the TPB approved the 2011 Constrained Long-Range Transportation Plan (CLRP) which was developed as specified in the Federal Planning Regulations; and

WHEREAS, on November 17, 2010, the TPB approved the FY 2011-2016 TIP which was developed as specified in the Federal Planning Regulations; and

WHEREAS, on October 19, 2011, the TPB issued a solicitation document for projects and strategies to be included in the 2012 CLRP and FY 2013-2018 TIP that will meet federal planning requirements and address the federal planning factors and goals in the TPB Vision; and

WHEREAS, the transportation implementing agencies in the region provided submissions for the 2012 CLRP and inputs to the FY 2013-2018 TIP, and the TPB Technical Committee and the TPB reviewed the submissions at meetings in January and February 2012; and

WHEREAS, on February 15, 2012, the TPB approved the major projects submitted for inclusion in the air quality conformity assessment for the 2012 CLRP and FY 2013-2018 TIP; and

WHEREAS, on June 14, 2012, the draft 2012 CLRP, the FY 2013-2018 TIP, and the air quality conformity assessment were released for a 30-day public comment period and inter-agency review at the TPB Citizens Advisory Committee (CAC) meeting; and

WHEREAS, the significant changes for the 2012 CLRP are described in the attached memorandum of July 12, 2012 and on the CLRP website, and detailed information on all of the projects in the 2012 CLRP is provided on the CLRP website and in Appendix B of the Air Quality Conformity report as adopted July 18, 2012; and

WHEREAS, an updated financial plan for the 2010 CLRP demonstrates that the forecast revenues reasonably expected to be available are equal to the estimated costs of expanding and adequately maintaining and operating the highway and transit system in the region through 2040; and

WHEREAS, in each year's update of the CLRP between 2000 and 2004, the TPB has explicitly accounted for the funding uncertainties affecting the Metrorail system capacity and levels of service beyond 2005 by constraining transit ridership to or through the core area to 2005 levels; and

WHEREAS, as a result of the "Metro Matters" commitments for Metro's near-term funding, the transit ridership constraint to or through the core area was applied in the 2005 through 2008 CLRP conformity analysis using 2010 ridership levels rather than 2005 levels; and

WHEREAS, as a result of the federal legislation enacted in October 2008 to authorize $150 million per year for 10 years in funding for WMATA's capital and preventive maintenance projects, and steps taken by the legislatures of Maryland, Virginia, and District of Columbia to identify the required dedicated local matching revenues, this additional revenue was assumed to be available in the financial plan for the 2012 CLRP and the transit ridership constraint to or through the core area was applied in the 2012 CLRP conformity analysis using 2020 ridership levels for 2030 and 2040; and

WHEREAS, during the development of the 2012 CLRP, the TPB Participation Plan was followed, and numerous opportunities were provided for public comment: (1) At the January 12, 2012 TPB Citizens Advisory Committee (CAC) meeting, the project submissions for inclusion in the air quality conformity analysis and the air quality conformity work scope were released, and an opportunity for public comment on these submissions was provided at the beginning of the January TPB meeting; (2) At the February 15 meeting, the TPB approved a set of responses to the public comments on the project submissions for inclusion in the CLRP and TIP documents; (3) On May 3, 2012 the 2012 CLRP was presented to the TPB's Access for All Advisory Committee for their consideration and comment; (4) On June 14 in conjunction with the CAC meeting, a public meeting was held on the draft 2012 CLRP, the draft FY 2013-2018 TIP, and the draft air quality conformity analysis, and the Plan and TIP documents were released for a 30-day public comment period which closed on July 14, (5) An opportunity for public comment on these documents was provided on the TPB website and at the beginning of the June and July TPB meetings; and (6) the final version of the 2012 will include summaries of all comments and responses; and

WHEREAS, on July 18, 2012, the TPB determined that the 2012 CLRP conforms with the requirements of the Clean Air Act Amendments of 1990; and

WHEREAS, the TPB Technical Committee has recommended favorable action on the 2012 CLRP by the Board; and

NOW, THEREFORE, BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves the 2012 Constrained Long-Range Transportation Plan for the National Capital Region, as described in the attached memorandum and the CLRP website, and Appendix B of the Air Quality Conformity report; and

National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202 TDD: (202) 962-3213

MEMORANDUM

July 12, 2012

To: Transportation Planning Board

From: Ronald F. Kirby
Director, Department of
Transportation Planning

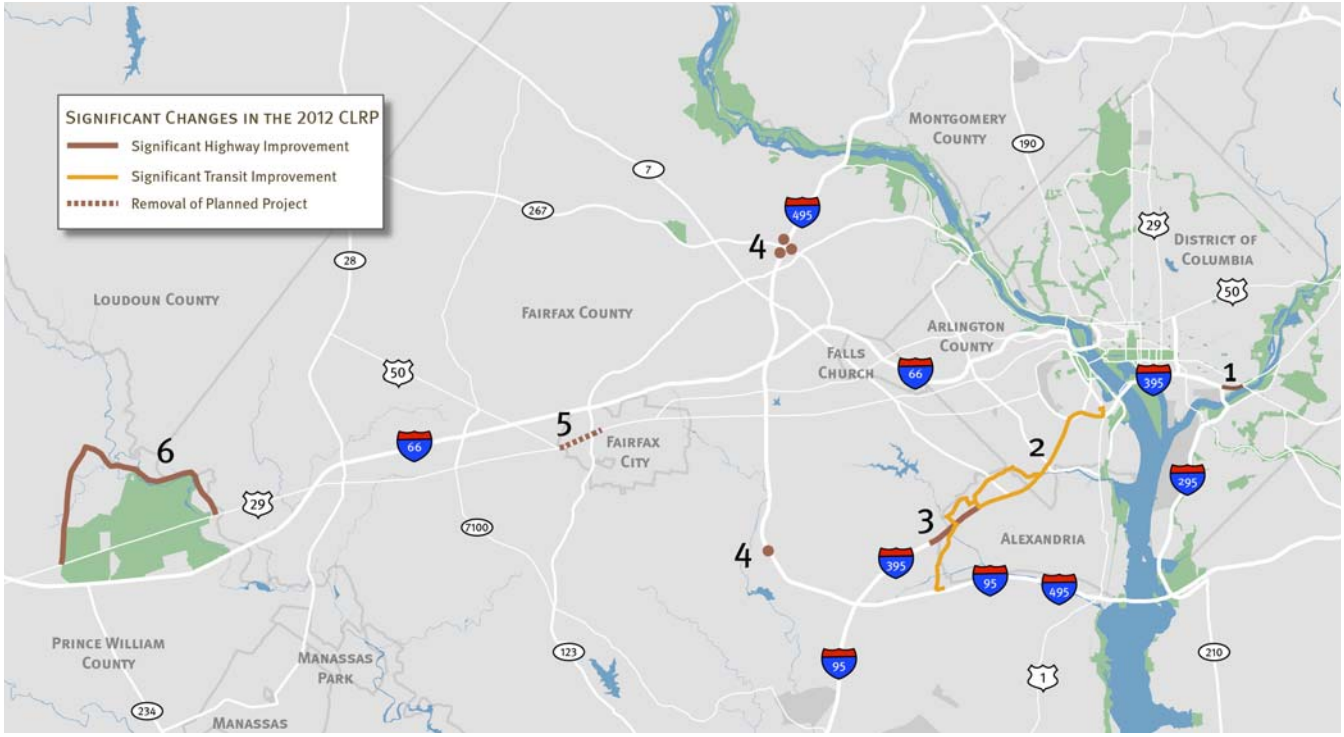
Re: Briefing on the Draft 2012 Financially Constrained Long-Range Plan (CLRP) and FY 2013-2018 Transportation Improvement Program

On June 14, the draft 2012 CLRP and FY 2013-2018 TIP were released for public comment at a public forum held in conjunction with the Citizens Advisory Committee. Attendees were presented with information about the significant additions and changes to projects in the CLRP, the Air Quality Conformity Assessment that was performed on all projects included in the CLRP, and a financial summarization of the projects included in the TIP. The public comment period will end on July 14, 2012. Comments received may be reviewed online at mwcog.org/tpbpubliccomment.

The following pages detail the significant additions and changes proposed for inclusion in the 2012 CLRP and the FY 2013-2018 TIP. A full listing of all project inputs for the Plan can be found in Appendix B of the Draft Air Quality Conformity Assessment. Complete documentation of the Plan and the TIP, including a searchable project database are available online at mwcog.org/clrp.

The Board will be asked to approve the CLRP, the TIP and the Air Quality Conformity Assessment at its meeting on July 18.

Significant Additions and Changes to The 2012 Update to the Financially Constrained Long-Range Transportation Plan and the FY 2013-2018 Transportation Improvement Program

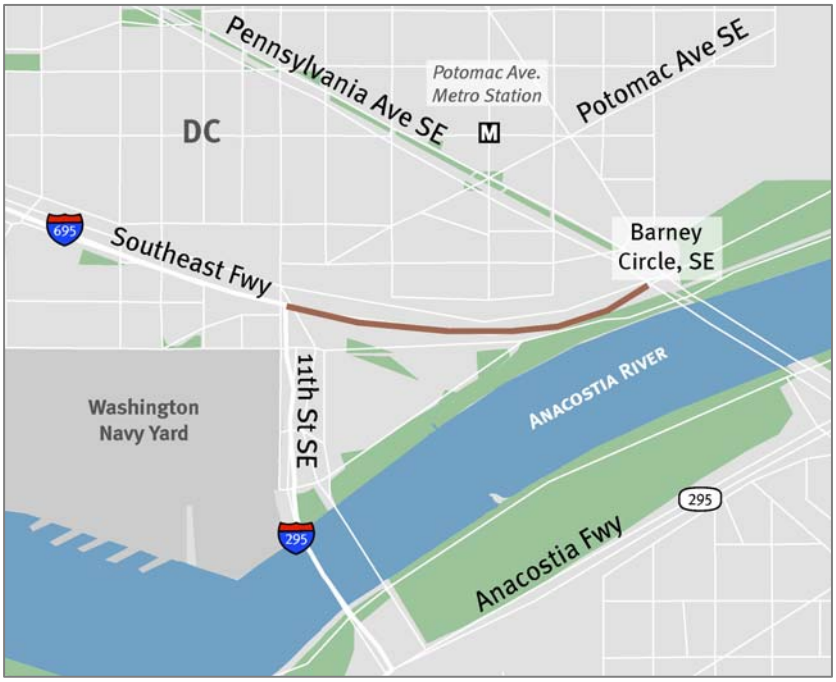


Significant Additions and Changes to the CLRP and FY 2013-2018 TIP

1. Create Southeast Boulevard from 11th Street Bridge to Barney Circle
2. Bus Rapid Transit from Van Dorn Metro Station to Pentagon Metro Station
3. I-395 Auxiliary Lane, northbound from Duke Street to Seminary Road
4. Date Change on I-495 HOT Lanes Interchanges (~~2030~~ 2013)
5. Remove Widening of US 29 from US 50 to Eaton Place
6. Manassas National Battlefield Park Bypass

1. Create Southeast Boulevard from 11th Street Bridge to Barney Circle

Once the 11th Street SE Bridge fully connects I-695 (Southeast Freeway) and I-295 in both directions, the segment between 11th Street SE and Barney Circle/ Pennsylvania Avenue will become obsolete. This project proposes to convert that segment of the Southeast Freeway to an urban boulevard, connected to Barney Circle, with an at-grade intersection.



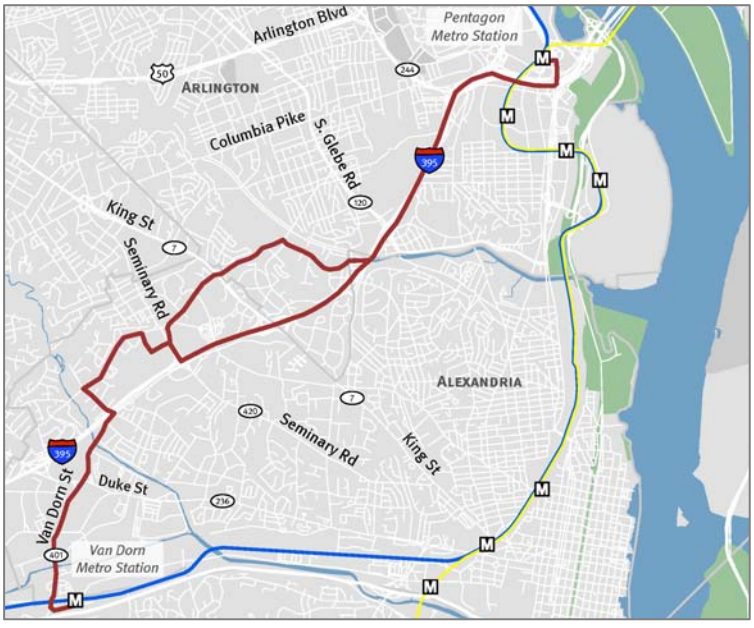
Complete:	2015
Length:	0.5 mile
Cost:	$80 million
Funding:	Federal, Local and Private

See the project description in Attachment A for more information.

2. Bus Rapid Transit from the Van Dorn Metro Station to the Pentagon Metro Station

This project will construct and operate a Bus Rapid Transit (BRT) service that will connect the Van Dorn Metro Station to the Pentagon Metro Station via the Mark Center. The line will split into two spurs at the Mark Center. The BRT spur will continue north on Beauregard Street, serving the Northern Virginia Community College at Braddock Road, turn east on S. Arlington Mill Drive to serve the Shirlington Transit Center, then continue on I-395 to the Pentagon. A separate rapid bus spur will travel on the I-395 HOV lanes from the Mark Center directly to the Pentagon.

The BRT alignment will operate in dedicated lanes where possible, and may include additional elements such as pre-board payment, transit signal priority, improved bus shelters/stops, and branded vehicles. The rapid bus alignment will contain some of the same features as BRT but will operate in shared lanes. Buses will run every 7.5 minutes during peak periods.



Complete:	2016
Length:	6.5 miles
Cost:	$100 million
Funding:	Federal, Local and Private

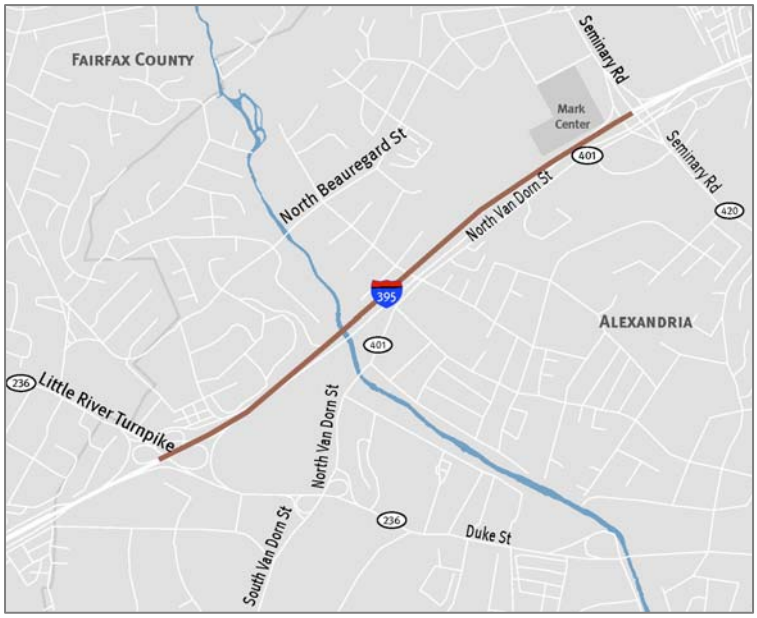
See the project description in Attachment A for more information.

3. I-395 Auxiliary Lane, Northbound from Duke Street to Seminary Road

This project will construct an auxiliary lane on northbound I-395 connecting the Duke Street on ramp to the off ramp at Seminary Road.

Complete: 2015
Length: 1 mile
Cost: $20 million
Funding: Federal and state

See the project description in Attachment A for more information.



4. Date Change on I-495 HOT Lanes Interchanges

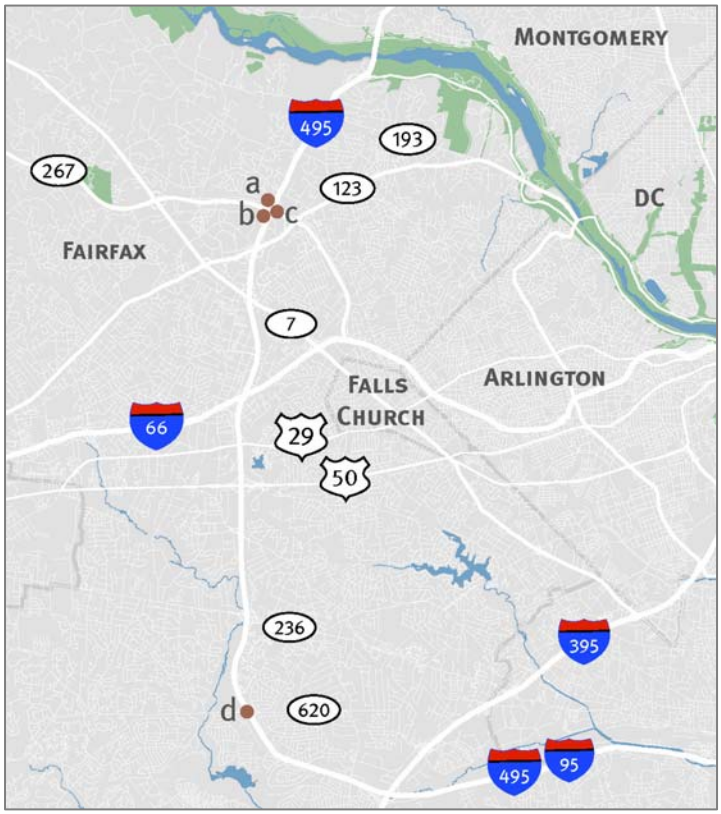
The 2011 CLRP includes the widening of the Capital Beltway to include a system of HOT lanes from the American Legion Bridge to the Backlick Road Underpass. As part of the larger I-495 HOT lanes project, VDOT is proposing to advance the completion dates of four interchanges from 2030 to 2013:

a & b: Two interchanges at VA-267 Dulles Toll Rd

c: One interchange at Dulles Airport Access Highway

d: One interchange at VA-620 (Braddock Rd)

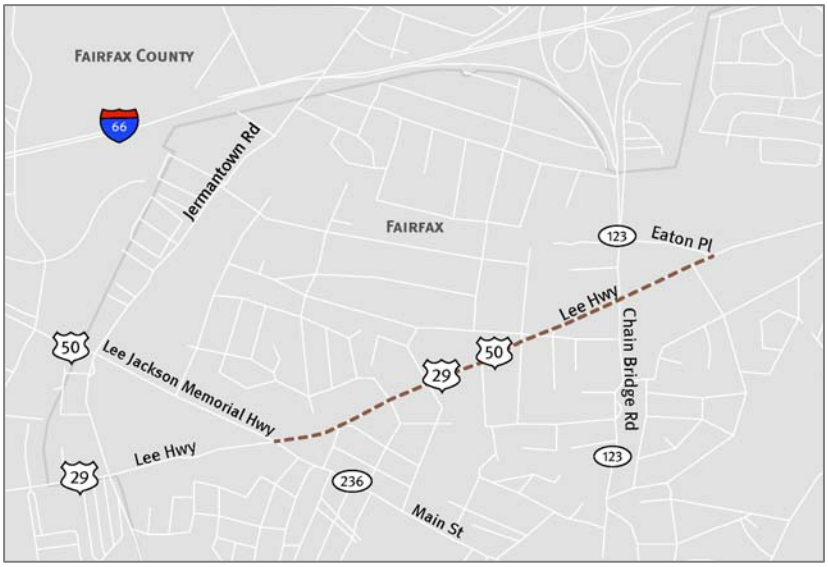
Complete: 2013



5. Remove Widening of US 29 from US 50 to Eaton Place

The 2011 CLRP includes the widening of US 29, Lee Highway from four to six lanes in the City of Fairfax between US 50 and Eaton Place. VDOT proposes to remove this project from the CLRP.

Complete: ~~2013, 2040~~
Cost: ~~$30.2 million~~



6. Manassas National Battlefield Park Bypass

This project will construct a four lane bypass for US 29 to the north of the Manassas National Battlefield Park. Two segments of the project are already included in the plan:

- a portion of the Tri-County Parkway (improvements to Pageland Lane),
- and widening of VA 234, Sudley Road.

The remaining portion will construct a new four lane facility from Sudley Road to east of the intersection of US 29 and Paddington Lane. Once the Bypass is complete, about four miles of US 29 and three miles of Sudley Road located inside the Park will be closed.

Complete: 2035
Length: 9 miles
Cost: $305 million
Funding: Federal and state

See the project description in Attachment A for more information.

Attachment A: CLRP Project Descriptions

1. Create Southeast Boulevard from 11th Street Bridge to Barney Circle

BASIC PROJECT INFORMATION

1. Submitting Agency: DDOT
2. Secondary Agency:
3. Agency Project ID: New DC 4
4. Project Type: _ Interstate X Primary _ Secondary _ Urban _Bridge _ Bike/Ped _Transit _ CMAQ _ ITS _ Enhancement _ Other _ Federal Lands Highways Program _ Human Service Transportation Coordination _ TERMs
5. Category: _ System Expansion; _ System Maintenance; _ Operational Program; _Study; _Other

6. Project Name: Barney Circle and Southeast Boulevard

	Prefix	Route	Name	Modifier
7. Facility:				
8. From (_ at):			11th Street SE	
9. To:			Pennsylvania Avenue	

10. Description: Reuse of excess right-of-way when 11th Street Bridge connection to I-295 makes the SE/SW Freeway obsolete and reduces traffic from 11th Street to Barney Circle. Project reconfigures Barney Circle to L'Enfant vision with an at-grade intersection and converts SE/SW Freeway to an urban boulevard.

11. Projected Completion Date: 2015
12. Project Manager: Ravi Ganvir
13. Project Manager E-Mail: ravi.ganvir@dc.gov
14. Project Information URL: N/A
15. Total Miles: Less than 1 mile
16. Schematic: See below

17. Documentation: N/A
18. Bicycle or Pedestrian Accommodations: _ Not Included; X Included; _ Primarily a Bike/Ped Project; _ N/A
19. Jurisdictions: Washington DC
20. Total cost (in Thousands): 80,000
21. Remaining cost (in Thousands): 80,000
22. Funding Sources: x Federal; _ State; x Local; x Private; _ Bonds; _ Other

SAFETEA-LU PLANNING FACTORS

23. Please identify any and all planning factors that are addressed by this project:
    a. X Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
    b. X Increase the **safety** of the transportation system for all motorized and non-motorized users.
       i. Is this project being proposed specifically to address a safety issue? _ Yes; X No
       ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
    c. _ Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.
    d. X Increase **accessibility and mobility** of people.
    e. _ Increase accessibility and mobility of **freight.**
    f. _ Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
    g. _ Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
    h. _ Promote efficient system **management and operation**.
    i. _Emphasize the **preservation** of the existing transportation system.

ENVIRONMENTAL MITIGATION

24. Have any potential mitigation activities been identified for this project? _Yes; X No
    a. If yes, what types of mitigation activities have been identified?
       _ Air Quality; _ Floodplains; _ Socioeconomics; _ Geology, Soils and Groundwater; Vibrations;
       _ Energy; _ Noise; _ Surface Water; _ Hazardous and Contaminated Materials; _ Wetlands

CONGESTION MANAGEMENT INFORMATION

25. Congested Conditions
    a. Do traffic congestion conditions necessitate the proposed project or program? X Yes; _ No
    b. If so, is the congestion recurring or non-recurring? X Recurring; _ Non-recurring
    c. If the congestion is on another facility, please identify it:
26. Capacity
    a. Is this a capacity-increasing project on a limited access highway or other principal arterial? _ Yes; X No
    b. If the answer to Question 26.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):

       _ None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required
       _ The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)

_ The number of lane-miles added to the highway system by the project totals less than one lane-mile

_ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange

_ The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles

_ The project consists of preliminary studies or engineering only, and is not funded for construction

_ The construction costs for the project are less than $10 million.

c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.

INTELLIGENT TRANSPORTATION SYSTEMS

27. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? _ Yes; X No

a. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project? _ Not Started; _ Ongoing, not complete; _ Complete

b. Under which Architecture:

_ DC, Maryland or Virginia State Architecture

_ WMATA Architecture

_ COG/TPB Regional ITS Architecture

_ Other, please specify:

FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2030 PROJECT DESCRIPTION FORM

2. Bus Rapid Transit from Van Dorn Metrorail Station to Pentagon Metrorail Station

BASIC PROJECT INFORMATION

1. Submitting Agency: City of Alexandria
2. Secondary Agency:
3. Agency Project ID:
4. Project Type: _ Interstate _ Primary _ Secondary _ Urban _ Bridge _ Bike/Ped X_ Transit _ CMAQ _ ITS _ Enhancement _ Other _ Federal Lands Highways Program _ Human Service Transportation Coordination _ TERMs
5. Category: x_ System Expansion; _ System Maintenance; _ Operational Program; _ Study; _ Other

6. Project Name: Van Dorn-Pentagon BRT

	Prefix	Route	Name	Modifier
7. Facility:			Van Dorn-Pentagon BRT	
8. From (_ at):			Van Dorn Metrorail Station	
9. To:			Pentagon Metrorail Station	

10. Description: This would build a bus rapid transit service from the Van Dorn Metrorail Station to the Pentagon Metrorail Station using Van Dorn, Sanger, Beauregard, Mark Center Drive, Southern Towers Drive, Beauregard, Walter Reed, Arlington Mill, and I-395. This service will initially have 7.5 minute peak hour headways and 15 minute off-peak headways. The preliminary alignment and amount of dedicated lanes were determined in a study which was ratified by the Alexandria City Council on September 17, 2011. This project was awarded $800,000 of FTA Section 5339 funds and $200,000 of local matching funds to perform an Alternatives Analysis study of the alignment. This project has been assigned funds from the 2.2 cent property tax increment adopted by Alexandria City Council in May, 2011 to fund transportation improvements. These funds, together with developer contributions should fund this new service.

11. Projected Completion Date: 2016
12. Project Manager: Jim Maslanka
13. Project Manager E-Mail: Jim.Maslanka@alexandriava.gov
14. Project Information URL:
15. Total Miles: 6.5
16. Schematic:
17. Documentation: City's Master Transportation Plan
18. Bicycle or Pedestrian Accommodations: _ Not Included; X_ Included; _ Primarily a Bike/Ped Project; _ N/A
19. Jurisdictions: City of Alexandria
20. Total cost (in Thousands): $100,000
21. Remaining cost (in Thousands): $38.500
22. Funding Sources: _X Federal; _ State; _X Local; _X Private; _ Bonds; _ Other

The City will provide $17.700 million from a 2.2 cent property tax increment for transportation improvements. We are also receiving $44.0 from private developers to cover construction and right-of-way acquisition. The City will request $38.5 million from the FTA's Section 5309 (Small Starts of

SAFETEA-LU PLANNING FACTORS

23. Please identify any and all planning factors that are addressed by this project:

_ Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

_ Increase the **safety** of the transportation system for all motorized and non-motorized users.

a. Is this project being proposed specifically to address a safety issue? _ Yes; _ No

b. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

_ Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.

X_ Increase **accessibility and mobility** of people and freight.

X_ Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

_ Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.

_ Promote efficient system **management and operation**.

_ Emphasize the **preservation** of the existing transportation system.

ENVIRONMENTAL MITIGATION

24. Have any potential mitigation activities been identified for this project? _ Yes; X_No

a. If yes, what types of mitigation activities have been identified?

_ Air Quality; _ Floodplains; _ Socioeconomics; _ Geology, Soils and Groundwater; Vibrations;

_ Energy; _ Noise; _ Surface Water; _ Hazardous and Contaminated Materials; _ Wetlands

CONGESTION MANAGEMENT INFORMATION

25. Do traffic congestion conditions necessitate the proposed project? X Yes; _ No

a. If so, is the congestion recurring or non-recurring? X Recurring; _ Non-recurring

b. If the congestion is on another facility, please identify it:

c. What is the measured or estimated Level of Service on this facility? ____ ; _ Measured; _ Estimated

26. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial? _ Yes; X No

a. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? _ Yes; _ No

b. If not, please identify the criteria that exempt the project here:

_ The number of lane-miles added to the highway system by the project totals less than 1 lane-mile

_ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange

_ The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles.

_ The project consists of preliminary studies or engineering only, and is not funded for construction

_ The project will not use federal funds in any phase of development or construction (100% state, local and/or private funding).

_ The construction costs for the project are less than $10 million.

FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040
PROJECT DESCRIPTION FORM

3. I-395 Auxiliary Lane, Northbound from Duke Street to Seminary Road

12/16/11 Draft

BASIC PROJECT INFORMATION

1. Agency Project ID: New Secondary Agency:
2. Project Type: X System Expansion; _ System Maintenance; _ Operational Program; _ Study; _ Other
   (check all that apply) X Freeway; _ Primary; _ Secondary; _ Urban; _ Bridge; _ Bike/Ped; _ Transit; _ CMAQ; _ ITS; _ Enhancement; _ Other
3. Project Title: NB I-395 Auxiliary Lane (Duke St. to Seminary Road) UPC 102437

	Prefix	Route	Name	Modifier
4. Facility:		I-395	Shirley Memorial Highway	
5. From (_ at):		236	Duke Street	
6. To:		420	Seminary Road	

7. Jurisdiction(s): City of Alexandria
8. Description: Provide final design and construction of auxiliary lane and noise walls (if required) on northbound I-395 between northbound Duke Street on ramp and Seminary Road off ramp.

9. Bicycle or Pedestrian Accommodations: X Not Included; _ Included; _ Primarily a Bike/Ped Project; _ N/A
10. Total Miles: 1.1 miles
11. Project Manager: Susan Shaw 12. E-Mail:
13. Project Information URL:
14. Projected Completion Year: 2015
15. Actual Completion Year: _ Project is ongoing. Year refers to implementation.
16. _ This project is being withdrawn from the Plan as of:
17. Total cost (in Thousands): $20,000,000
18. Remaining cost (in Thousands): $20,000,000
19. Funding Sources: X Federal; X State; _ Local; _ Private; _ Bonds; _ Other

CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? X Yes; _ No
21. If so, describe those conditions: X Recurring congestion; _ Non-site specific congestion; _ Frequent incident-related, non-recurring congestion; _ Other
22. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial? X Yes; _ No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? X Yes; _ No
24. If not, please identify the criteria that exempt the project here:
    _ The number of lane-miles added to the highway system by the project totals less than 1 lane-mile
    _ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange

_ The project will not allow motor vehicles, such as a bicycle or pedestrian facility

_ The project consists of preliminary studies or engineering only, and is not funded for construction

_ The project received NEPA approval on or before April 6, 1992

_ The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.

_ The construction costs for the project are less than $5 million.

SAFETEA-LU PLANNING FACTORS

25. Please identify any and all planning factors that are addressed by this project:

X Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

X Increase the safety of the transportation system for all motorized and non-motorized users.

a. Is this project being proposed specifically to address a safety issue? _ Yes; X No

b. Please identify issues: _ High accident location; _ Pedestrian safety; _ Other
_ Truck or freight safety; _ Engineer-identified problem

c. Briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

_ Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.

_ Increase accessibility and mobility of people and freight.

_ Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

_ Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

_ Promote efficient system management and operation.

_ Emphasize the preservation of the existing transportation system.

ENVIRONMENTAL MITIGATION

26. Have any potential mitigation activities been identified for this project? TBD

27. If yes, what types of mitigation activities have been identified? TBD

_ Air Quality; _ Floodplains; _ Socioeconomics; _ Geology, Soils and Groundwater; Vibrations;

_ Energy; _ Noise; _ Surface Water; _ Hazardous and Contaminated Materials; _ Wetlands

INTELLIGENT TRANSPORTATION SYSTEMS

28. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? _ Yes; X No

29. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project? _ Not Started; _ Ongoing, not complete; _ Complete

30. Under which Architecture:

_ DC, Maryland or Virginia State Architecture

_ WMATA Architecture

_ COG/TPB Regional ITS Architecture

_ Other, please specify:

31. Other Comments: This project was identified as a potential mitigation improvement within the I-95 HOT lanes Interchange Justification Report

FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040
PROJECT DESCRIPTION FORM

1/10/12 Draft

6. Manassas National Battlefield Park Bypass

BASIC PROJECT INFORMATION

1. Submitting Agency: National Park Service — Agency Project ID: New
   Secondary Agency: Federal Highway Administration

2. Project Type: (check all that apply)
   X System Expansion; _ System Maintenance; _ Operational Program; _ Study; _ Other
   _ Freeway; **X** Primary; _ Secondary; _ Urban; _ Bridge; _ Bike/Ped; _ Transit; _ CMAQ;
   _ ITS; _ Enhancement; _ Other

3. Project Title: **Manassas National Battlefield Park Bypass**

	Prefix	Route	Name	Modifier
4. Facility:			Manassas Battlefield Bypass	
5. From (_ at):	US	29	Intersection with Rte. 705 (Pageland La.)	
6. To:	US	29	East of intersection with Paddington La.	

7. Jurisdiction(s): Prince William and Fairfax Counties

8. Description:

The proposed Manassas Battlefield Bypass (MBB) project includes the construction of a new 4-lane facility between the above limits and the closure of portions of two 2-lane facilities, Route 29 and Route 234.

The proposed roadway would begin at the western edge of the Manassas Battlefield Park in Fairfax County, at the intersection of US 29 and Pageland Lane, travel north along Pageland La. to the intersection with Rte, 234 (Sudley Rd.) at Catharpin where the Battlefield Bypass would turn east and be co-located with an existing section of Route 234 that would be improved till Sudley Springs. The Battlefield Bypass would then continue east as new roadway between Sudley Springs and its terminus with US 29 at the eastern end of the Battlefield Park, to the east of the US 29 and Paddington La. intersection (west of Lucky Stone Quarry). The first segment of the Battlefield Bypass, between US 29/Pageland La. and Rte. 234 at Catharpin will be collocated with the Commonwealth's Tri County Parkway (aka Rte. 234 Bypass Extension) – which is already in the MPO's CLRP (2011).

With the construction of the Battlefield Bypass, there will be a closure of about 4 miles of Route 29, from Pageland Lane west of the park to the bridge over Bull Run and the closure of about 3 miles of Route 234 from the southern Park boundary to the area known as Sudley Springs north of the park.

The proposed roadway is the outcome of an environmental study (Draft Environmental Impact Statement, DEIS) completed by the FHWA's Eastern Federal Lands Division at the direction of the US Congress (US Congress' Manassas National Battlefield Park Amendments of 1988). The US Congress mandated study was to develop alternatives that would allow for the closure of the portions of US Route 29 and VA Route 234, which currently transect the Manassas National Battlefield Park and to provide alternatives for traffic currently traveling through the park. The US Congress required this study due to the negative effects of the heavy traffic congestion within the Battlefield from non-park related traffic on historic preservation, park interpretation, visitor experience, and park management. The heavy volumes of non-park related traffic impede access to historic sites and create public safety conflict. The FHWA and NPS are currently working on developing the Final EIS for the project. The NEPA requires the FEIS project be included in a regionally conforming long range plan (CLRP) before it can be approved. Including the above project in the TPB's 2012 CLRP and the air quality conformity analysis for the 2012 CLRP will facilitate the completion of the FEIS and assist in developing the project for construction.

There are several major transportation investments that are being considered by the state and the counties in the vicinity of the project including the construction of the Tri County Parkway (aka Rte. 234 Bypass Extension), improvements to I 66 and the I 66/US 29 interchange at Gainesville.

The DEIS evaluated land use changes associated with the construction of the Battlefield Bypass. The Final EIS for in anticipated to include aspects that will the Park from any adverse impacts of development in the vicinity. Additionally the National Park Service has been working with VDOT and other stakeholders as part work on the Tri-County Parkway on this issue. VDOT has agreed to work toward the purchase of conservation easements on properties within the Tri-County Parkway corridor as mitigation for the construction of the Tri-County Parkway. The NPS has also been working with other stakeholders such as the Piedmont Environmental Council, the Coalition for Smarter Growth, the National Parks Conservation Association, and the National Trust for Historic Preservation and the Civil War Trust to keep them abreast of the status of the Manassas Battlefield Bypass and the NPS involvement in the Tri-County Parkway.

9. Bicycle or Pedestrian Accommodations: _ Not Included; **X**_ Included; _ Primarily a Bike/Ped Project; _ N/A
10. Total Miles: 8.9 miles
11. Project Manager: Ed Clark 12. E-Mail: ed_w_clark@nps.gov
13. Project Information URL: http://parkplanning.nps.gov/mnbb
14. Projected Completion Year: 2035
15. Actual Completion Year:
16. _ This project is being withdrawn from the Plan as of:
17. Total cost: $305 million
    While the cost estimate for the entire project is $305M, about a third of this project (Battlefield Bypass) is collocated with Virginia's Tri County parkway project which is already in the CLRP. The cost of the collocated portion of the project is about $122M and as such the cost estimate for the balance portion of the Battlefield Bypass is $183M.
18. Remaining cost (in Thousands):
19. Funding Sources: **X**_ Federal; **X** State; _ Local; _ Private; _ Bonds; _ Other
    - Federal Share $183M
    - Non-Federal $122M (towards Tri County Parkway).

    In November 1988 the US Congress passed into law the Manassas National Battlefield Park Amendments of 1988 (herein referred to as Public Law 100-647). A copy of the public law document is provided as attachment B. This public law mandated (Sec. 10004.(a), (d) the provision of funds and the conduct of an environmental study for the Battlefield Bypass project including the closure of Rte. 29 and Rte. 234 within the limits of the park. The Public law also mandated the US Congress to provide part of the funds for the construction of the project. Specifically the law states: (Sec. 10004.(c)) *"The Secretary shall provide funds to the appropriate construction agency for the construction and improvement of the highways to be used for the rerouting of traffic now utilizing highways (known as routes 29 and 234) to be closed pursuant to subsection (b) if the construction and improvement of such alternatives are deemed by the Secretary to be in the interest of protecting the integrity of the park."* The DEIS has identified the proposed Bypass as the preferred alternative implying that the project is in the best interest of protecting the integrity of the park. Completing the Final EIS and securing its approval will allow the Secretary to formalize this finding and seek apportionment of the construction funding provided by Public Law 100-647.

    The Law also states that no more than 75% of the total cost shall be provided by the Secretary of the Interior, with the balance funding derived from other non-federal sources. With the current planning level cost estimate ($305M) this amounts to about $228M in federal funds. The Collocation of the Battlefield Bypass with the Tri County Parkway means that some of the total cost will be borne by the Tri County Parkway. This is currently estimated to be about $122M. This leaves a balance of $183M needed to complete the Battlefield Parkway which is less that the amount authorized by Public law 100-647. Additionally it is likely that some construction funds could be acquired through a public /

private partnership.

CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? **X** Yes; _ No
21. If so, describe those conditions: **X** Recurring congestion; _ Non-site specific congestion;
    _ Frequent incident-related, non-recurring congestion; _ Other
22. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial? _ Yes; _**X** No

    The Battlefield Bypass will be a new 4-lane facility that will be replacing portions of two 2-lane facilities, Route 29 and Route 234 which will be closed to non-park traffic – and as such will not be adding new capacity. The closure will include about 4 miles of Route 29, from the bridge over Bull Run to Pageland Lane west of the park and over 3 miles of Route 234 from the southern Park boundary to the area known as Sudley Springs north of the park.
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? _ Yes; _ No
24. If not, please identify the criteria that exempt the project here:
    _ The number of lane-miles added to the highway system by the project totals less than 1 lane-mile
    _ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
    _ The project will not allow motor vehicles, such as a bicycle or pedestrian facility
    _ The project consists of preliminary studies or engineering only, and is not funded for construction
    _ The project received NEPA approval on or before April 6, 1992
    _ The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.
    _ The construction costs for the project are less than $5 million.

SAFETEA-LU PLANNING FACTORS

25. Please identify any and all planning factors that are addressed by this project:
    _ Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
    X Increase the safety of the transportation system for all motorized and non-motorized users.

    a. Is this project being proposed specifically to address a safety issue? _ Yes; **X** No
    b. Please identify issues: _ High accident location; _ Pedestrian safety; _ Other
    _ Truck or freight safety; _ Engineer-identified problem

    c. Briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

    _ Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.
    X Increase accessibility and mobility of people and freight.
    X Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
    _ Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
    _ Promote efficient system management and operation.
    _ Emphasize the preservation of the existing transportation system.

ENVIRONMENTAL MITIGATION

26. Have any potential mitigation activities been identified for this project? **X** Yes; _No
In January 2005, a FHWA approved Draft Environmental Impact Statement (DEIS) was issued that identified five Candidate Build Alternatives with a modified version of Alternative D which was selected as the preferred alternative. In late 2005, the Boards of Supervisors in Prince William and Fairfax Counties voted to endorse Alternative D and in June 2006, Commonwealth Transportation Board (CTB) passed a resolution approving the location of the proposed bypass along the Modified Alternative D corridor. In 2008, the General Management Plan for Manassas was published which included the Battlefield Bypass as part of the preferred alternative. Preliminary mitigation measures have been identified for the areas listed Q 27.

The NPS will be working toward completing the Final Environmental Impact Statement (FEIS) over the next 12 months. The FEIS will undertake and complete a detailed analysis of the mitigation measures. The formal approval of the FEIS culminating with the issuance of a Record of Decision will be based on commitments made to implement any mitigation actions deemed necessary in the FEIS.

27. If yes, what types of mitigation activities have been identified?

X Air Quality; **X** Floodplains; **X** Socioeconomics; **X** Geology, Soils and Groundwater; Vibrations;

_ Energy; **X** Noise; **X** Surface Water; **X** Hazardous and Contaminated Materials; **X** Wetlands

X Historic Preservation

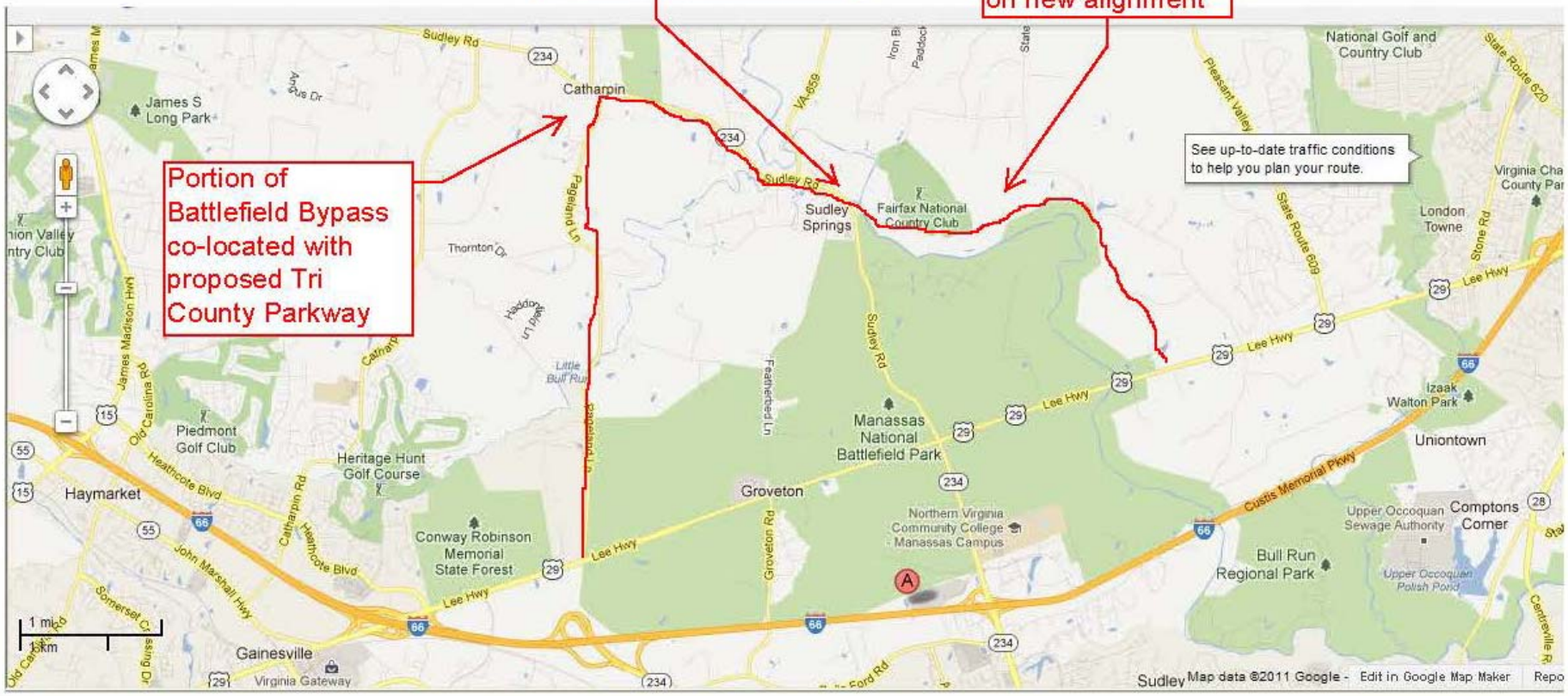
With the completion of the FEIS, Section 4(f) and NHPA Section 106 the NPS will be further developing and finalizing measures to mitigate impacts associated with the construction of the Battlefield Bypass.

INTELLIGENT TRANSPORTATION SYSTEMS

28. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? _ Yes; **X** No
29. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project? _ Not Started; _ Ongoing, not complete; _ Complete
30. Under which Architecture:
    _ DC, Maryland or Virginia State Architecture
    _ WMATA Architecture
    _ COG/TPB Regional ITS Architecture
    _ Other, please specify:

31. Other Comments:

Attachment A – DEIS Proposed Alignment For Manassas Battlefield Bypass



(21) Item 907.69 (relating to sodium tartrate).
(22) Item 907.76 (relating to lactulose).
(23) Item 910.00 (relating to diamond tool and drill blanks).
(24) Item 911.50 (relating to unwrought lead).
(25) Item 912.13 (relating to certain power-driven flat knitting machines and parts thereof).

(b) OTHER EXTENSIONS.—

(1) Item 907.00 (relating to p-hydroxybenzoic acid) is amended by striking out "9/30/85" and inserting in lieu thereof "12/31/88".

(2) Item 907.22 (relating to caffeine) is amended by striking out "On or before 12/31/87" and inserting in lieu thereof "On or before the earlier of 12/31/92 or the date on which the rate of duty imposed by the European Communities on articles described in item 437.02 exceeds the rate of duty imposed by the United States on such articles that was in effect on 6/30/88"

TITLE X—MANASSAS NATIONAL BATTLEFIELD PARK

Manassas National Battlefield Park Amendments of 1988.
Virginia.
Conservation.
16 USC 429b note.

SEC. 10001. SHORT TITLE.

This title may be cited as the "Manassas National Battlefield Park Amendments of 1988".

SEC. 10002. ADDITION TO MANASSAS NATIONAL BATTLEFIELD PARK.

The first section of the Act entitled "An act to preserve within Manassas National Battlefield Park, Virginia, the most important historic properties relating to the battle of Manassas, and for other purposes", approved April 17, 1954 (16 U.S.C. 429b), is amended—

(1) by inserting "(a)" after "That"; and
(2) by adding at the end thereof the following:

"(b)(1) In addition to subsection (a), the boundaries of the park shall include the area, comprising approximately 600 acres, which is south of U.S. Route 29, north of Interstate Route 66, east of Route 705, and west of Route 622. Such area shall hereafter in this Act be referred to as the 'Addition'.

Real property.

"(2)(A) Notwithstanding any other provision of law, effective on the date of enactment of the Manassas National Battlefield Park Amendments of 1988, there is hereby vested in the United States all right, title, and interest in and to, and the right to immediate possession of, all the real property within the Addition.

"(B) The United States shall pay just compensation to the owners of any property taken pursuant to this paragraph and the full faith and credit of the United States is hereby pledged to the payment of any judgment entered against the United States with respect to the taking of such property. Payment shall be in the amount of the agreed negotiated value of such property or the valuation of such property awarded by judgment and shall be made from the permanent judgment appropriation established pursuant to 31 U.S.C. 1304. Such payment shall include interest on the value of such property which shall be compounded quarterly and computed at the rate applicable for the period involved, as determined by the Secretary of the Treasury on the basis of the current average market yield on outstanding marketable obligations of the United States of comparable maturities from the date of enactment of the Manassas

National Battlefield Park Amendments of 1988 to the last day of the month preceding the date on which payment is made.

"(C) In the absence of a negotiated settlement, or an action by the owner, within 1 year after the date of enactment of the Manassas National Battlefield Park Amendments of 1988, the Secretary may initiate a proceeding at anytime seeking in a court of competent jurisdiction a determination of just compensation with respect to the taking of such property.

"(3) Not later than 6 months after the date of enactment of the Manassas National Battlefield Park Amendments of 1988, the Secretary shall publish in the Federal Register a detailed description and map depicting the boundaries of the Addition. The map shall be on file and available for public inspection in the offices of the National Park Service, Department of the Interior.

Federal Register, publication.

Public information.

"(c) The Secretary shall not allow any unauthorized use of the Addition after the enactment of the Manassas National Battlefield Park Amendments of 1988, except that the Secretary may permit the orderly termination of all operations on the Addition and the removal of equipment, facilities, and personal property from the Addition.".

SEC. 1003. VISUAL PROTECTION.

Section 2(a) of the Act entitled "An Act to preserve within Manassas National Battlefield Park, Virginia, the most important historic properties relating to the battle of Manassas, and for other purposes", approved April 17, 1954 (16 U.S.C. 429b–1), is amended—

(1) by inserting "(1)" after "(a)"; and

(2) by adding at the end thereof the following:

"(2) The Secretary shall cooperate with the Commonwealth of Virginia, the political subdivisions thereof, and other parties as designated by the Commonwealth or its political subdivisions in order to promote and achieve scenic preservation of views from within the park through zoning and such other means as the parties determine feasible.".

SEC. 1004. HIGHWAY RELOCATION.

16 USC 429b note.

(a) STUDY.—The Secretary of the Interior (hereafter in this section referred to as the "Secretary"), in consultation and consensus with the Commonwealth of Virginia, the Federal Highway Administration, and Prince William County, shall conduct a study regarding the relocation of highways (known as routes 29 and 234) in, and in the vicinity of, the Manassas National Battlefield Park (hereinafter in this section referred to as the "park"). The study shall include an assessment of the available alternatives, together with cost estimates and recommendations regarding preferred options. The study shall specifically consider and develop plans for the closing of those public highways (known as routes 29 and 234) that transect the park and shall include analysis of the timing and method of such closures and of means to provide alternative routes for traffic now transecting the park. The Secretary shall provide for extensive public involvement in the preparation of the study.

(b) DETERMINATION.—Within 1 year after the enactment of this Act, the Secretary shall complete the study under subsection (a). The study shall determine when and how the highways (known as routes 29 and 234) should be closed.

(c) ASSISTANCE.—The Secretary shall provide funds to the appropriate construction agency for the construction and improvement of

the highways to be used for the rerouting of traffic now utilizing highways (known as routes 29 and 234) to be closed pursuant to subsection (b) if the construction and improvement of such alternatives are deemed by the Secretary to be in the interest of protecting the integrity of the park. Not more than 75 percent of the costs of such construction and improvement shall be provided by the Secretary and at least 25 percent shall be provided by State or local governments from any source other than Federal funds. Such construction and improvement shall be approved by the Secretary of Transportation.

State and local governments.

(d) AUTHORIZATION.—There is authorized to be appropriated to the Secretary not to exceed $30,000,000 to prepare the study required by subsection (a) and to provide the funding described in subsection (c).

Approved November 10, 1988.

LEGISLATIVE HISTORY—H.R. 4333 (S. 2238):

HOUSE REPORTS: No. 100-795 (Comm. on Ways and Means) and No. 100-1104 (Comm. of Conference).
SENATE REPORTS: No. 100-445 accompanying S. 2238 (Comm. on Finance).
CONGRESSIONAL RECORD, Vol. 134 (1988):
Aug. 4, considered and passed House.
Oct. 6, 7, S. 2238 considered in Senate.
Oct. 11, H.R. 4333 considered and passed Senate, amended.
Oct. 21, House and Senate agreed to conference report.

ITEM 11 - Action
July 18, 2012

Approval of the FY 2013-2018 TIP

Staff Recommendation: Adopt Resolution R3-2013 approving the FY 2013-2018 TIP.

Issues: None

Background: On June 14, the draft FY 2013-2018 TIP and associated conformity analyses were released for public comment.

TPB R3-2013
July 18, 2012

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

RESOLUTION APPROVING
THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR FY 2013-2018

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 Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) of 2005 for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, the Federal Planning Regulations of the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) implementing SAFETEA-LU, which became effective July 14, 2007, specify the development and content of the long range transportation plan and require that it be reviewed and updated at least every four years; and

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

WHEREAS, on November 17, 2010, the TPB approved the FY 2011-2016 TIP which was developed as specified in the Federal Planning Regulations; and

WHEREAS, on October 19, 2011, the TPB issued a solicitation document for projects and strategies to be included in the 2012 CLRP and FY 2013-2018 TIP that will meet federal planning requirements and address the federal planning factors and goals in the TPB Vision; and

WHEREAS, the transportation implementing agencies in the region provided submissions for the 2012 CLRP and inputs to the FY 2013-2018 TIP, and the TPB Technical Committee and the TPB reviewed the submissions at meetings in January, February and July 2012; and

WHEREAS, on February 15, 2012, the TPB approved the major projects submitted for inclusion in the air quality conformity assessment for the 2012 CLRP and FY 2013-2018 TIP; and

WHEREAS, on June 14, 2012, the draft 2012 CLRP, FY 2013-2018 TIP, and conformity assessment were released for a 30-day public comment period and inter-agency review at a public forum held in conjunction with the TPB Citizens Advisory Committee (CAC) meeting; and

WHEREAS, the FY 2013-2018 TIP projects are consistent with the 2012 CLRP as approved by the TPB on July 18, 2012; and are selected in accordance with the Federal Planning Regulations; and

WHEREAS, the FY 2013-2018 TIP has been developed to meet the financial requirements in the Federal Planning Regulations; and

WHEREAS, on July 18, 2012, the TPB determined that the 2012 CLRP and FY 2013-2018 TIP conform with the requirements of the Clean Air Act Amendments of 1990; and

WHEREAS, the U.S. Department of Transportation issued regulations in 1991 on providing transit services to persons with disabilities to conform to the Americans With Disabilities Act (ADA) of 1990, and by January 1997, both the Washington Metropolitan Area Transit Authority and Frederick County ADA Paratransit services were operating as planned in conformance with the regulations; and

WHEREAS, during the development of the 2012 CLRP, the TPB Participation Plan was followed, and numerous opportunities were provided for public comment: (1) At the January 12, 2012 TPB Citizens Advisory Committee (CAC) meeting, the project submissions for inclusion in the air quality conformity analysis and the air quality conformity work scope were released, and an opportunity for public comment on these submissions was provided at the beginning of the January 18 TPB meeting; (2) At the February 15 meeting, the TPB approved a set of responses to the public comments on the project submissions for inclusion in the CLRP and TIP documents; (3) On May 3, 2012 the 2012 CLRP was presented to the TPB's Access for All Advisory Committee for their consideration and comment; (4) On June 14 in conjunction with the CAC meeting, a public meeting was held on the draft 2012 CLRP, the draft FY 2013-2018 TIP, and the draft air quality conformity analysis, and the Plan, TIP and air quality conformity documents were released for a 30-day public comment period which closed on July 14, (5) An opportunity for public comment on these documents was provided on the TPB website and at the beginning of the June 20 and July 18 TPB meetings; and (6) the final version of the TIP will include summaries of all comments and responses; and

WHEREAS, the TPB Technical Committee has recommended favorable action on the FY 2013-2018 TIP by the Board,

NOW, THEREFORE, BE IT RESOLVED THAT the NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves the Transportation Improvement Program for FY 2013-2018.

ITEM 12 - Action
July 18, 2012

Certification of the Urban Transportation Planning Process for the National Capital Region

Staff Recommendation: Adopt Resolution R4-2013 endorsing the appended Statement of Certification

Issues: None

Background: The Joint Planning Regulations issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) require that "the state and MPO shall certify at least every four years that the metropolitan transportation planning process is addressing the major issues facing the area and is being carried out in accordance with all applicable requirements..."

TPB R4-2013
July 18, 2012

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

RESOLUTION ENDORSING THE 2012 CERTIFICATION OF THE URBAN TRANSPORTATION PLANNING PROCESS FOR THE NATIONAL CAPITAL REGION

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) of 2005 for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Washington Metropolitan Area; and

WHEREAS, the Federal Planning Regulations implementing SAFETEA-LU, which were issued February 14, 2007 by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA), require that " the state and MPO shall certify at least every four years that the metropolitan transportation planning process is addressing the major issues facing the area and is being carried out in accordance with all applicable requirements..."; and

WHERAS, in April 2010 FHWA and FTA conducted a certification review of the transportation planning process for the Washington DC-VA-MD Transportation Management Area (TMA), and the review included the Fredericksburg Area Metropolitan Planning Organization (FAMPO) because a small portion of the TMA extends into part of Stafford County which is in the FAMPO area; and

WHEREAS, the FHWA and FTA issued a May 5, 2011 report: *Transportation Planning Certification Review of the Transportation Planning Process for the Washington DC-VA-MD Transportation Management Area*, which includes commendations for 7 TPB planning elements and 4 FAMPO planning elements, 11 TPB recommendations and 3 FAMPO recommendations, and 4 corrective actions for FAMPO; and

WHEREAS, the report certification statement reads: "The FHWA and FTA have determined that the metropolitan planning process of the Washington, DC-VA-MD TMA, conducted by the MWCOG Transportation Planning Board and the Fredericksburg Metropolitan Area Metropolitan Planning Organization, conditionally meets the requirements of the Metropolitan Planning Rule at 23 CFR Part 450 Subpart C and 49 CFR Part 613. The FHWA and the FTA are, therefore, jointly certifying the transportation planning process, subject to implementation of the Recommendations and Corrective Actions within the next 18 months."; and

WHEREAS, TPB staff and FAMPO staff have worked cooperatively to implement the recommendations and actions by the compliance deadline, and on October 19, 2011 the TPB amended the FY 2012 UPWP to include actions in work activities that were taken to implement the 11 recommendations, and on March 21, 2012 the TPB adopted the FY 2013 UPWP which specifies the implementation of on-going recommendations; and

WHEREAS, the actions to implement the 11 TPB recommendations and 3 FAMPO recommendations as well as the 4 corrective actions for FAMPO are documented in a TPB report included with the TPB Statement of Certification; and

WHEREAS, on November 16, 2011, the TPB approved the 2011 CLRP which meets the Federal Planning Regulations and is fully documented on the TPB web site; and

WHEREAS, on February 17, 2012, FTA and FHWA found that the 2011 CLRP conforms to the region's State Implementation Plans; and

WHEREAS, on July 18, 2012, the TPB approved the 2012 CLRP and FY 2013-2018 TIP which meet the Federal Planning Regulations and are fully documented on the TPB web site; and

WHEREAS, a Statement of Certification, dated July 18, 2012 has been prepared with signatures of officials from the District of Columbia Department of Transportation, the Maryland Department of Transportation, the Virginia Department of Transportation, and the TPB and is appended to this resolution.

NOW, THEREFORE BE IT RESOLVED BY THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD THAT:

The appended Statement of Certification, dated July 18, 2012 which finds that the transportation planning process is addressing the major issues in the National Capital Region and that the process is being conducted in accordance with all applicable requirements, is hereby endorsed and the Chair of the TPB is authorized to sign it.

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

STATEMENT OF CERTIFICATION

July 18, 2012

This document describes how the TPB planning process complies with applicable requirements and guidelines.

Table of Contents

The National Capital Region Transportation Planning Board (TPB) has been designated as the Metropolitan Planning Organization (MPO) for the Washington Metropolitan Area as delineated under the final planning regulations issued by the U.S. Department of Transportation (USDOT) on February 14, 2007 to implement the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU). The TPB, the District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), and the Virginia Department of Transportation (VDOT) certify that the metropolitan transportation planning process is being carried out in conformance with all applicable requirements of 23 USC 143, 49 USC 1607, 23 CFR Parts 450 and 500, 49 CFR Part 613, and Sections 174 and 176(c) and (d) of the Clean Air Act, as evidenced by the descriptions below. The TPB reviewed this self-certification document at its July 18, 2012 meeting.

1. The Unified Planning Work Program for Transportation Planning

The FY 2013 Unified Planning Work Program for Transportation Planning (UPWP) was adopted by the TPB on March 21, 2012. The UPWP was developed to address the U.S. Department of Transportation's final metropolitan planning requirements as well as comply with the air quality conformity regulations of the Environmental Protection Agency as amended on June 1, 2005. The TPB developed the work program to address the SAFETEA-LU final planning regulations issued by the US DOT on February 14, 2007.

2. Roles and Responsibilities for Transportation Planning and Programming

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

The state transportation agencies (DDOT, MDOT and VDOT) have an agreement with COG, dated October 30, 2003, that specifies the terms and conditions for funding its administrative support of the transportation planning process. This agreement was reviewed and updated by amendment on September 17, 2008. The responsibilities for the primary planning and programming activities are indicated in the UPWP. In addition, an agreement involving the TPB and Charles and Calvert counties in Maryland regarding consistency and conformity of their plans, programs and projects is included in the UPWP.

Also included in the UPWP is the 2004 agreement between the TPB and the Fredericksburg Area MPO (FAMPO) in Virginia in which FAMPO committed to being responsible for meeting the TMA responsibilities for the transportation planning and programming requirements within the Metropolitan Washington Urbanized Area portion of Stafford County and producing the required planning documents on the TPB's current planning cycle. In response to recommendations in the May 2011 federal transportation planning certification review report, the TPB Call for Projects document was transmitted to FAMPO in November 2011 requesting new and updated information on the projects located in the portion of Stafford County in the Washington DC TMA to be included in the update of the CLRP. FAMPO was also requested to provide updated information on the Congestion Management System (CMS) for this portion of Stafford County. On December 6, 2011, FAMPO transmitted this information to TPB on the schedule included in the TPB Call for Projects document.

3. The TPB Transportation Vision and Planning Factors

The eight federal planning factors are encompassed by the TPB Vision; each planning factor is included in one or more of the TPB Vision goals, objectives and strategies, except for security, which is implicitly addressed in the TPB Vision. The new planning regulations added safety and security as two separate planning factors, which are addressed by the TPB in on-going planning activities. A description of how each planning factor is encompassed by the TPB Vision can be found at: www.mwcog.org/clrp/federal/vision_factors.asp.

The 2012 Plan was evaluated for performance against the key goals from the TPB Vision. The Vision and the planning factors are also used to guide project submissions for the Plan and Transportation Improvement Program (TIP). Each year agencies that are submitting projects to be part of the long-range plan and TIP are asked to use the Vision as a guide for what projects should be selected. The Vision is provided in the TPB's annual "Call for Projects". The project submission forms for the Plan include a field asking how the project will address the eight Federal planning factors.

4. Four-Year Updates of the Long-Range Transportation Plan

The final planning regulations issued by the USDOT require the TPB to update the plan every four years, whereas TEA-21 required an update every three years. The 2010 CLRP was the official quadrennial update and is documented on a website in order to make information available earlier than the published document as well as to improve access and visualization of the plan to the public (www.mwcog.org/clrp). A final brochure for the 2010 CLRP was produced in October 2011.

Documentation of the past triennial updates includes:

2000 Update to the Financially Constrained Long-Range Transportation Plan for the National Capital Region. Approved by the TPB on October 18, 2000 and published in 2001.

2003 Update to the Financially Constrained Long-Range Transportation Plan for the National Capital Region. Approved by the TPB on December 17, 2003 and published in 2004.

2006 Update to the Financially Constrained Long-Range Transportation Plan. Approved by the TPB on October 18, 2006 and documented on the website the same date, with a brochure "What's in the Plan for 2030? The Regional Long-Range Transportation Plan as adopted October 18, 2006" finalized in March 2007, Publication number 20066289.

5. The Currently Adopted Plan and Transportation Improvement Program (TIP)

On November 16, 2011 the TPB approved the 2011 CLRP. The TIP is updated on a two-year cycle and the FY 2011-2016 TIP – the current TIP of record – was approved by the TPB on November 17, 2010.

On February 17, 2012, FHWA and FTA found that the 2011 CLRP conforms to the region's State Implementation Plans, and that the conformity determination has been performed in accordance with the Transportation Conformity Rule (40CFR Part 93), as amended.

6. The New Plan and TIP

On October 19, 2011, the TPB began the development of the CLRP and the TIP by releasing the final solicitation document for the 2012 CLRP and the FY 2013-2018 TIP, which requested that the transportation implementing agencies explicitly consider the Vision and the eight planning factors as the policy framework when they submitted projects and programs for inclusion in the CLRP.

Approval of the New Plan and TIP

The 2012 CLRP and the FY 2013-2018 TIP were developed according to the requirements in the final planning regulations that implement SAFETEA-LU. The 2012 CLRP meets the financial plan requirements to show the consistency of the proposed projects with already available and projected sources of transportation revenues while the existing transportation system is being adequately operated and maintained. The 2012 CLRP was adopted by the TPB on July 18, 2012.

The FY 2013-2018 TIP, which includes transit, highway, bikeway and pedestrian and ridesharing improvement projects and transit and ridesharing operating support, was developed according to the requirements in the final planning regulations and includes projects that can be implemented with already available and projected sources of transportation revenues while the existing transportation system is being adequately operated and maintained. The FY 2013-2018 TIP was adopted by the TPB on July 18, 2012.

7. Annual Listing of Projects

The final planning regulations require that the TPB publish or otherwise make available an annual listing of projects, consistent with the categories in the TIP, for which federal funds have been obligated in the preceding year. With the assistance of and in cooperation with the transportation implementing agencies in the region, the TPB has prepared a listing of projects for which federal funds have been obligated each year since 2001. The annual listing of projects is available on the web at www.mwcog.org/clrp/projects/tip/obligations.asp.

8. The Air Quality Conformity Determination for the New Plan

On July 18, 2012, the TPB approved the air quality conformity analysis of the 2012 CLRP and the FY 2013-2018 TIP for the Washington Metropolitan Region. The Plan and TIP conform to the requirements (Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d)), and meets air quality conformity regulations: (1) as originally published by the Environmental Protection Agency (EPA) in the November 24, 1993 Federal Register, and (2) as subsequently amended, most recently on March 24, 2010, and (3) as detailed in periodic FHWA / FTA and EPA guidance. The air quality conformity report can be found at www.mwcog.org/transportation/activities/quality/.

9. The Financial Plan

The 2010 financial plan for the CLRP demonstrates that the forecast revenues reasonably expected to be available are equal to the estimated costs of expanding and adequately maintaining and operating the highway and transit system in the region through 2040. The TPB conducted an analysis of the financial resources available for the 2010 CLRP which is documented in the report "*Analysis of Resources for the 2010 Financially Constrained Long-Range Transportation Plan for the Washington Region"* Prepared By Cambridge Systematics, Inc. with K.T. Analytics, Inc." November 17, 2010. Forecast revenues and expenditures for the CLRP total $222.9 billion in year of expenditure dollars for the period of 2011 through 2040.The forecasts were prepared by the transportation implementing agencies and jurisdictions, with technical integration and documentation provided by consultants. The TPB was briefed on the financial analysis at its October 20, 2010 meeting. More information on the financial plan is available at: www.mwcog.org/clrp/elements/financial.asp.

The FY 2012 UPWP was amended on October 19, 2011 to state that the documentation of the financial analysis for the 2010 CLRP on the CLRP web site will be improved. The financial information was organized to facilitate comparisons of capital costs and revenues for major projects and on-going expenditures for operations, maintenance and system preservation. The key analysis parameters and estimating assumptions, including inflation rates and population growth that affect project costs and revenue forecasts, were documented and referenced. The strategies and estimation methods for addressing projected financial shortfalls were also documented and referenced.

Transit Ridership is Constrained

The financial analysis, as in past years, identified a shortfall in the forecasts for WMATA capital funding for system capacity investments after 2020. Because funding has not yet been identified to accommodate all of the projected WMATA ridership growth, transit ridership is constrained to or through the core to 2020 levels. A transit ridership constraint has been applied since the 2000 CLRP to limit the projected ridership to be consistent with the available funding for the capacity improvements.

In October 2008 federal legislation was enacted to authorize $150 million per year for 10 years in funding for WMATA's capital and preventive maintenance projects, and the legislatures of Maryland, Virginia, and the District of Columbia have taken steps to identify the required dedicated local matching revenues. This additional revenue was assumed to be available through 2020 in the financial plan for the 2010 CLRP, but it was not assumed to be available beyond 2020, and the transit ridership constraint to or through the core area was applied in the 2010 CLRP conformity analysis using 2020 ridership levels for 2030 and 2040.

The funding uncertainties affecting the Metrorail system capacity and levels of service beyond 2020 was explicitly accounted for by constraining transit ridership to or through the core area to 2020 levels. The transit constraint method is applied during the travel demand modeling process as part of the air quality conformity analysis of the CLRP. First, unconstrained origin and destination trip tables are produced for the years 2020, 2030 and 2040. A constrained transit trip table is then created for 2030 and 2040 by inserting 2020 totals for the transit trip patterns that correspond to trips into or through the core area containing the maximum load points in the rail system. The transit person trips that cannot be accommodated are then allocated back to the auto person trip tables, resulting in increased daily automobile trips and vehicle emissions.

10. Participation Plan and Public Involvement

The TPB's Participation Plan articulates the TPB's commitment to a transparent interface with the public and with relevant public agencies to support the regional transportation planning process, including the development of the CLRP. Approved in 2007, the Participation Plan includes a policy statement, identification of goals, and description of participation activities, including procedures, committees, website and publications, public meetings and trainings, and general activities. The Participation Plan addresses all of the SAFETEA-LU final metropolitan planning regulations related to public involvement. The "Participation Plan for the National Capital Region Transportation Planning Board" is available at www.mwcog.org/store/item.asp?PUBLICATION_ID=306.

Visualization and Electronic Access

In 2010, the TPB made available to the public an on-line searchable database of all the transportation projects and programs in the CLRP & TIP. Projects are either programmed in the FY2011-2016 TIP or planned in the 2011 CLRP. The on-line database will be updated with the projects in the 2012 CLRP and FY2013-2018 TIP following TPB approval. The searchable database is available here: www.mwcog.org/clrp/projects/search.asp.

The TPB also uses other visualization techniques to provide an avenue for citizens to better understand the long-range plan and to have improved access to the latest information on the plan on the web. The transportation projects can be viewed using Google Earth on the CLRP website (www.mwcog.org/clrp). In addition, the TPB makes public information available electronically on two main websites: the CLRP website and the TPB website: www.mwcog.org/transportation.

The Public Involvement Process for the New Plan and TIP

The TPB held two public comment periods during the development of the 2012 CLRP and the FY 2013-2018 TIP; the first was held from January 12 to February 11, 2012 on the projects to be included in the air quality conformity analysis, and the second was held from June 14 to July 14, 2012 on the draft 2012 CLRP, the draft FY 2013-2018 TIP, and the draft air quality conformity determination.

During the development of the 2012 CLRP and the FY 2013-2018 TIP, the participation procedures outlined in the TPB Participation Plan were followed, and several opportunities were provided for public comment:, including:

a) At the January 12, 2012 TPB Citizens Advisory Committee (CAC) meeting, the project submissions for inclusion in the air quality conformity analysis of the CLRP and the TIP and the air quality conformity work scope were released, and an opportunity for public comment on these submissions was provided at the beginning of the January TPB meeting.

b) At the February 15 meeting, the TPB approved a set of responses to the public comments on the project submissions for inclusion in the CLRP and TIP documents.

c) On May 3, 2012 the 2012 CLRP was presented to the TPB's Access for All Advisory Committee for their consideration and comment.

d) On June 14, in conjunction with the CAC meeting, a public meeting was held on the draft 2012 CLRP, the draft FY 2013-2018 TIP, and the draft air quality conformity analysis, and the Plan and TIP documents were released for a 30-day public comment period which closed on July 14.

e) An opportunity for public comment on these documents was provided on the TPB website and at the beginning of the June and July TPB meetings.

f) Comments and responses from the two public comment periods were posted on the website at www.mwcog.org/transportation/public in a searchable format. The staff responses to the comments were reviewed and accepted for inclusion in the CLRP and TIP by the TPB on July 18, 2012. The final version of the TIP document will include summaries of all comments and responses

By the end of FY 2013, the Participation Plan will be amended to formally reflect recommendations made in the 2011 federal certification report.

11. Transportation for Persons with Disabilities, Low-Income Individuals and Older Adults

On September 6, 1991, the U.S. Department of Transportation issued regulations (49 CFR, Parts 27, 37 and 38) on transportation for persons with disabilities to conform to the Americans with Disabilities Act (ADA) of 1990. Related regulations include Section 504 of the Rehabilitation Act of 1973 regarding discrimination against individuals with Disabilities. On July 15, 1992, the TPB certified that the WMATA ADA Paratransit Plan for the WMATA Region and the Frederick County ADA Paratransit Plan are in conformance with the Constrained Long Range Plan and these plans were submitted to FTA in July 1992. By January 1997 both the WMATA and Frederick County paratransit services were operating as planned in conformance with the regulations.

In December 1998, the U.S. Department of Transportation/Federal Highway Administration (FHWA) released DOT Order 6640.23 to comply with Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations.* The Federal Transit Administration (FTA) issued the Circular "Title VI and Title VI-Dependant Guidelines for Federal Transit Administration Recipients" (FTA C 4702.1A) on May 13, 2007 the U.S. DOT's Order on Environmental Justice (Order 5610.2), and Policy Guidance related to Limited English Proficient ("LEP") Persons (70 FR 74087, December 14, 2005). The TPB has complied with the USDOT's longstanding guidance to ensure nondiscrimination in programs, procedures, operations, and decision-making to assure that social, economic, and environmental impacts on communities and individuals are considered in the planning process. The COG Board of Directors adopted a "Title VI Plan to Ensure Nondiscrimination in all Programs and Activities" on July 14, 2010. COG serves as the administrative agenda for the TPB. The Title VI Plan documents the actions and procedures the TPB uses to ensure nondiscrimination of transportation-disadvantaged population groups in the planning process. The Title VI plan is described in more detail under item 12 below and can be found at: www.mwcog.org/uploads/pub-documents/qV5fW1420101012131309.pdf.

Several actions have been taken to ensure that the planning process includes the participation of low-income communities, minority communities, persons with

disabilities and older adults. To ensure on-going input from transportation disadvantaged population groups, the TPB established the Access for All Advisory Committee in 2001 to advise on issues, projects and programs important to low-income communities, minority communities and persons with disabilities. The committee is chaired by a TPB member who regularly reports to the TPB on the issues and concerns of the committee. Approximately 25 community leaders are members of the committee, which meets quarterly.

Each time the CLRP is updated, the AFA committee reviews maps of proposed major projects and comments on the long-range plan. The AFA chair, TPB member Patrick Wojahn, presented those comments to the TPB on June 20, 2012. The AFA comments on the Draft 2011 CLRP were distributed to the TPB in this memo: www.mwcog.org/uploads/committee-documents/kV1dWlte20120710120120.pdf

To provide access to documents, meetings or any other planning activities for limited English proficiency populations and those with disabilities, the TPB follows the COG accommodations policy (www.mwcog.org/accommodations). The TPB has a Language Assistance Plan that is provided in Attachment F in the Title VI Plan.

As described under item 13 below, The TPB's Coordinated Human Service Transportation Plan, updated in December 2009, identities unmet transportation needs for people with disabilities, low-income individuals and older adults. These population groups are represented on the Human Service Transportation Coordination Task Force which oversaw the development of the Coordinated Plan. The Coordinated Plan guides the selection of projects to be funded by the TPB's Federal Transit Administration Job Access Reverse Commute (JARC) and New Freedom Programs. The Coordinated Plan and information on the funding programs are available at www.tpbcoordination.org. In 2011, an assessment of the TPB's JARC and New Freedom program and grants was conducted by an independent consulting firm,. The report "Assessment of the Job Access and Reverse Commute (JARC) and New Freedom Programs in the National Capital Region" was presented to the TPB on January 18, 2012.

12. Title VI of the Civil Rights Act of 1964 and Other Federal Requirements

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance. FTA issued the Circular "Title VI and Title VI-Dependant Guidelines for Federal Transit Administration Recipients" (FTA C 4702.1A) on May 13, 2007 which incorporates the U.S. Department of Transportation's Title VI regulations (49 CFR part 21), the U.S. DOT's Order on Environmental Justice (Order 5610.2), and Policy Guidance related to Limited English Proficient ("LEP") Persons (70 FR 74087, December 14, 2005). FHWA also has published guidance on how the TPB must ensure nondiscrimination in its plans, programs and activities: "FHWA Desk Reference: Title VI Nondiscrimination in the Federal Aid Highway Program".

The planning process is consistent with Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each state under 23 U.S.C 794, 23 U.S.C. 324 regarding the prohibition of discrimination based on gender and USDOT guidance on environmental justice. The planning process also conforms to the Surface Transportation and Uniform Relocation Assistance Act of 1987, regarding the involvement of minority enterprises in FHWA and FTA funded projects.

The Metropolitan Washington Council of Governments (COG), as the administrative agent for the TPB, has developed a "Title VI Plan to Ensure Nondiscrimination in all Programs and Activities" to address the numerous Title VI requirements. On July 14, 2010 the COG Board adopted the "Title VI Plan To Ensure Nondiscrimination in all Programs and Activities" which includes a policy statement, Title VI assurances and nondiscrimination complaint procedures. The Title VI Plan describes how COG and the TPB meet a number of Title VI requirements, and is available here: www.mwcog.org/titlevi. TPB staff received Title VI training from FHWA and VDOT in June 2011, and FTA Title VI training in January 2008. The Title VI Plan documents Title VI training procedures and COG provides annual trainings to staff on nondiscrimination procedures.

COG adopted an accommodations policy for people with disabilities and those with limited English skills in 2006 which the TPB and all other TPB committees follow. This policy sets procedures for making documents accessible to those with visual impairments and for making meeting locations and other logistics accessible for those with disabilities or limited English skills. COG's accommodations policy can be found at www.mwcog.org/accommodations/.

The state transportation agencies (DDOT, MDOT and VDOT) have an agreement with COG that specifies the terms and conditions for funding its administrative support of the transportation planning process. This agreement was reviewed and updated by amendment on September 17, 2008. The agreement requires COG to meet all US DOT MPO planning requirements and to adhere to Title VI of the Civil Rights Act of 1964 and applicable non-discrimination laws, and to comply with the small, disadvantaged and women owned business enterprise polices and the prohibition on lobbying.

COG/TPB is an equal employment opportunity (EEO) employer. It has an incentive program to ensure the participation of Disadvantaged and Women Business Enterprises (DBE and WBE), including procedures to provide for subcontracting to disadvantaged and women businesses only in proposals for contracting work. COG's DBE policy can be found at www.mwcog.org/doingbusiness/dbe. COG establishes overall goals for DBE participation in COG procurements at the beginning of each fiscal year. All COG contracts and subcontracts include the required standard clauses, including lobbying prohibition.

Analysis of Disproportionate and Adverse Impacts

To ensure that the CLRP does not disproportionately and adversely affect low-income, minority and disabled populations, an analysis of the 2010 CLRP was conducted and presented to the Access for All Advisory Committee on October 27, 2011. The analysis will be published on the CLRP website. This analysis included a review of the census data and mode use by population group and proximity to transit stations. The accessibility changes resulting from the 2010 CLRP were analyzed for disproportionate adverse impacts on transportation disadvantaged groups. The analysis showed that based on accessibility to jobs, the 2010 CLRP does not appear to have disproportionate adverse impacts on these groups. (The 2007 CLRP analysis can be found here www.mwcog.org/clrp/performance/EJ/EJintro.asp). A description of how the TPB further addresses planning-related Title VI requirements, as outlined in the COG Title VI Plan, is available above in Section 11 "Transportation for Persons with Disabilities, Low-Income Individuals and Older Adults".

13. Human Service Transportation Coordination

The TPB adopted an updated Coordinated Human Service Transportation Plan in December 2009 which was coordinated and is consistent with the CLRP. The TPB's Human Service Transportation Coordination Task Force oversaw the development of the updated plan. The Coordinated Plan guides the selection process priorities for the TPB's Federal Transit Administration's (FTA's) Job Access Reverse Commute (JARC) and New Freedom programs. The TPB serves as the designated recipient for the FTA JARC and New Freedom programs in the Washington DC-VA-MD Urbanized Area. The Coordinated Plan and information on the funding programs are available at www.tpbcoordination.org. In 2011, an assessment of the TPB's JARC and New Freedom program and grants was conducted by an independent consulting firm,. The report "Assessment of the Job Access and Reverse Commute (JARC) and New Freedom Programs in the National Capital Region" was presented to the TPB on January 18, 2012. The report outlined recommendations for changes to the solicitation process, changes to strengthen the oversight of subgrants, and recommendations to provide additional technical assistance to grantees in the implementation of grants. Overall, the assessment found that no widespread changes to the TPB administrative and oversight process are called for.

In FY2013, a Human Service Transportation Coordination Study will be conducted by a consultant as part of WMATA's and Maryland's Technical Assistance in the FY2013 UPWP. The study will examine existing and forecast unmet need for specialized transportation in the region for the purpose of identifying alternate service delivery models and funding mechanisms. A final report is anticipated by June 2013.

14. Congestion Management Process

The TPB created a Congestion Management Process (CMP) in 2007 that is part of the regional transportation plan and is committed to management of the existing and future transportation system through the use, where appropriate, of demand management and operational management strategies. These strategies, when taken as a whole, form a large portion of the CMP. The CMP addresses the SAFETEA-LU requirements, as laid out in the February 14, 2007 federal regulations (Source: §450.320(a), Metropolitan Transportation Planning, Final Rule, Federal Register, February 14, 2007). The CMP element of the CLRP is documented at www.mwcog.org/clrp/elements/cmp/.

The CMP has four main components: 1) Congestion monitoring of major highways; 2) Identification and analysis of strategies to alleviate congestion; 3) Implementation of reasonable strategies and an assessment of their effectiveness and 4) Integration of strategies into major roadway construction projects. With the CMP, the TPB aims to use existing and future transportation facilities efficiently and effectively, reducing the need for highway capacity increases for single-occupant vehicles (SOVs).

Congestion Management Process (CMP) documentation is included in the TPB's process for soliciting projects from implementing agencies for the CLRP and TIP. The transportation implementing agencies are required to submit a Congestion Management documentation form for each project or action proposing an increase in SOV capacity. The implementing agencies submit documentation of CMP strategies considered in conjunction with significant federally-funded CLRP or TIP projects.

15. Management, Operations and Technology

The TPB has several on-going efforts related to management, operations and technology to help the region maximize the efficiency and effectiveness of the transportation system. The TPB has a Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and MOITS Technical Subcommittee. Related programs include the Metropolitan Area Transportation Operations Coordination (MATOC) Program, the Regional Intelligent Transportation Systems (ITS) Architecture and the Traffic Signals Subcommittee. More details on the task force and programs can be found at www.mwcog.org/clrp/federal and www.mwcog.org/clrp/elements/moits.

16. Freight Planning

The TPB approved the 2010 Freight Plan on July 21, 2010. The plan examines freight movement, provides analysis of current and forecast freight conditions and lists projects that would be beneficial to freight movement in the National Capital Region. In 2008, the TPB established a Freight Subcommittee that meets regularly to exchange information among stakeholders and provide advice to the TPB on regional freight issues. For more information and to view the 2010 Freight Plan, go to the Freight Subcommittee webpage: www.mwcog.org/committee/committee/default.asp?COMMITTEE_ID=231

17. Bicycle and Pedestrian Planning

The TPB approved the *2010 Bicycle and Pedestrian Plan* on October 20, 2010. This plan identifies the capital improvements, studies, actions, and strategies that the region proposes to carry out by 2040 for major bicycle and pedestrian facilities. The *Bicycle and Pedestrian Plan* is intended to be advisory to the CLRP and TIPs, and to serve as a resource for planners and the public. In contrast to the CLRP, the *Bicycle and Pedestrian Plan* includes both funded and unfunded projects – projects in this plan may not yet have funding identified to support their implementation.

On May 16, 2012 the TPB approved a Complete Streets Policy for the National Capital Region. More information about the TPB's bicycle and pedestrian planning activities and the *2010 Bicycle and Pedestrian Plan* can be found at: www.mwcog.org/transportation/activities/planning.

18. Environmental Consultation and Mitigation

In 2007, the TPB established procedures in its Participation Plan for environmental consultation. The TPB has established a dialogue with natural resource, conservation, environmental protection and historic preservation agencies on the development of the CLRP. Environmental and natural resource agencies reviewed maps of environmentally and/or culturally sensitive areas overlaid with the major projects in the CLRP at a workshop jointly sponsored with FHWA on November 9, 2009 on advanced mitigation. Information on the workshop, the maps and the discussion of potential environmental mitigation activities can be found at: www.mwcog.org/clrp/elements/environment.

19. Scenario Planning and Climate Change

COG has adopted a long-range climate vision, which includes greenhouse gas (GHG) emissions reduction goals for 2012, 2020 and 2050, as adopted in the 2008 COG Climate Change Report and in the 2010 COG Region Forward Plan, which is a long-range multi-sector vision for the region. The TPB's "What Would it Take?" scenario analyzed over 40 strategies to examine how COG's multi-sector climate change goals could be met in the transportation sector. Strategies ranged from exploring the potential impact of increased fuel economy standards and alternative fuel forecasts to accelerated completion of regional and local level bicycle plans and congestion reduction strategies. The final report for the "What Would it Take?" scenario, completed in May 2010, is available at: www.mwcog.org/clrp/elements/scenarios.asp. An analysis of the impact of proposed new fuel economy standards for both light-duty and heavy-duty was conducted in 2011 and showed how the standards move the region closer to meeting the COG GHG reduction goals in the transportation sector.

The TPB's "CLRP Aspirations" scenario sought to create a land use and transportation vision for the region that includes aggressive land use development centered on the region's activity centers to be connected via a bus rapid transit system running on a network of variably priced road lanes. The first phase of a priority bus system

envisioned in this scenario was funded under a TIGER grant. A GHG analysis of the "CLRP Aspirations" scenario and the TIGER priority bus project was included in the "What Would it Take?" scenario. The "CLRP Aspirations" final report, completed in September 2010, is available at: www.mwcog.org/clrp/elements/scenarios.asp.

Adaptation for climate change effects is a topic receiving increased attention by federal and state transportation agencies. As part of an amendment to the FY2012 UPWP, work activities related to climate change adaptation were included, specifically to monitor local and national practices for potential applicability to the region.

20. Regional Transportation Priorities Planning

In May 2010, in response to a request by the TPB's Citizens Advisory Committee (CAC) for the TPB to develop a regional priorities plan, the TPB hosted an event called the "Conversation on Setting Regional Transportation Priorities". The Conversation generated broad interest among TPB stakeholders in developing a priorities plan. On September 15, 2010 the TPB approved the establishment of a Task Force to determine a scope and process for developing a Regional Transportation Priorities Plan (RTPP). That scope and process was approved by the TPB on July 20, 2011.

The purpose of the RTPP is to identify those transportation strategies that best promote the TPB's goals for economic opportunity, transportation choices, system safety and efficiency, quality of life, and environmental stewardship. Ultimately, it is envisioned that 10 to 15 strategies will be identified that the region can agree are the top priorities for addressing the most pressing challenges that the region faces in meeting the TPB's goals.

The TPB approved the scope of work for the RTPP in July 2011. The scope of work acknowledged the importance of public support for the RTPP, and called for extensive public outreach throughout the process. In January and February 2012, TPB staff conducted a series of five listening sessions with regional stakeholders representing a variety of interests throughout the region as well as citizen groups. On June 2, 2012 the TPB hosted a citizen forum comprised of a representative sample of citizens from throughout the region. The RTPP, expected to be complete in mid-2013, will continue to rely heavily on public input throughout the coming year.

On January 11, 2012 the TPB released "Developing a Regional Transportation Priorities Plan for the National Capital Region, Interim Report 1: *Initial Goals, Performance Measures, Challenges and Strategies, and Proposed Public Outreach Activities through June 30, 2012*". On July 18, 2012 the TPB was briefed on the "Draft Interim Report 2: *Public Outreach Activities Completed through June 30, 2012, Communicating and Refining the RTPP materials, and Proposed Public Outreach Activities through January 31, 2013*." More information on the Regional Transportation Priorities Plan can be found at www.mwcog.org/transportation/priorities.

21. Transportation/Land Use Connections (TLC) Program

The TLC Program provides support to local governments in the Metropolitan Washington region as they work to improve transportation/ land use coordination. Through the program, the TPB provides up to $60,000 in technical assistance to individual communities to catalyze or enhance local and regional planning efforts. The TLC program also includes a Clearinghouse, which is a web-based source of information about transportation/land use coordination, including regional and national experience with transit-oriented development and other key strategies. In FY2012, the TLC Program grew to include a Regional Peer Exchange Network, which provides a variety of opportunities and media through which to communicate information and best practices on TLC topics. For the upcoming FY2013 cycle, the TPB is initiating a new Design Pilot Program. Through this effort, the TPB is making available up to $80,000 in technical assistance as a way to assist individual communities in advancing some of the TLC planning projects to implementation by supplementing local funding for conceptual design/preliminary engineering. Any local jurisdiction that is a member of the TPB is eligible to apply for either planning or design technical assistance. More information on the TLC program is available at: www.mwcog.org/transportation/activities/tlc.

22. Transportation Infrastructure Generating Economic Recovery (TIGER) Grant for a Regional Bus Priority Corridor Network

COG/TPB was notified that it received a $58.8 million TIGER grant from the US Department of Transportation (USDOT) for a regional priority bus system and transit center on February 17, 2010. The multi-year grant agreement was officially executed at a ceremony attended by the US Transportation Secretary on December 14, 2010. The TIGER grant funding will be used to improve bus transportation along priority corridors in the District of Columbia, Maryland, and Virginia; enable priority bus transit to connect Prince William and Fairfax Counties and the City of Alexandria with the District of Columbia; and create a multimodal Takoma/Langley transit center in Prince George's County.

Over the past eighteen months, the TPB and sub-recipients have prepared for project implementation. Procurement and construction will begin on most projects in fiscal year 2013, with close to $25 million in expenditures forecast. Approximately one-quarter of the FY 2013 total projected expenditures are associated with the purchase of PRTC's 13 replacement buses, the first six of which were delivered at the end of June 2012. Construction of the US-1 (Virginia) Transitway, which began in July 2012, will lead to the region's first segment of Bus Rapid Transit. Additional multi-million dollar expenditures for the year will include the implementation of Transit Signal Priority and Real-Time Passenger Information along priority bus corridors in the District of Columbia, Maryland, and Virginia.

23. Related Documents and Other Items on the Web

This self-certification refers to many related items and documents which are available on the website. Below is a list of the key documents with a link to their exact location on the website.

Item	Specific Location
2012 Plan	www.mwcog.org/clrp
2012 Plan Brochure (not published yet)	www.mwcog.org/clrp/resources/
FY2013-2018 TIP	www.mwcog.org/clrp/projects/tip/
Air Quality Conformity Analysis of the 2012 Plan	www.mwcog.org/transportation/activities/quality/
Call for Projects for 2012 CLRP	www.mwcog.org/clrp/resources/
Public comments on the new Plan	www.mwcog.org/transportation/public/
Financial Plan	www.mwcog.org/clrp/resources/
TPB Vision and Relation to the Planning Factors	www.mwcog.org/clrp/process/vision.asp
Participation Plan	www.mwcog.org/store/item.asp?PUBLICATION_ID=306
COG Title VI Plan to Ensure Nondiscrimination in all Programs and Activities	www.mwcog.org/uploads/pub-documents/qV5fW1420101012131309.pdf
COG Accommodations Policy	www.mwcog.org/accommodations/
FY2013 UPWP	www.mwcog.org/transportation/activities/upwp/
Coordinated Human Services Transportation Plan	www.mwcog.org/store/item.asp?PUBLICATION_ID=382
Congestion Management Process	www.mwcog.org/clrp/elements/cmp/default.asp
Annual Listing of Projects	www.mwcog.org/clrp/projects/tip/obligations.asp
On-line CLRP & TIP Project Database	www.mwcog.org/clrp/projects/search.asp
Environmental Mitigation Discussion	www.mwcog.org/clrp/elements/environment/

Visualization of the CLRP	www.mwcog.org/clrp/projects/current/ge_intro.asp
Freight Plan	www.mwcog.org/store/item.asp?PUBLICATION_ID=381
Bike and Pedestrian Plan	www.mwcog.org/store/item.asp?PUBLICATION_ID=386
Safety Element	www.mwcog.org/clrp/elements/safety/
COG Title VI Plan	www.mwcog.org/store/item.asp?PUBLICATION_ID=383
TPB Language Assistance Plan	www.mwcog.org/store/item.asp?PUBLICATION_ID=384
Scenario Study	www.mwcog.org/clrp/elements/scenarios.asp
Transportation Land Use Connections (TLC) Program	www.mwcog.org/transportation/activities/tlc /
TIGER Grant for Priority Bus Transit	http://www.mwcog.org/transportation/committee/committee/default.asp?COMMITTEE_ID=254

24. Federal Review of the TPB's Planning Process

In April 2010, FHWA and FTA conducted a certification review of the transportation planning process for the Washington, DC-VA-MD Transportation Management Area (TMA). The review included the Fredericksburg Area Metropolitan Planning Organization (FAMPO) because a small portion of the TMA extends into part of Stafford County which is in the FAMPO area.

The certification review is documented in a May 5, 2011 report. FTA staff briefed the Technical Committee and the TPB on this report at their May meetings. Seven TPB planning elements received commendations and four FAMPO planning elements were commended. The report includes 11 TPB recommendations, 3 FAMPO recommendations, and 4 corrective actions that FAMPO must address. To date, FAMPO has implemented the first 3 corrective actions and is in the process of implementing the fourth.

The certification statement in the report is as follows:

"The FHWA and FTA have determined that the metropolitan planning process of the Washington, DC-VA-MD TMA, conducted by the MWCOG Transportation Planning Board and the Fredericksburg Metropolitan Area Metropolitan Planning Organization, conditionally meets the requirements of the Metropolitan Planning Rule at 23 CFR Part 450 Subpart C and 49 CFR Part 613. The FHWA and the FTA are, therefore, jointly certifying the transportation planning process, subject to implementation of the Recommendations and Corrective Actions within the next 18 months."

TPB staff and FAMPO staff reviewed the recommendations of the federal certification review and worked cooperatively to implement them by the compliance deadlines. At the July 20, 2011 meeting, the TPB was briefed on proposed amendments to the FY 2012 UPWP to implement the TPB staff recommendations. At the October 19, 2011 meeting, the TPB amended the FY 2012 UPWP to include text for work activities that would be undertaken by the end of FY 2012 (June 30, 2012) to implement the recommendations. The implementation of on-going recommendations beyond June 30, 2012 was specified in the FY 2013 UPWP which the TPB adopted on March 21, 2012.

The report included with this TPB Statement of Certification documents the actions to implement the 11 TPB recommendations and 3 FAMPO recommendations as well as the 4 corrective actions for FAMPO. As described in this report, the 4 FAMPO corrective actions have been implemented.

25. Signature Pages

The following signature pages from the Departments of Transportations of the District of Columbia, Maryland, Virginia and the Transportation Planning Board certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all the applicable requirements. The following page identifies the section and page where each of the applicable federal requirements listed on the signatures pages is addressed in this document.

Metropolitan Transportation Planning Process

Applicable Federal Requirements

	Requirement	Addressed in Section	Page
1.	23 U.S.C. 134, 49 U.S.C. Section 5303 and 23 U.S.C. 450 Subpart 334 (Metropolitan Planning)	ALL	2-18
2.	Title VI of Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794 (Nondiscrimination-Civil Rights), Section 324 (Nondiscrimination-Gender), and 29 U.S.C. 794) (Nondiscrimination- Individuals with Disabilities)	11,12	9-11
3.	Section 1101(b) of the SAFETEA-LU (Pub. L.109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects (DBE Involvement)	12	10
4.	The provisions of the Americans With Disabilities Act of 1990 (Public Law 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulation (Nondiscrimination- Individuals with Disabilities)	11	8
5.	The provision of 49 CFR part 20 regarding restrictions on influencing certain activities (Lobby Prohibition)	12	10
6.	Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93 (Conformity Determination)	8	5
7.	49 U.S.C. Section 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity (Nondiscrimination- General)	11, 12	8-11
8.	23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts (Equal Employment Opportunity)	12	10

CERTIFICATION OF THE URBAN TRANSPORTATION PLANNING PROCESS FOR THE NATIONAL CAPITAL REGION

July 18, 2012

The National Capital Region Transportation Planning Board (TPB) herby certifies that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all the applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. Section 5303 and 23 U.S.C. 450 Subpart 334 (Metropolitan Planning)

2. Title VI of Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794 (Nondiscrimination-Civil Rights), Section 324 (Nondiscrimination-Gender), and 29 U.S.C. 794) (Nondiscrimination-Individuals with Disabilities)

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6. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93 (Conformity Determination)

7. 49 U.S.C. Section 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity (Nondiscrimination- General)

8. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts (Equal Employment Opportunity)

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Todd M. Turner, Chairman
National Capital Transportation Planning Board (TPB)

CERTIFICATION OF THE URBAN TRANSPORTATION PLANNING PROCESS FOR THE NATIONAL CAPITAL REGION

July 18, 2012

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Terry Bellamy
Director
District of Columbia Department of Transportation

CERTIFICATION OF THE URBAN TRANSPORTATION PLANNING PROCESS FOR THE NATIONAL CAPITAL REGION

July 18, 2012

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8. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts (Equal Employment Opportunity)

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Donald A. Halligan
Director, Office of Planning and Capital Programming
Maryland Department of Transportation

CERTIFICATION OF THE URBAN TRANSPORTATION PLANNING PROCESS FOR THE NATIONAL CAPITAL REGION

July 18, 2012

The National Capital Region Transportation Planning Board (TPB) herby certifies that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all the applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. Section 5303 and 23 U.S.C. 450 Subpart 334 (Metropolitan Planning)

2. Title VI of Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794 (Nondiscrimination-Civil Rights), Section 324 (Nondiscrimination-Gender), and 29 U.S.C. 794) (Nondiscrimination-Individuals with Disabilities)

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8. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts (Equal Employment Opportunity)

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Garrett Moore
District Administrator
Virginia Department of Transportation

Report on the Implementation of the Recommendations and Corrective Actions in the May 2011 Report on the Transportation Planning Certification Review of the Metropolitan Transportation Planning Process For the Washington, DC-VA-MD Transportation Management Area

July 18, 2012

National Capital Region Transportation Planning Board

Background on the Federal Certification Review Recommendations and Corrective Actions

In April 2010, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) conducted a certification review of the transportation planning process for the Washington, DC-VA-MD Transportation Management Area (TMA). The review included the Fredericksburg Area Metropolitan Planning Organization (FAMPO) because a small portion of the TMA extends into part of Stafford County which is in the FAMPO planning area.

The federal certification review is documented in a May 5, 2011 report[1]. FTA staff briefed the Technical Committee and the TPB on this report at their May meetings. The findings from the review include both commendations for quality activities and recommendations for improving the regional planning process. The federal certification report defined the terms that specify the outcome of the planning certification review as follows:

> *Commendations/Noteworthy Practices*: Elements that demonstrate well thought out procedures for implementing the planning requirements. Elements that address items that have been difficult nationwide could be cited as noteworthy practice.
>
> *Recommendations*: Less substantial items not requiring action, but having relevance to FHWA and FTA, with the expectation that State and local officials may consider a federal request. Typically, the recommendations involve the state of the practice instead of regulatory requirements.
>
> *Corrective Actions*: Those items that fail to meet the requirements of the Federal regulations and seriously affect the outcome of the overall process.

The report includes 7 commendations for TPB planning elements. Four FAMPO planning elements received commendations. The report has 11 recommendations for TPB planning activities, and includes 3 recommendations for FAMPO planning activities.

The report includes 4 corrective actions for FAMPO. The first action requires that FAMPO and the Virginia Commonwealth Transportation Board submit a joint letter by August 5, 2001 confirming the FAMPO project selection process for RSTP and CMAQ projects. The next two actions require that FAMPO staff receive Title VI training and that FAMPO establish a Title VI/Nondiscrimination Plan by May 5, 2012. The final action requires that FAMPO establish a process for assessing the impacts of the investments in its plan and TIP on different socio-economic groups by six months following the adoption of the Title VI Plan.

[1] Transportation Planning Certification Review of the Metropolitan Transportation Planning Process For Washington, DC-VA-MD Transportation Management Area, Federal Highway Administration and Federal Transit Administration, May 5, 2011.

The certification statement in the report is as follows:

The FHWA and FTA have determined that the metropolitan planning process of the Washington, DC-VA-MD TMA, conducted by the MWCOG Transportation Planning Board and the Fredericksburg Metropolitan Area Metropolitan Planning Organization, conditionally meets the requirements of the Metropolitan Planning Rule at 23 CFR Part 450 Subpart C and 49 CFR Part 613. The FHWA and the FTA are, therefore, jointly certifying the transportation planning process, subject to implementation of the Recommendations and Corrective Actions within the next 18 months.

The Recommendations and Corrective Actions Have Been Implemented by TPB and FAMPO

TPB staff and FAMPO staff reviewed the recommendations of the federal certification review and worked cooperatively to implement them by the compliance deadlines. At the July 20, 2011 meeting, the TPB was briefed on proposed amendments to the FY 2012 UPWP to implement the TPB staff recommendations. At the October 19, 2011 meeting, the TPB amended the FY 2012 UPWP to include text for work activities that would be undertaken by the end of FY 2012 (June 30, 2012) to implement the recommendations. The implementation of on-going recommendations beyond June 30, 2012 were specified in the FY 2013 UPWP which the TPB adopted on March, 21, 2012.

Table 1 that begins on page 3 summarizes the implementation actions for the 11 recommendations for TPB planning activities. Table 2 that begins on page 8 presents the implementation actions for the 3 FAMPO recommendations and 4 FAMPO corrective actions.

The 4 FAMPO corrective actions have been implemented. As required by the first action, FAMPO and the Virginia Commonwealth Transportation Board in June 2011 submitted a joint letter to FHWA confirming the FAMPO project selection process for RSTP and CMAQ projects. As required by the second action, FAMPO staff received Title VI training along with VDOT and TPB staff in July 2011. As required by the third action, FAMPO has produced a Title VI plan which was adopted by the FAMPO Board in May 2012. As required by the fourth action, FAMPO staff have established a process for assessing the impacts of the investments in its plan and TIP on different socio-economic groups.

Implementation of the Recommendations in the Transportation Planning Certification Review of the Washington DC-VA-MD Transportation Management Area

Table 1: TPB Recommendations

Recommendation	Status	Action
Agreement		
1 TPB should coordinate the planning process and products for the metropolitan area in accordance with the terms of the 2004 agreement with FAMPO and update the agreement if necessary to clearly define the agencies' respective planning process roles and responsibilities, as described in the Agreements/ Certification discussion in the FAMPO section of this report. (See #12 recommendation for FAMPO.)	Implemented	In early FY 2012, the TPB and FAMPO processes and products were reviewed for coordination as specified in the 2004 agreement. TPB staff with FAMPO staff reviewed the CMP, UPWP, TIP and CLRP planning cycles and products and identified some coordination clarifications and updates. The following text was added to the UPWP to clarify the planning roles: *Each year, the TPB Call for Projects document is transmitted to FAMPO requesting new and updated information on the projects located in the portion of Stafford County in the Washington DC TMA to be included in the update of the CLRP. FAMPO is also requested updated information on the Congestion Management System (CMS) for this portion of Stafford County. FAMPO transmits this information to TPB on the schedule included in the TPB Call for Projects document.* On December 16, 2011, FAMPO transmitted the requested planning products for the portion of Stafford County for the 2012 CLRP amendment. .
Self Certification		
2 The State DOTs should revisit their procedures for certifying the Federal metropolitan planning process to ensure their review and approval of the certifications are clearly defined and the DOT's basis for the certification is documented: for example, that Title VI and ADA requirements are being executed.	Implemented	DDOT, MDOT and VDOT reviewed their procedures for certifying the Federal metropolitan planning process to ensure their review and approval of the certifications are clearly defined and the DOT's basis for the certification is documented. They produced a metropolitan planning process review check list of the National Capital Region which documents their procedures for certifying TPB planning self- certification.

Implementation of the Recommendations in the Transportation Planning Certification Review of the Washington DC-VA-MD Transportation Management Area

Table 1: TPB Recommendations

Recommendation	Status	Action
Transportation Improvement Program		
3 The TPB TIP should further clarify project selection and prioritization – citing instances for which the TPB actually does prioritization and selection. In addition, a narrative should be included to explain how TPB's role in the CLRP and TIP selected projects improves the transportation system's performance and meets regional air quality goals and needs. The states should work with TPB to create high standards of transparency and accountability for State project selection and prioritization processes conducted as part of the metropolitan planning process, including DOT decisions that are incorporated in the TIP.	Implemented	TPB staff met with the DOT's staff to review documentation of states' project selection processes. The TIP web site was updated to provide linkages to the project selection and prioritization processes at the DOTs and transit agencies. The Program Development Process and Project Development Process sections of the TIP describe the processes at the DOTs and WMATA and then move on to discussing "Addressing Federal Requirements". This portion for the FY 2012-2018 TIP was restructured to explicitly discuss TPB actions in the project selection process: • Reviewing project inputs for consistency with the Air Quality Conformity Analysis • Producing a financial summary of all funding sources proposed by an agency • Bicycle and Pedestrian, Freight, and Regional Bus Subcommittees development of priority project lists for inclusion on the TIP • TIGER, JARC and New Freedom project development

Implementation of the Recommendations in the Transportation Planning Certification Review of the Washington DC-VA-MD Transportation Management Area

Table 1: TPB Recommendations

	Recommendation	Status	Action
Transportation Improvement Program (continued)			
4	The states should work with TPB to enhance verification of the reasonableness of funding sources for TIP amendments, including a process to define "reasonableness" for different types of project amendments. TPB also should ensure that each jurisdiction provides adequate documentation to justify funding availability when requesting amendments. The TIP should demonstrate that estimates of system level revenues and costs are adequate for the DOTs to operate and maintain Federal-aid routes and public transportation systems. This documentation of available funding resources and O&M estimates can be amended into the TIP as soon as this information is available.	Implemented	All letters from DOTs or WMATA requesting an amendment now include language stating that the proposed funding is available and committed. This language will clarify if the funds are from additional, "new" monies, or if the funds are being diverted from another project. The Financial Plan for the FY 2013 -2018 TIP was expanded to include a table for each DOT and WMATA, showing estimated revenues from federal, state, and local sources, and proposed commitments. The DOTs have documented their commitment of funding expected to be available to adequately operate and maintain the federal-aid routes in the region and WMATA during the TIP six-year period.
Financial Planning/Fiscal Constraint			
5	TPB should increase the transparency of financial planning and fiscal constraint through improved documentation to make analysis and results more comprehensible to the public. Areas to address include: • Organization of financial data and estimates to facilitate direct comparison of costs and revenues for projects and continuing and recurrent expenditures on operations, maintenance, and asset rehabilitation; • Key assumptions (e.g., inflation, increases or shifts in allocations, fare increases, and population growth) affecting all projects, cost categories, and revenue sources; and • Estimation methods and strategies for addressing projected financial shortfalls and policy trade-offs.	Implemented	The web page on the Financial Plan and fiscal constraint for the CLRP was revised to provide clearer and more concise descriptions of the financial analysis for the 2010 CLRP which was completed in October 2010. The financial information presents capital costs and revenues for major projects and on-going expenditures for operations, maintenance and system preservation. The key analysis parameters and estimating assumptions, including inflation rates and population growth are documented. The strategies and estimation methods for addressing projected financial shortfalls are presented.

Implementation of the Recommendations in the Transportation Planning Certification Review of the Washington DC-VA-MD Transportation Management Area

Table 1: TPB Recommendations

Recommendation	Status	Action
Outreach/Public Participation		
6… The Federal team recommends several actions that could enhance the TPB Public Participation Plan and practices:	Implemented	
• Convene the CAC, AFA, and the WMATA Riders Advisory Council together at reasonable intervals to share ideas, concerns, and ask questions of one another. Continue to convene all TPB and Committee members, similar to the May 26th, 2010 Conversation on Regional Transportation Priorities.		The TPB regularly seeks out both formal and informal opportunities for coordination among its advisory committees. Historically, there has been extensive informal coordination among the CAC, AFA, and WMATA Riders Advisory Council (RAC). The leaders of these committees have indicated that formal collaboration is most effective when it includes a specific purpose, and the current CAC chair is evaluating the most effective purpose for formal collaboration among these groups. A joint meeting was held in March 2012 between the AFA and the WMATA RAC. The AAC membership includes 2 AFA members. TPB staff and committee leadership will continue to seek out additional coordination opportunities in the fall and spring during the development of the Regional Transportation Priorities Plan (RTPP).
• Limit the time that each AFA meeting spends discussing quality of service, to allow for time to provide productive feedback regarding transportation planning.		AFA meeting agendas in 2011 and 2012 included a wide-variety of topics on transportation planning, such as the RTPP and the draft 2012 CLRP projects. The chair of the AFA, who is a TPB member, and AFA members requested agenda items on specific transit and paratransit services. AFA members have stated in surveys conducted in February 2009 and February 2011 that paratransit (MetroAccess) and transit for people with disabilities are the most important topics to include in future agendas.
• Consider conducting meetings at locations and times that may be more convenient to the general public. Seek opportunities to participate in community events, such as local fairs or open houses, to educate and inform the public of TPB activities as well as look for opportunities to link transportation issues to other prevalent issues (education, housing, employment, etc.).		The TPB routinely engages with the public outside of traditional business hours, and in a variety of locations. For instance, staff regularly receive and accept invitations to speak at citizen meetings that occur throughout the region. Examples include the Action Committee for Transit, Suburban Maryland Transportation Alliance, Northern Virginia Transportation Alliance, and the Washington chapter of the Urban Land Institute. These ad hoc requests complement the TPB's institutionalized public engagement activities. For instance, in a key step in the development of the RTPP, the TPB recently held a citizen forum on a Saturday to assess how best to communicate proposed regional challenges and strategies to the general public. As the RTPP is developed in FY2013, the TPB expects to conduct outreach sessions with community groups throughout the region.

Implementation of the Recommendations in the Transportation Planning Certification Review of the Washington DC-VA-MD Transportation Management Area

Table 1: TPB Recommendations

Recommendation	Status	Action
Outreach/Public Participation (continued)		
6… • Explore other methods and media to provide information to the public other than email.		The TPB uses a variety of media to inform citizens about key milestones and activities. TPB staff is regularly featured on local radio, television, and in printed and online news and podcasts to discuss specific programs or ongoing policy issues that affect the region. In addition, the TPB generates its own print and online media. The TPB News, a monthly newsletter that is circulated to over a thousand subscribers via postal mail, as well as others through online channels including the TPB website and social media outlets, provides an overview of TPB activities each month. The TPB Weekly Report, an online publication, provides brief, timely summaries of recent TPB research, analysis, outreach, and planning in the region to over 700 subscribers. News items in these TPB-generated media reach a direct readership as well as an indirect audience, as items are often picked up by other media, including local newspapers, blogs, and radio talk shows. Thus, the TPB's multi-media approach can generate ripple effects throughout the region.
• Consider recording meetings and making them available over a public cable channel, and on websites, or hold online (Web 2.0) public meetings to allow folks to 'attend' the meeting within a specified period of time of the actual meeting. TPB could also increase its use of newspaper columns, such as "Doctor Gridlock."		The TPB uses a multi-strategy approach to making its information and meetings accessible in a variety of ways. Part of this approach has been explained in the previous response. Other strategies include the following: • The TPB will begin webcasting its meetings in FY2013, once COG has obtained and tested the requisite technology. This technology will also afford TPB committees with the opportunity to make their meetings accessible through the Internet by enabling members of the public to listen or watch the proceedings from remote locations. • The TPB has begun to more extensively use webinars to share information among its stakeholders and the public. In September 2011, the TPB introduced the Regional Peer Exchange Network as part of its Transportation/Land-Use Connections (TLC) Program, and through webinar technology hosted a successful event in February 2012 that allowed many people to participate from different locations. • The COG Office of Public Affairs regularly circulates press releases that are picked up by the *Washington Post and other* news outlets.

Implementation of the Recommendations in the Transportation Planning Certification Review of the Washington DC-VA-MD Transportation Management Area

Table 1: TPB Recommendations

Recommendation	Status	Action
Outreach/Public Participation (Continued)		
6… • Establish a Public-Involvement Management Team with Public Information Officers from each jurisdiction that coordinates among their agencies for transportation planning, programming, and operations activities. This would help to harmonize the individual public outreach efforts and increase media coverage of TPB's work.		The Public Information Officers from the jurisdictions and agencies in the region address a host of topics in addition to transportation. It is judged that convening meetings of these busy officers to focus on transportation would not be very effective. As a way to provide centralized information on the public involvement opportunities throughout the region, the TPB is developing an online clearinghouse that will serve as a "one stop shop" for obtaining information about transportation planning activities and decision-making processes. TPB staff is working with a consultant to establish the clearinghouse in the Fall, and has convened a stakeholder working group to provide feedback on the interim and final version.
• Gather information to evaluate the effectiveness of public outreach strategies. This could include: adding a column to public-speaking sign-in sheets that asks each commenter how they learned about the meeting, posting a small survey on the website each month, or sending a postcard survey asking about the process.		TPB staff use a variety of means to evaluate the effectiveness of on-going public outreach strategies. For instance, TPB staff regularly holds After Action Reviews of major activities as a way to evaluate their effectiveness and determine ways to improve similar future endeavors. Such reviews have been conducted at the close of the CAC's annual term, at the end of each Community Leadership Institute, and after other major events. Staff also gathers evaluative information through focus group activities. Twice in the past year, the CAC has served as a focus group to provide feedback to TPB staff on efforts such as the TPB Weekly Report, and on methods to gain citizen feedback on the public acceptability of Value Pricing. The AFA has surveyed its members to ascertain the most efficient and effective ways support the committee needs. TPB staff is gathering information and evaluating the effectiveness of these and other public outreach methods. As more experience is gained on these techniques throughout FY2013, consideration will be given to the amending them into the TPB Participation Plan.

Implementation of the Recommendations in the Transportation Planning Certification Review of the Washington DC-VA-MD Transportation Management Area

Table 1: TPB Recommendations

Recommendation			
Outreach/Public Participation (continued)			
…6	• Consider opportunities to involve college or high school students in the planning process: o Develop a CLI for students that could be held during the summer months, and perhaps be eligible for academic credit or recognition. o Consider expanding the CAC and AFA membership to include a student interested in transportation or urban planning. o Create an outreach program to young students using surveys, games, puzzles, and safety tips, or hold an annual poster contest for the cover page of a particular document, or as the screensaver of the TPB transportation webpage. o Engage high-school and/or college students interested in a career in communications by coordinating a Public Service Announcement Contest. The purpose would be to educate students about the role of the TPB and have them utilize their creativity to promote a specific transportation project or topic in 30-second TV spots. o Develop a blog to inform the public of current issues, discussions, and decisions. The tasks for meeting this recommendation should be included for review and approval in the next UPWP.		A number of strategies are used to involve students in the regional planning process: • Staff have established relationships with the planning departments of the University of Maryland, Virginia Polytechnic Institute and State University, and George Mason University. Staff members regularly serve as guest lecturers on regional planning. • Through these relationships, planning students have been able to learn about and directly participate in TPB activities. In the Fall of 2011 and Winter of 2012, planning students served as scribes in five large-scale deliberative forums that were held by the TPB to ascertain public opinions about value pricing. • Twice in the past two years, TPB staff has worked to partner with organizations that host educational and planning-related programs with high school students. This approach was a part of a strategy to create and conduct a Community Leadership Institute for high school students. Each attempt was met with limited success and a fair amount of challenges, including competing priorities for students, scheduling constraints with the academic calendar, and general lack of interest. • For the second year, the TPB Citizens Advisory Committee has had an alternate member who is a student. • An online clearinghouse is being developed to serve as a "one stop shop" web site for obtaining information about transportation planning activities and decision-making processes throughout the region. In the FY 2012 UPWP, $100,000 was transferred from the Regional Transportation Priorities Plan in activity in 3.C Regional Studies to activity 1.E to support implementation of enhanced outreach activities pursuant to the recommendations. The FY 2013 UPWP will support these activities.
7	TPB should develop and amend the Plan to include procedures, strategies and desired outcomes for the use of visualization techniques.	Being implemented	TPB staff has and will continue to use visualization techniques in its public engagement. Publications employ a variety of symbols and pictures to enhance its messages to the public. The TPB is further increasing its efforts at using online visualization techniques through its public engagement strategy for the development of the Regional Transportation Priorities Plan. At the end of FY2013, the approach and policies regarding visualization will be formalized in amendments to the TPB's Participation Plan.

Implementation of the Recommendations in the Transportation Planning Certification Review of the Washington DC-VA-MD Transportation Management Area

Table 1: TPB Recommendations

	Recommendation		
Outreach/Public Participation (continued)			
8	TPB should develop a formal process for selecting an information delivery method that is appropriate to the needs of a project, activity, or audience, and the desired type of public engagement.	Being implemented	The TPB Participation Plan will be amended to indicate that staff will establish a system to explicitly and deliberately determine what types of information sharing should be used for different types of public involvement and outreach requirements. For example, this system will specify the desired targets and potential methods that might be used to announce public comment periods. A different approach would be used to seek input for the new Regional Transportation Priorities Plan.
9	TPB should develop a formal process to review, evaluate, and improve current public engagement techniques and activities regularly or at certain intervals of time.	Being implemented	Throughout FY2013, the TPB will test its already-established evaluation strategies to improve public engagement. The TPB Participation Plan will be amended at the end of the year to formalize these evaluation techniques so that they may be regularly incorporated into TPB's public involvement activities.
Title VI and Environmental Justice			
10	TPB should provide a signed Standard Title VI Assurance, Title VI Plan/program/ method of administration with implementation, compliance, monitoring, enforcement and review procedures. Provide documented procedures regarding how Title VI training will be provided to or obtained by employees, recipients, sub recipients and other stakeholders.	Implemented	The signed assurance and plan have been provided. The procedures for training will be documented.
11	TPB should seek and receive, and its affiliated Federal aid recipients must endeavor to provide, Title VI training and appropriate technical assistance pursuant to 23 CFR 200.9(b)(9). It is further recommended that VDOT especially, checks its Title VI questionnaire to TPB to make sure that the date they are sent out and the due date are sequential.	Implemented	TPB and VDOT staff received this training in July 2011.

Implementation of the Recommendations in the Transportation Planning Certification Review

Table 2: FAMPO Recommendations & Corrective Actions

Recommendation	Status	Action
Agreement (FAMPO)		
12 TPB and FAMPO should coordinate their planning processes and planning products to align with the current agreement, or revise the agreement to clearly define and reaffirm their respective planning process roles and responsibilities. In addition, TPB and FAMPO should consider an addendum to the existing agreement that would provide clarification (where needed) of the roles and responsibilities of each MPO per CFR 450.314(f). (See #1 recommendation.)	Implemented	In early FY 2012, the TPB and FAMPO processes and products were reviewed for coordination as specified in the 2004 agreement. TPB staff with FAMPO staff reviewed the CMP, UPWP, TIP and CLRP planning cycles and products and identified some coordination clarifications and updates. The following text was added to the UPWP to clarify the planning roles: *Each year, the TPB Call for Projects document is transmitted to FAMPO requesting new and updated information on the projects located in the portion of Stafford County in the Washington DC TMA to be included in the update of the CLRP. FAMPO is also requested updated information on the Congestion Management System (CMS) for this portion of Stafford County. FAMPO transmits this information to TPB on the schedule included in the TPB Call for Projects document.* On December 16, 2011, FAMPO transmitted the requested planning products for the portion of Stafford County for the 2012 CLRP amendment. .
Outreach/Public Participation (FAMPO)		
13 The Federal Team strongly recommends that FAMPO conduct a thorough review and update of the PPP, including all advisory committee structures and responsibilities. The update should include an evaluation of the PPP and TAG to determine their effectiveness in meeting the needs of the intended audiences (including low-income and minority populations). The tasks for meeting this recommendation should be included for review and approval in the next UPWP.	Implemented	TPB staff has consulted with FAMPO staff on public participation plan update which is expected to be complete by September 2012. FAMPO included tasks on this recommendation in its FY 2013 UPWP. The TPB will receive documentation of FAMPO's updated Public Participation Plan in October 2012.

Implementation of the Recommendations in the Transportation Planning Certification Review

Table 2: FAMPO Recommendations & Corrective Actions

Certification (FAMPO)			
14	As part of the MPO Self-Certification process, the Federal Team recommends that FAMPO establish procedural guidance for verifying the process and implementation of self-certification.	Implemented	Documentation received on FAMPO's Self-Certification process adopted in July 2011.

Implementation of the Recommendations in the Transportation Planning Certification Review

Table 2: FAMPO Recommendations & Corrective Actions

	Corrective Action	Status	Action
Agreements (FAMPO)			
1	FHWA and FTA request that the FAMPO's RSTP and CMAQ project selection process be consistent with 23 U.S.C. section 134(j)(3)(5)(a) and 23 CFR 450.330(b). Please submit a joint letter signed by the FAMPO (MPO Chairperson/ representative) and State (CTB Chairperson/representative) confirming that the FAMPO project selection process for RSTP and CMAQ projects to be implemented utilizing 23 U.S.C. funds and/or funds under 49 U.S.C Chapter 53 is consistent with federal regulation for the non-TMA MPO. If the State delegated RSTP and/or CMAQ project selection responsibilities to the FAMPO, please provide clarification in the letter. The compliance deadline for this request is within 3 months following the release of the certification report.	Implemented	CTB and FAMPO letter provided by August 5, 2011
Title VI and Environmental Justice (FAMPO)			
2	The MPO Title VI coordinator must acquire needed Title VI training and knowledge in implementing Title VI obligations.	Implemented	FAMPO, TPB and VDOT staff received training in July 2011.
3	The MPO must establish a Tile VI/Nondiscrimination Plan. The Plan must include a public outreach and education plan; staff training plan; procedures for processing complaints; procedures for identifying and addressing Title VI/ Nondiscrimination issues; process for identifying and eliminating discrimination; process for review of programs and grant applications; and a process for collecting and analyzing statistical data (including LEP and EJ populations). <u>The compliance deadline for this request is one year following the release of the certification report</u>.	Implemented	Title VI plan adopted by FAMPO on May 22, 2012.

Implementation of the Recommendations in the Transportation Planning Certification Review

Table 2: FAMPO Recommendations & Corrective Actions

	Corrective Action	Status	Action
Title VI and Environmental Justice (FAMPO) (continued)			
4	Within the Title VI/Nondiscrimination Plan, the Federal Team requests that the MPO have a documented process for assessing the distribution of impacts on different socioeconomic groups for the investments identified in the transportation plan and TIP. The compliance deadline is six months following the establishment and adoption of the MPO Title VI Plan.	Implemented	TPB received documentation on FAMPO methodology and analysis in the report "Long-Range Transportation Plan Equity Analysis" dated May 2012.

ITEM 13 - Action
July 18, 2012

Approval of Technical Assistance Recipients Under the FY 2013 Transportation/Land Use Connections (TLC) Program

Staff Recommendation: Receive briefing on the recommended TLC technical assistance recipients and approve them under the FY 2013 TLC program.

Issues: None

Background: On March 3, 2012 the Call for Project Applications for the FY 2013 TLC program was released. During March, the TLC brochure and application form were distributed to TPB member jurisdictions inviting applications for short-term technical assistance to advance their transportation and land use coordination activities. On March 23 a pre-application workshop was held. In June, a technical review committee met to review the applications received by the due date of May 16, and to develop a list of TLC technical assistance recipients recommended for funding. The review committee is chaired by Ms. Koster, TPB member representing the National Capital Planning Commission.

National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202 TDD: (202) 962-3213

MEMORANDUM **ITEM 13**

TO: Transportation Planning Board

FROM: Deborah Kerson Bilek
Department of Transportation Planning

SUBJECT: Proposed Projects for the FY 2013 Transportation/Land-Use Connections (TLC) Technical Assistance Program and Proposed Timeline for FY 2013 Project Completion

DATE: July 18, 2012

The TLC Project Selection Panel met on June 13, 2012 to review the applications and develop a list of recommended projects for the FY 2013 round of TLC technical assistance. At that meeting, the panel selected nine projects to recommend for TPB approval at the Board meeting on July 18.

FUNDING RECOMMENDATIONS

The TPB received a total of sixteen applications for the FY2013 TLC Technical Assistance Program. Fourteen of these applications were submitted for planning technical assistance, and two applications were submitted under the Design Pilot Program, which is being launched this year. Of the applications submitted for planning technical assistance: the District of Columbia submitted one application; Maryland jurisdictions submitted eight applications; and Virginia jurisdictions submitted five applications. Both applications submitted for the Design Pilot Project came from Maryland jurisdictions. The total application package requested amounted to $763,300, with $652,300 in requests for planning funds and $111,000 in requests for design funds.

A brief description of all applications may be found in Attachment A.

The TLC selection panel recommends that the following projects be funded under the FY 2013 TLC Technical Assistance Program:

District of Columbia

- **Study of Affordable Housing with Access to Jobs via Multi-Modal Transit ($60,000)**
  The DC Office of Planning requested technical assistance for a study that will quantify the benefits of affordable housing locations with high quality access to employment

opportunities via walking, bus, and/or rail public transportation through surveying residents on issues such as income, length of employment, and ability to find and accept a job, and surveying property managers on issues such as vacancy and default rates. This concept builds on a multi-jurisdictional study that was funded in the FY2012 TLC cycle that evaluated affordable housing supply and demand in areas surrounding transit stations in several of the region's jurisdictions.

Maryland

- **College Park Metro Station – TOD Market Analysis ($30,000)**
  The City of College Park is seeking technical assistance for a market analysis to recommend development potential for 18.2 acres of property located less than 1/10 of a mile from the College Park-University of Maryland Metro Station, the MARC Camden Line, and a proposed Purple Line station. This project builds off of a 2008 Urban Land Institute Technical Assistance Panel Program, and will lay the groundwork for coordination between the City of College Park, Prince George's County, the Maryland-National Capital Park and Planning Commission, the Washington Metropolitan Area Transit Authority, and the University of Maryland.

- **Greenbelt Bus Stop Safety and Accessibility Study ($30,000)**
  The City of Greenbelt is requesting technical assistance for the completion of a bus stop and accessibility study that will evaluate the existing safety and accessibility of 136 bus stops within the City. The results of this technical assistance will contribute to a multi-year strategic plan for achieving system-wide safety and accessibility.

- **Montgomery County: Study to Establish Parking Credits Related To Bike Sharing ($30,000)**
  The Maryland-National Capital Park and Planning Commission is requesting technical assistance to review and analyze parking credits related to the construction of bike-sharing stations. This project will result in the development of a set of findings that address the relationship between the level and scope of bike-sharing and parking requirements within the same general geographic area. The applicant requested $60,000; the TLC Panel recommends funding this project at $30,000.

- **City of Rockville: Cross-Jurisdictional Development Impacts: Transportation Capacity Analysis ($30,000)**
  The City of Rockville is requesting technical assistance to conduct a transportation capacity study in a specific study area as a way to identify potential capacity improvements and recommend alternative transportation system analysis methods. The study area would focus on southern Rockville Pike, and include the City of Rockville's Twinbrook transit-oriented development, as well as the recently approved Montgomery County White Flint Area. The development in this study area is in part outside the city limits of Rockville, but has caused increased traffic volumes within Rockville itself. The analysis conducted through this project will therefore highlight transportation impacts across jurisdictional lines. The applicant requested $60,000 for technical assistance for two study areas; due to funding

constraints, the TLC Panel recommends funding this project at $30,000 to provide technical assistance for one study area.

- **City of Takoma Park: New Hampshire Avenue Multi-Way Boulevard Feasibility Study ($50,000)**
  The City of Takoma Park is requesting technical assistance to conduct a feasibility study to assess the viability of converting New Hampshire Avenue, an existing arterial state highway, into a multi-way boulevard. Similar to K Street in the District, a multi-way boulevard is characterized as a wide thoroughfare where faster moving through traffic in center travel lanes are separated by tree-lined medians from side lanes, which are designated for slower-moving traffic, on-street parking, and bicycle facilities. The multi-way boulevard concept proposes to enhance the pedestrian realm of the corridor, while maintaining faster moving through-traffic and regional transit vehicles. The intent of this feasibility study is to examine the environmental, transportation and utility impacts of converting New Hampshire Avenue into a multi-way boulevard. This study complements a FY2012 TLC project that developed a series of streetscape standards for the corridor that provide guidance for consistent streetscape improvements as properties redevelop along New Hampshire Avenue.

Virginia

- **City of Falls Church: Analysis of Transportation Demand Management along the Washington Street Corridor ($40,000)**
  The City of Falls Church is requesting technical assistance to develop recommendations to increase the use of alternative modes of transportation along the Washington Street Corridor, which connects the East Falls Church Metro Station (home to the Orange and future Silver lines) with the city's southern gateway at South Washington Street. Because the study area is located between a quarter-mile and a mile from the East Falls Church Metro Station, the study will contribute to a traffic demand management program that evaluates and promotes transit-oriented design principles beyond the traditional quarter-mile radius. The applicant requested $60,000 to study three small areas; due to funding constraints, the TLC Panel recommends funding this project at $40,000 with a scaled focus on two study areas.
- **Town of Middleburg/Loudoun County: Washington Streetscape Improvement Plan ($30,000)**
  The Town of Middleburg, with the endorsement of Loudoun County, is requesting technical assistance for a streetscape improvement project for the town's main street, Washington Street, which was a recipient of the 2010 American Planning Association Great Streets Award. The project will develop plans including cost estimates and implementation time-frame while considering a host of unique factors such as historic preservation, aging street lights, and a succession plan for overgrown trees.

Design Pilot Project

- **City of Frederick: East Street Trail Project Design ($80,000)**
  The City of Frederick is requesting funding for the design of a trail that includes a combination of bike lanes, sidewalk upgrades, and the development of a shared-use path. The project will benefit a large and established residential area and will provide access to new mixed-use and commercial developments. The new trail will connect to the MARC rail station and to a newly installed bike lane that leads to Frederick Memorial Hospital, Hood College, and Fort Detrick, which is the largest employer in Frederick County.

SUMMARY OF THE FY2013 TECHNICAL ASSISTANCE PROGRAM PROCESS

APPLICATION PROCESS

On March 6, 2012, the TPB issued a call for projects for the FY 2012 round of TLC technical assistance. The deadline for application submissions was May 16, 2012. TPB staff conducted an application workshop for the TLC Program on March 23, 2012. The application workshop provided an overview of the purpose of the TLC Technical Assistance Program, reviewed lessons learned from past projects, detailed the TLC application process, highlighted the evaluation criteria used by the selection panel to review the applications, and introduced the Design Pilot project. The workshop was also accessible through webinar software. Applicants were invited to submit optional abstracts which provided applicants an interim opportunity to have TPB staff review project concepts and provide detailed feedback on how to develop a stronger TLC application. Abstracts were due on March 29, 20012, and applicants received feedback by April 17, 2012. TPB staff received seven abstracts.

For this application cycle, $220,000 from the TPB's FY 2013 UPWP is available for technical assistance projects. Additionally, MDOT committed $160,000 from its technical assistance account for projects in Maryland, with special emphasis on projects relating to transit-oriented development (TOD). In the FY 2013 program, technical assistance is again being offered in amounts from $20,000 to $60,000.

SELECTION PROCESS

The TPB continues to use the selection process established in FY 2009. The following industry experts participated on the selection panel:

Julia Koster, AICP, Chair
Non-voting TPB Member
Director, Planning, Research, and Policy Division
National Capital Planning Commission

Thomas Bassett
Program Associate
American Planning Association

Jonathan Esslinger
Director, Transportation and Development Institute
American Society of Civil Engineers

Joel Mills
Director, Communities by Design
The American Institute of Architects

Jennifer Rosales
Senior Program Officer
Transportation Research Board

The selection panel met on June 13, 2012, to review the project applications and develop a list of recommended projects for the FY 2013 round of TLC technical assistance. The selection panel used the evaluation criteria and their own extensive industry knowledge to assess the proposed projects. TPB staff provided an overview of previous rounds of the TLC Technical Assistance Program and was available to answer any questions related to the Program. The selection panel reviewed each application and divided the projects into low-, medium-, and high-priorities for the TLC Program.

After additional analysis and review of the regional and local merits of each project, the selection panel developed a list of nine projects to recommend to the TPB for approval - eight projects to be supported with planning funds, and one to be supported under the Design Pilot project. The end result of the panel's deliberations is a slate of project recommendations that the selection panel endorses as the most locally and regionally beneficial.

The five planning projects that the selection panel recommended for funding in Maryland were forwarded to MDOT on June 30, 2011 for staff review. MDOT staff provided feedback on the Maryland project applications and supports the approval of these projects for funding under the FY 2013 round of TLC technical assistance.

PROPOSED PROJECT COMPLETION TIMELINE

On July 18, 2012, the TPB will be asked to approve the proposed slate of projects for completion under the FY 2013 TLC Technical Assistance Program. Upon approval of the projects, TPB staff will immediately begin to coordinate with the jurisdictions that have been awarded technical assistance to commence the consultant selection process from the pre-qualified list of TLC consultants. All projects will begin immediately after consultant contracts are signed. It is anticipated that the projects will be completed by June 30, 2013.

NEW FOR FY2013: DESIGN PILOT PROGRAM

Based on recent experience relating to the federal TIGER program and on feedback received at the RPEN Kickoff Forum, the TLC program is for the first time including a Design Pilot Program as part of the FY 2013 TLC Program cycle. The Design Pilot Program dedicates up to $80,000 (out of the $220,000 available for the FY 2013 UPWP for TLC technical assistance) to be awarded to a jurisdiction to complete conceptual design/preliminary engineering for a previously completed TLC study or another completed planning study. The intent behind this pilot program is to provide a way to assist TPB member jurisdictions in advancing some of the TLC planning projects to implementation. The hope is that jurisdictions could use the TLC design funding to supplement local funding for conceptual design/preliminary engineering. Two applications were received for the Design Pilot Program.

TLC PROGRAM BACKGROUND

The TPB initiated the Transportation/Land-Use Connections (TLC) Program in November 2006 to provide support to local jurisdictions as they deal with the challenges of integrating land-use and transportation planning at the community level. There are three major components to the TLC Program: the Regional Clearinghouse, the Technical Assistance Program, and the Regional Peer Exchange Network, which was initiated this past year.

At the close of the FY 2012 round of the TLC technical assistance program, the TPB had completed 56 technical assistance projects in all 20 of the TPB jurisdictions for a total of $1,700,000. Eight projects were completed in the District of Columbia, 28 projects were completed in Maryland, and 18 were completed in Virginia. Two projects were multi-jurisdictional. For more information about completed projects, please visit the TLC website at www.mwcog.org/tlc and click on “Completed Projects” under Technical Assistance Program.

The TLC technical assistance program began with a pilot phase in 2007, and continued with five fiscal-year phases in FY 2008, FY 2009, FY 2010, FY 2011, and FY 2012. Special funding for Virginia projects was provided in 2007 through the Virginia Department of Transportation (VDOT) 2007 Multimodal Planning Grants Program. Additional funding for projects in Maryland jurisdictions has been provided in FY 2008, FY 2009, FY 2010, FY 2011, and FY 2012 through Maryland’s Technical Assistance account in the TPB’s Unified Planning Work Program (UPWP), with the support of the Maryland Department of Transportation (MDOT).

Since FY 2009, the TPB has restructured the program to provide a range of funding for each project between $20,000 and $60,000. This funding range offers the potential for scaling applications to provide the greatest benefit for all applicants. Minor refinements were made to the application process as a result of additional recommendations from the Technical Committee and the TPB, including a longer period of time for the project solicitation and more detail required for applications requesting greater than $30,000. The TPB also approved the use of an independent selection panel to oversee the project selection process for FY 2009 and

subsequent years. A TLC technical assistance program funding history may be found in Attachment B.

In FY 2012, the TLC Program grew to include a new initiative: the Regional Peer Exchange Network (RPEN), the goal of which is to provide a variety of opportunities and media through which to communicate information and best practices on TLC topics. The Regional Peer Exchange network was developed based on input from past TLC technical assistance recipients, the TLC Selection Panel, and recommendations from the Assessment of the TLC Program completed by Reconnecting America. Because TLC technical assistance recipients requested an opportunity to share information about their projects and learn about TLC best practices from other projects, the RPEN was developed to provide a collegial opportunity for this information exchange to occur. The FY2012 TLC cycle saw two successful RPEN events:

- September 2011 – Regional Peer Exchange Network Kickoff Forum
- February 2012 – Regional Peer Exchange Network Webinar: Exploring the Development Potential of Commuter Rail Station Areas

Projects completed through the TLC technical assistance program are summarized in Attachment C.

Transportation / Land-Use Connections Technical Assistance Program

Applications for PLANNING Assistance FY 2013 - May 16, 2012

	Applicant Jurisdiction	Contact Agency	Project	Project Description	Budget Request
	District of Columbia				
1	**District of Columbia**	**District of Columbia Office of Planning**	**Affordable Housing with Access to Jobs via Multi-Modal Transit**	**The study will quantify the benefits of affordable housing with high quality access to employment opportunities via non-auto transportation to both the residents and rental property owners of affordable housing.**	**$60,000**
				DC Total:	$60,000
	Maryland				
1	**City of College Park**	**Economic Development**	**College Park Metro Station - TOD Market Analysis**	**The project will develop a market analysis report that recommends a development program and construction phasing plan for redevelopment of 18.2 acres based on the short-term demand for housing, retail, office, and other uses near transit.**	**$30,000**
2	**City of Greenbelt**	**Planning and Community Development**	**Greenbelt Bus Stop Safety and Accessibility Study**	**The product will include a multi-year strategic plan that will be used to guide transit investment decisions with the goal of achieving system-wide safety and accessibility.**	**$30,000**
3	Montgomery County	M-NCPPC	Financial Feasibility of Converting Strip Shopping Centers into Mixed-Use Developments	This project will conduct an assessment of the financial feasibility of mixed-use redevelopment of strip shopping centers in suburban locations, primarily focusing on several scenarios and case studies to determine minimum thresholds needed to create mixed-use developments.	$50,000
4	**Montgomery County**	**M-NCPPC**	**Updating Selected Data Components of Local Area Transportation Review (LATR) in Mixed Use Settings Within**	**The final product will be updated information on key variables related to trip reduction credits within CBD settings that can be used for estimating the likely impact of new development proposals/applications.**	**$52,300**
5	Prince George's County / Capitol Heights	Town of Capitol Heights and M-NCPPC	Capitol Heights Non-Motorized Transportation Study	This study will formulate recommendations to improve pedestrian safety and provide complete streets in the Town of Capitol heights, consistent with approved county plans.	$30,000
6	Prince George's County	M-NCPPC	Pedestrian Safety and Healthy Communities in the Eastover Area	The study will identify and prioritize needed bicycle, pedestrian, and trail improvements in the Eastover area for use in future funding requests. The study will promote healthier and more active lifestyles through bicycling and walking.	$30,000
7	**City of Rockville**	**Department of Public Works**	**Regional Development Impacts: Transportation Capacity Analysis**	**This project will analyze impacts to regional transportation facilities by approved developments and identify potential capacity improvements to the transportation system.**	**$60,000 ***
8	**City of Takoma Park**	**Housing and Community Development**	**New Hampshire Avenue Multi-Way Boulevard Feasibility Study**	**The project will result in a technical report that objectively outlines the financial, legal, and operational feasibility of advancing the New Hampshire Avenue multi-way boulevard concept to the stage of engineering and construction.**	**$50,000 ***
				Maryland Total:	$332,300
	Virginia				
1	**City of Falls Church**	**Planning and Development Services**	**Transit-Oriented Development Within and Beyond the Quarter Mile**	**The study will develop a transportation demand management program for three of the eight opportunity areas identified in the City's Comprehensive Plan, which are located near existing or proposed transportation facilities that have potential for medium-to-high density, mixed-use redevelopment and TOD**	**$60,000 ***
2	**Loudoun County / Town of Middleburg**	**Town of Middleburg**	**Washington Street Streetscape Improvement Project**	**The product will be a plan for streetscape improvements that will make Washington Street more pedestrian friendly, while maintaining the historic and unique qualities of Middleburg's historic main street.**	**$30,000**
3	Prince William County	Department of Transportation	Pedestrian Facility Standards Inventory	The study will create a Pedestrian Plan that incorporates pedestrian connections to and within the County's multimodal nodes and mixed-use centers.	$60,000
4	Prince William County	Planning Division	Redevelopment Area Plan and Tools	The study would review the effectiveness of the Redevelopment Overlay District (ROD) and recommend policy amendments, tools, and strategies to accomplish redevelopment.	$60,000 *
5	Prince William County	Planning Division	Safe Routes to Schools (SRTS) Plan and Implementation Tools	The project would develop a SRTS Plan and analysis tool that would provide a succinct and coordinated implementation of the SRTS Plan for use during the rezoning and SUP review process.	$50,000 *
				Virginia Total:	$260,000
				PLANNING TOTAL:	**$652,300**

* The project may be scaled to $30,000.

Total Planning Funding Available - TPB/Regional: $140,000
MDOT: $160,000

Transportation / Land-Use Connections Technical Assistance Program

Applications for DESIGN Assistance FY 2013 - May 16, 2012

	Applicant Jurisdiction	Contact Agency	Project Title	Project Description	Budget Request
	Maryland				
1	City of Bowie	Planning and Economic Development	The Bowie Heritage Trail - Railroad Museum and 10th Street Park	Preliminary design for trail alignment in Phase 1 was completed in 2011 and concept plans were prepared for the Railroad Museum property and 10th Street Park which are major amenities at the focal point of The Bowie Heritage Trail system. Completion of 30 percent plans for the Railroad Museum and 10th Street Park will position the entirety of Phase 1 for future funding opportunities such as the MDOT Transportation Enhancement Program TEP.	$31,000
2	**City of Frederick**	**Planning and Engineering**	**East Street Rails with Trails**	**The project will complete 30 percent design for a 3 mile rails with trails project beginning at the Frederick MARC station in the historic downtown. The historic downtown has constrained roadways that require bicycle and pedestrian improvements to be developed specifically for this type of environment. The northern leg of the project is more easily completed with the conversion of a rail bed to a hiker biker trail.**	**$80,000**

DESIGN TOTAL: $111,000

Total Design Funding Available: $80,000

TPB Transportation/Land-Use Connections (TLC) Program Funding History

Fiscal Year	Jurisdiction	Project	TPB Funding	MDOT Funding	VDOT Funding
2007	District of Columbia	Potomac Avenue Metro Station Revitalization Strategy	$ 20,000		
2007	Montgomery/Prince Ge	Takoma/Langley Crossroads Pedestrian Access and Mobility Study	$ 20,000		
2007	Charles County	Development of Urban Roads Standards	$ 20,000		
2007	Fairfax County	Automobile "Levels of Service" in Transit Station Areas	$ 20,000		
2007	Prince William County	Scoping Assistance: Impacts of BRAC on the Potomac Communities	$ 20,000		
2007	Multiple	Public Presentation on Density Issues	$ 20,000		
2007	Loudoun County	Leesburg-Dulles Greenway Bus Rapid Transit Feasibility Study (Town of Leesburg)			$ 20,000
2007	Fairfax County	A Review of Rezoning Cases to Compare Projected and Actual Transportation Impacts			$ 20,000
2007	City of Manassas Park	City Core Planning and Development: Strategic Action Plan Near the VRE Rail Station			$ 20,000
2007	City of Falls Church	South Washington Street Corridor Planning			$ 20,000
2007	City of Alexandria	A Review of the Transportation Management Plan (TMP) Program			$ 20,000
2008	District of Columbia	"Multimodal Takoma!" - Development of a Multimodal Scorecard	$ 20,000		
2008	District of Columbia	Recommendations for Performance-Based Parking Regulations Near the Nationals Ballpark	$ 20,000		
2008	City of Bowie	Community Charrette on Pedestrian Trail Feasibility to the Bowie MARC Station		$ 20,000	
2008	City of Frederick	Assessment of Pedestrian Crossing Options at East Street and Carroll Creek	$ 20,000		
2008	Frederick, City/County	Fort Detrick Area Transit and Non-Motorized Transportation Access Study		$ 20,000	
2008	City of Greenbelt	Maximizing Transit Opportunities in Greenbelt		$ 20,000	
2008	Montgomery County	Recommendations for the Bethesda Circulator (Bethesda Urban Partnership)	$ 20,000		
2008	Prince George's County	Identification of Appropriate TOD Strategies for the Landover Metro Station Area		$ 20,000	
2008	Prince George's County	Recommendations for "Complete Streets" in the Prince George's Plaza Transit District		$ 20,000	
2008	Prince William County	Transportation and Land-Use Strategies for the Yorkshire Corridor	$ 20,000		
2008	Arlington County	Parking Management Plans: Process Improvements for Parking in New Development	$ 20,000		
2009	District of Columbia	Gateway Transportation Enhancement Project (NoMa BID)	$ 50,000		
2009	City of Bowie	Pedestrian Trail System, Phase I Concept Development		$ 20,000	
2009	Frederick County	MD-355 / MD-85 TOD Study		$ 60,000	
2009	City of Greenbelt	Pedestrian and Bicycle Master Plan	$ 30,000		
2009	City of Rockville	Complete Streets Policy	$ 30,000		
2009	Prince George's County	Non-Motorized Transportation Study (Town of Cheverly)	$ 10,000	$ 20,000	
2009	City of Manassas Park	Marketing the Redevelopment Potential of TOD	$ 20,000		
2009	Prince William County	Sustainability of Mixed-Use Development at Commuter Rail Stations	$ 30,000		
2010	District of Columbia	Independent Shuttle Bus Consolidation Strategy for the Greater Brookland Community	$ 25,000		
2010	District of Columbia	Golden Triangle Business Improvement District Design Standards (Golden Triangle BID)	$ 30,000		
2010	Charles County	Waldorf Urban Transportation Improvement Plan	$ 30,000		
2010	Prince George's County	Purple Line Bicycle Access and Bicycle Hub Location Study	$ 30,000		
2010	Prince George's County	Interim Pedestrian Safety Measures for the New Carrollton Metro Station		$ 30,000	
2010	Prince George's County	Pedestrian-to-Transit Accessibility Prioritization Project		$ 30,000	
2010	Arlington County	Multi-Use Trail Traffic Control Study	$ 30,000		
2010	Fairfax County	Wiehle Avenue Station Multimodal Mobility Needs Analysis	$ 45,000		
2010	Prince William County	Harbor Station Multimodal Commuter Center	$ 30,000		
2010	Montgomery County	Analyzing Transportation Impacts of Neighborhood-Scale Retail		$ 40,000	
2011	District of Columbia	Van Ness / UDC Metro and Commercial Corridor Enhancement Study	$ 30,000		
2011	Frederick County	Freight Transportation and Land Use Connections	$ 60,000		
2011	Montgomery County	US 29 / Cherry Hill Area TOD Scenarios	$ 40,000	$ 10,000	
2011	Prince George's County	Central Avenue TOD Corridor Pedestrian and Mobility Study		$ 30,000	
2011	Prince George's County	Naylor Road Metro Station Area Accessibility Improvement Study		$ 30,000	
2011	City of Rockville	Accessibility and Rockville's TODs: Safer Walkways to Transit		$ 30,000	
2011	Arlington County	Best Practices in Providing Bicycle Facilities in Streetcar Corridors	$ 30,000		
2011	Prince William County	Pedestrian Facility Standards for Mixed-Use Development Centers	$ 60,000		
2012	District of Columbia	Farragut Square Pedestrian Safety/Access Study	$ 30,000		
2012	Montgomery County	Glenmont Community Visioning Workshop Plan		$ 30,000	
2012	Prince George's County	Transitway Systems Study	$ 20,000	$ 40,000	
2012	City of Rockville	Bikeway Master Plan Update		$ 30,000	
2012	City of Takoma Park	New Hampshire Avenue Streetscape Design Standards		$ 30,000	
2012	Arlington County	ADA Evaluation	$ 50,000		
2012	Fairfax County	Multimodal Transportation Hubs in Tysons Corner	$ 60,000		
2012	Multiple	TOD Housing Needs Analysis for District of Columbia, Prince George's County and Alexandri	$ 60,000		
		TOTAL:	**$ 1,070,000**	**$ 530,000**	**$ 100,000**
			TOTAL TLC FUNDING:	**$**	**1,700,000**

TRANSPORTATION/LAND-USE CONNECTIONS (TLC) PROGRAM
TECHNICAL ASSISTANCE PROJECTS
Fiscal Years 2007-2012

PILOT PHASE – FY 2007 (March – June 2007)

Langley/Takoma Crossroads Pedestrian Access and Mobility Study
Montgomery/Prince George's Counties
This pedestrian safety study supports planning efforts for the Takoma/Langley Park Crossroads Sector Plan, which among other things is expected to be a location for the planned Purple Line light rail project. This study won an award in February 2008 from the National Capital Region Chapter of the American Planning Association.

Development of Urban Roads Standards
Charles County (St. Charles Urbanized Area)
These recommendations will be used to revise the county's Urban Road Design Standards to accommodate the county's vision for denser, walkable communities with a mix of residential, commercial, and community amenities.

Automobile "Levels of Service" in Transit Station Areas
Fairfax County
This report provides a summary of best practices from jurisdictions around the country that have taken steps to balance multi-modal options in transit oriented developments.

Scoping Assistance: Impacts of BRAC on the Potomac Communities
Prince William County
A scope of work was developed for use in the county's application for Department of Defense funding and to incorporate potential Base Realignment and Closure (BRAC) transportation and land use impacts into the Potomac Communities Revitalization Plan.

Potomac Avenue Metro Station Revitalization Strategy
District of Columbia
The "Potomac Avenue Revitalization Strategy" prioritizes planning elements which will be analyzed during the full planning effort for this neighborhood.

"Understanding Density" – Public Presentation on Density Issues
For Use in Multiple Jurisdictions As Requested
A presentation has been developed on key issues related to density. The first presentation is currently scheduled for the College Park City Council on April 15, 2008.

VDOT MULTIMODAL GRANT PROGRAM FUNDING (initiated fall 2007)

Leesburg-Dulles Greenway Bus Rapid Transit (BRT) Feasibility Study
Leesburg (Loudoun County)
This analysis looked at the potential for Bus Rapid Transit (BRT) from Leesburg to the terminus station of the Dulles Metrorail extension.

A Review of Rezoning Cases to Compare Projected and Actual Transportation Impacts

Fairfax County
An analysis of several rezoning cases in Fairfax County compared the current built environment with past estimates of land use and transportation conditions.

City Core Planning and Development: Strategic Action Plan Near the VRE Rail Station
Manassas Park
This study supported the city's goal of "creating a livable, walkable, mixed-use city center focused on the Virginia Railway Express (VRE) and Potomac and Rappahannock Transportation Commission (PRTC) mass transit systems."

South Washington Street Corridor Planning
Falls Church
This project identified the transportation strategies and investments needed to facilitate the desired land-use vision for this corridor, and addressed issues such as site access, on-street parking locations, and pedestrian and transit improvements.

A Review of the Transportation Management Plan (TMP) Program
Alexandria
This study provided recommendations for improving the Alexandria Transportation Management Plan (TMP) Program, which was designed to increase multimodal transportation use around dense development.

FY 2008 ROUND

"Multimodal Takoma!"— Development of a Multimodal Scorecard
District of Columbia
At the request of the District Office of Planning, a "scorecard" was developed to evaluate current multimodal access and potential improvements for the area surrounding the Takoma Metrorail Station.

Recommendations for Performance-Based Parking Regulations Near the Nationals Ballpark
District of Columbia
This study for the District Department of Transportation analyzed data on parking management for the new ballpark area and provided recommendations for performance-based parking regulations.

Community Charrette on Pedestrian Trail Feasibility to the Bowie MARC Station
Bowie
A classic public involvement tool, a "charrette," was used to gather feedback on a pedestrian link between a city revitalization area, Old Town Bowie, and the MARC commuter rail station, where a mixed-use center is planned near Bowie State University.

Assessment of Pedestrian Crossing Options at East Street and Carroll Creek
City of Frederick
This study examined alternatives for a pedestrian crossing at Carroll Creek linear urban park and East Street, became the new gateway to the city in the fall of 2009.

Fort Detrick Area Transit and Non-Motorized Transportation Access Study
Frederick County/City of Frederick
This analysis identified the needs for transit, bicycle/pedestrian, and intersection improvements for transportation facilities around Fort Detrick in response to the forthcoming Base Realignment and Closure (BRAC) changes.

Maximizing Transit Opportunities in Greenbelt
Greenbelt
This project assessed existing transit options and future transit opportunities in Greenbelt, and made recommendations to ensure maximum use and efficiency of transit.

Recommendations for the Bethesda Circulator
Bethesda Urban Partnership (Montgomery County)
This study examined the current service and route of the Bethesda Circulator to identify possible improvements and future expansions to enhance circulation in central Bethesda, a well-establishment area of transit-oriented development.

Identification of Appropriate TOD Strategies for the Landover Metro Station
Prince George's County MNCPPC
This report recommended strategies for transit-oriented development (TOD) around the Landover Metro Station. An analysis of an area like Landover that is semi-industrial and potentially environmentally degraded provided new perspectives to the TLC program.

Recommendations for "Complete Streets" in the Prince George's Plaza Transit District
Prince George's County MNCPPC
This study identified pedestrian and bicycle needs, and provide recommendations to develop "complete streets" near this Metro station. A complete streets approach recognizes that streets should be designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and bus riders of all ages and abilities. This TLC project recognizes that complete streets are an essential part of transit-oriented development.

Transportation and Land-Use Strategies for the Yorkshire Corridor
Prince William County
Strategies were developed for transportation and land use that would help realize the county's vision for a vibrant community along Route 28, which is typical of the post-war strip retail corridors that have arisen in suburban areas across the country, and is an area long identified by the county for redevelopment.

Parking Management Plans: Process Improvements for Parking for New Development
Arlington County
This project reviewed the current approval processes for site plans and parking management plans. The study also recommended measures to incorporate parking management earlier in the development process.

FY 2009 ROUND

Gateway Transportation Enhancement Project
NoMa Business Improvement District (District of Columbia)
This TLC project provided streetscape enhancements that complement the reconstruction of the New York and Florida Avenue, NE, intersection as a virtual traffic circle. Recommendations included complete streets and sustainable design principles to enhance pedestrian and bicycle connectivity, wayfinding, and safety around the intersection, while greening the public realm.

Pedestrian Trail System, Phase I Concept Development
Bowie
The Bowie City Council approved an amendment to the City Trails Master Plan to include recommendations from an earlier TLC project. This project refined plans for the highest priority segment of the trail system, helping stakeholders to focus on the details of this first segment of the overall project through concept development, visualizations, and sketch renderings.

MD-355 / MD-85 TOD Study
Frederick County
This project identified ways to enhance transit oriented development through short-term bicycle, pedestrian, and transit improvements and by reviewing long-term land-use recommendations. The final product included recommendations for incorporating study findings into an upcoming small area plan. This project was a joint effort between the Frederick County Division of Planning, Frederick TransIT, and the Frederick County Office of Economic Development.

Pedestrian and Bicycle Master Plan
City of Greenbelt
This plan was designed to help Greenbelt improve connectivity between neighborhoods so that pedestrians and bicyclists can reach major destinations. The consultant worked with the Advisory Planning Board to coordinate citizen input, assess gaps in existing infrastructure, and design solutions to improve connectivity.

Non-Motorized Transportation Study
Town of Cheverly (Prince George's County)
The project provided recommendations to improve connectivity for pedestrians and bicyclists to major destinations within Cheverly, including the Cheverly Metrorail Station, the Prince George's Hospital Center, the community retail and shopping area, and the largely industrial area between Cheverly and the Anacostia River.

Complete Streets Policy
City of Rockville
Assistance from the TLC Program provided Rockville with resources towards the development of a Complete Streets Policy requiring that city streets are planned, designed, constructed, and maintained to enable safe access for all users. The final product included recommended revisions to the City's "Standards and Details for Construction" to incorporate design standards for new and retrofit projects that contain the most current multimodal design standards.

Marketing the Redevelopment Potential of TOD
City of Manassas Park
Building off a previous TLC project, this marketing plan provided a TOD vision for the land around the Manassas Park VRE Station. Several parcels are already under development to create "City Center," a dense, mixed-use community adjacent to the VRE station. This project provided a marketing scheme for Manassas Park to use in identifying and reaching potential investors to develop the remaining vacant parcels and redevelop existing industrial parcels in accordance with the vision.

Sustainability of Mixed-Use Development at Commuter Rail Stations
Prince William County
Focusing on the Woodbridge VRE Station, this project provided strategy and policy recommendations for reviewing development adjacent to commuter rail stations and making long-range land-use and transportation planning decisions for these facilities. This project was completed in collaboration with the Prince William County Office of Planning and Department of Transportation, as well as the Potomac Rappahannock Transportation Commission (PRTC), VRE, and VDOT.

FY 2010 ROUND

Independent Shuttle Bus Consolidation Strategy (ISBC) for the Greater Brookland Community
District of Columbia
This project developed recommendations for a consolidation strategy that will both address the operational issues posed by the current arrangement and improve mobility and access to Metro. Streamlining various existing shuttle services in the Brookland area could reduce operations costs, decrease vehicular traffic, and encourage Metro transit use by improving shuttle service.

Golden Triangle Business Improvement District Design Standards
District of Columbia
This project evaluated and refined previously-developed draft streetscape guidelines developed by the BID and recommended implementation strategies. Enhanced design standards will serve to create a cohesive feel for the neighborhood. Low Impact Development (LID) techniques were an integral part of this project.

Waldorf Urban Transportation Improvement Plan
Charles County
By reviewing the layout, functionality, and interconnectivity of all transportation modes, the county hopes to create a completely integrated transportation network capable of sustaining a walkable community in Waldorf. This project assessed a proposed conceptual transportation network and determined an implementation plan for public and private investment for construction.

Purple Line Bicycle Access and Bicycle Hub Location Study
Prince George's County
This study identified locations for bikeway and sidewalk locations along the entire segment of the Purple Line in Prince George's County. The project identified complete streets components for the areas surrounding future transit stations. The study provided recommendations for implementation that will result in better and safer bicycle and pedestrian access to future transit-oriented development locations adjacent to the Purple Line.

Multi-Use Trail Traffic Control Study
Arlington County
This project analyzed traffic control signage, markings and signals on two of Arlington's busiest shared-use trails and proposed modifications to create a more consistent, rational, predictable and ultimately safer traffic control environment for all trail users and those crossing the trails. The recommendations in this project will be used by transportation engineers to better design Arlington's non-motorized facilities.

Wiehle Avenue Station Multimodal Mobility Needs Analysis
Fairfax County
This project improved upon a multi-modal evaluation tool previously developed for a TLC project for the Takoma neighborhood of Washington DC, to evaluate an array of potential projects to accommodate the mobility the needs of pedestrians, bicyclists, local bus, and auto users at the new Metrorail Station at Wiehle Avenue in Reston.

Harbor Station Multimodal Commuter Station
Prince William County
This study examined the possibilities of creating a multimodal commuter center served by commuter rail, bus and ferry services around a planned mixed-use development at Harbor Station. This project involved close coordination with PRTC, VDOT and VRE.

Interim Pedestrian Safety Measures for the New Carrollton Metro Station
Prince George's County
This project used New Carrollton as a case study to show how a package of interim short-term measures for making communities walkable and transit-oriented. The consultant identified a set of treatments and other approaches that can deliver quick safety improvements at minimal cost.

Pedestrian-to-Transit Accessibility Prioritization Project
Prince George's County
Drawing upon a wealth of existing data, this project identified priorities for pedestrian access improvements at Prince George's 15 Metrorail stations and at the future Langley Park Transit Center. The project developed a methodology with criteria for prioritization and created an accessibility matrix that identified and prioritized the locations of highest need.

Analyzing Transportation Impacts of Neighborhood-Scale Retail
Montgomery County
This project examined the accuracy of trip generation rates currently used by the county in urbanizing areas where vehicle trips for neighborhood-serving retail services may be overestimated. This project collected and developed a report that recommended improvements to trip generation rates used by the county for retail/basic services. The recommendations may be considered for incorporation into the county's development review process.

FY 2011 ROUND

Van Ness / UDC Metro and Commercial Corridor Enhancement Study
District of Columbia
This project developed a set of guidelines, recommendations, and low impact streetscape design options to enhance bicycle and pedestrian connections to the Metro station. The result is a plan that will make Metro and local retail more accessible and attractive to area residents, thus reducing vehicle use related to working, recreation, and shopping.

Freight Transportation and Land Use Connections
Frederick County
This study reviewed freight-dependent land-use designations for opportunities to maximize the utility of freight rail and truck corridors. The final product includes recommendations for implementation and incorporation of study findings into upcoming small area and corridor plans, and local and regional transportation plans. This was the first TLC project that focused on freight movements.

US 29 / Cherry Hill Area TOD Scenarios
Montgomery County
This project developed a sketch-level review of three alternative TOD scenarios for the US 29 / Cherry Hill area to match conceptual development types and densities to a range of supportive transit services. The final product included an opportunities/constraints report on the alternative TOD scenarios with recommendations for Planning Department application in subsequent Cherry Hill Area master plan analysis.

Central Avenue TOD Corridor Pedestrian and Mobility Study
Prince George's County
The project focused on a pedestrian safety and mobility study of the Central Avenue Corridor to recommend how to improve pedestrian safety and retrofit existing roads to accommodate pedestrians and cyclists. The pedestrian element of the study presented the pedestrian environment as a community system of interwoven pathways, sidewalks, and open spaces with an emphasis on improving mobility and safety.

Naylor Road Metro Station Area Accessibility Improvement Study
Prince George's County
The study identified barriers to pedestrian and bicycle mobility and recommend short-term actions to improve connectivity and safety within the Naylor Road Metro Station area. The

consultant identified options to address missing links, intersection shortcomings, such as a lack of crosswalks and bike lanes, and safety concerns such as intersections without signage, lighting, or pedestrian countdown signals.

Accessibility and Rockville's TODs: Safer Walkways to Transit
City of Rockville
This project provided design concepts for safer pedestrian walkways that improve accessibility to the Twinbrook Metro Station. Improvements around the Twinbrook Metro station will have the long-term impact of better access and safety, greater transit use, increase in walking/biking to transit, and reduced vehicle emissions.

Best Practices in Providing Bicycle Facilities in Streetcar Corridors
Arlington County
The consultant identified best practices for the design and operation of corridors that include both streetcars and bicyclists, and recommend options for incorporating bicycle facilities in the redesign of the Columbia Pike Corridor. Without proper design and operation of streetcar and bicycle facilities in the Columbia Pike corridor, the streetcar could become a barrier to safe bicycling.

Pedestrian Facility Standards for Mixed-Use Development Centers
Prince William County
The project developed a pedestrian facility gap analysis and created a set of new standards and typical sections for sidewalks and streets in the County's newly adopted activity centers. This project will allow the County to implement the strategies within the newly adopted Transportation Plan by examining where pedestrian facilities are needed to connect the transit system, activity center, and other significant destinations.

FY2012 ROUND

District of Columbia : Pedestrian Safety and Accessibility Study in the Farragut Square Area
The consultant identified a number of potential alterations to the area around Farragut Square to improve pedestrian safety and accessibility, including sidewalk widening, road diets, bus rerouting, and signal timing changes, among others. The final product spells out both the challenges that were identified by the consultants and the clients and the recommended changes to address them.

Multijurisdictional: Prince George's, D.C., Alexandria –Transit-Oriented Development Housing Needs Analysis
Affordable housing supply and demand were evaluated in areas surrounding transit station areas in Prince George's County, the District of Columbia, and the City of Alexandria. This assessment was then used to prioritize locations most in need of transit-oriented affordable housing investment. This project represented the first multi-state collaboration on a request for TLC technical assistance. It was also the first application received on the subject of affordable housing.

Montgomery County: Glenmont Community Visioning Workshop Plan ($30,000)
This project developed a comprehensive vision for the Glenmont Metro Station area through a community visioning workshop to identify a list of creative and promising strategies to bring smart growth to the Glenmont Metro Station area. This effort engaged a disenfranchised community comprised of low- to medium-income residents, many of whom are minorities.

Prince George's County: Transitway Systems Study ($60,000)
This project provided a comprehensive study of transitway alignment and modal options in the county and developed and evaluated ways to integrate the countywide transitway network with the preferred growth and development pattern envisioned by the 2002 Approved Prince George's County General Plan.

City of Rockville: Bikeway Master Plan Update ($30,000)
This study updated the City's Bikeway Master Plan and refocused the plan on improving Rockville's multimodal transportation network with an enhanced connection to existing and future land uses. The final product included recommendations for incorporating bikeways as transportation facilities in development review processes. The best practices developed through this project will be replicable in other jurisdictions.

City of Takoma Park – New Hampshire Avenue Streetscape Design Standards
The streetscape design standards developed as part of this project provide streetscape specifications that address public realm elements while incorporating green technology to create an urban corridor along New Hampshire Avenue that is safe, attractive, and sustainable. The final streetscape design standards booklet will be used by the City and local developers to ensure consistent selection of streetscaping materials, products, and plant species along the route as incremental redevelopment occurs in future years.

Arlington County: Arlington ADA Evaluation ($50,000)
The study evaluated the County's right-of-way according to the standards of the Americans with Disabilities Act (ADA), and identified deficiencies near transit access. Arlington also sought to develop the framework of a future County ADA Transition Plan to resolve deficiencies identified during the evaluation. This is the first project on the subject of improving transportation options for persons with disabilities.

Fairfax County: Development and Implementation of Multimodal Transportation Hubs in Tysons Corner ($60,000)
This study determined where Multi-Modal Transportation Hubs should be located in Tysons, what services should be offered, and what space requirements will be needed to implement them through taking advantage of four new Metrorail Stations in Tysons Corner to transform Tysons Corner from an auto-oriented, suburban, edge city into a vibrant, dense, walkable, transit-oriented urban center. Multi-Modal Transportation Hubs were intended to provide alternative mode transportation options for transit users to reach their final destinations that are beyond walking distance of transit stations/routes, as well as to allow residents and workers to travel within Tysons without the need to own or use a private vehicle.

ITEM 14 - Information
July 18, 2012

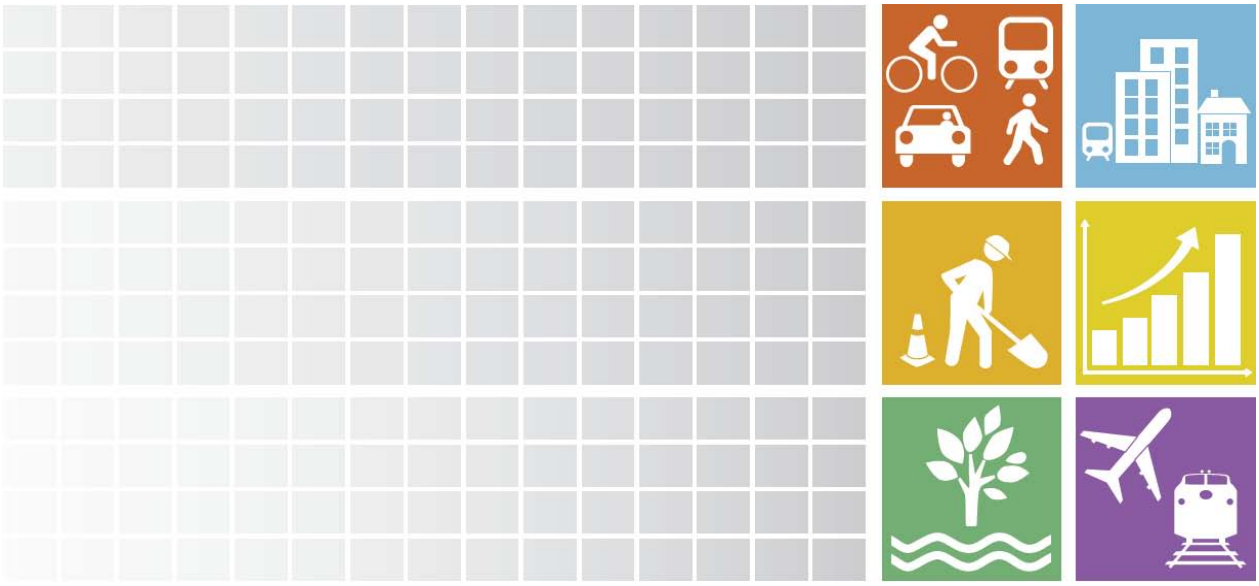
Update on the Development of the TPB Regional Transportation Priorities Plan (RTPP)

Staff Recommendation: Receive briefing on the enclosed Draft Interim Report 2 on the RTTP development process.

Issues: None

Background: The TPB Regional Transportation Priorities Plan (RTPP) is being developed to identify regional strategies that offer the greatest potential contributions toward addressing regional challenges. The Board will be briefed on the enclosed Draft Interim Report 2 on the RTTP development process. The report reviews activities conducted since the first interim report of January 18, 2012, including listening sessions with five stakeholder groups, and a June 2 citizen forum conducted to assess how best to communicate proposed regional challenges and strategies to the general public. The report also outlines next steps, including refined RTPP materials and further public outreach activities, and invites comments on these next steps.

Developing a Regional Transportation Priorities Plan (RTPP) for the National Capital Region



Draft Interim Report 2

Public Outreach Activities Completed through June 30, 2012,
Communicating and Refining the RTPP materials,
and Proposed Public Outreach Activities through January 31, 2013

July 18, 2012

Table of Contents

Section A: Introduction and Background on the RTPP

RTPP Purpose

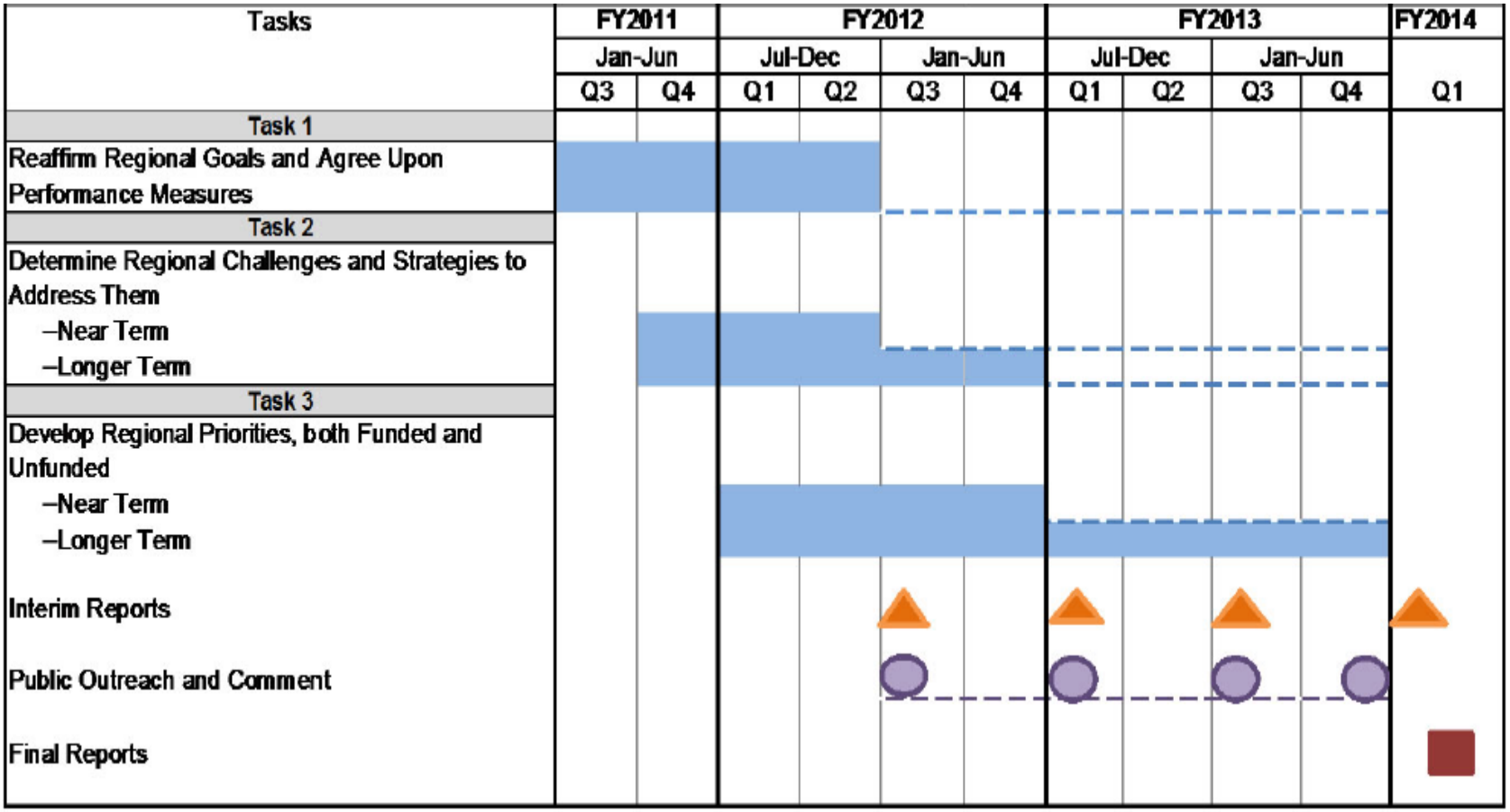
As growth in our region continues to place heavier demands on our transportation network, decision-makers will be challenged to make critical improvements to roads, public transportation, and pedestrian and bicycle facilities while at the same time funding is becoming more limited.

In response to these challenges, and at the request of the TPB's Citizens Advisory Committee, the TPB has embarked on a process to develop a Regional Transportation Priorities Plan (RTPP). The purpose of the RTPP is to identify those transportation strategies that best promote the TPB's goals for economic opportunity, transportation choices, system safety and efficiency, quality of life, and environmental stewardship. Ultimately, it is envisioned that 10 to 15 strategies will be identified that the region can agree are the top priorities for addressing the most pressing challenges that the region faces in meeting the TPB's goals.

Schedule

The RTPP development process began in July 2011, when the TPB approved the scope of work for the RTPP. The scope of work acknowledged the importance of public support for the RTPP, and called for extensive public outreach the process. In January and February 2012, TPB staff conducted a series of listening sessions with regional stakeholders representing a variety of interests throughout the region as well as citizen groups. More recently, the TPB hosted a citizen forum comprised of a representative sample of citizens from throughout the region. These two public outreach events provided TPB staff with valuable feedback that is helping to ensure that the RTPP process and products are meaningful to the residents of the region. These two major public outreach efforts are described in greater detail below. The RTPP, expected to be complete in mid-2013, will continue to rely heavily on public input throughout the coming year.

RTPP Development Schedule



Section B: Major Public Outreach Activities from Jan. – July '12

Effective communication of the RTPP is essential for gathering public input on regional priorities. Accordingly, the major public outreach activities undertaken between January and July 2012 – listening sessions and a forum – focused on how best to communicate RTPP concepts and materials.

The listening sessions and Citizens Forum tested several approaches on how to best communicate the RTPP to the public. These outreach events help TPB staff to determine which formats were readily understood and meaningful to the general public, and which ones were not.

Listening Sessions

Design and Conduct of Listening Sessions:

Between January and February 2012, five regional stakeholder and citizen listening sessions were convened to provide feedback on the initial set of performance measures, challenges, and strategies. The listening sessions were also intended to provide guidance and input on framing identified challenges for the public during subsequent outreach phases.

In preparation for the listening sessions with regional stakeholders and citizen groups, TPB staff developed a list of performance measures to help identify regional challenges and measure progress toward meeting the challenges. Performance measures included things such as daily VMT per capita, job accessibility within 45 minutes, mode share, lane miles of congestion, Metro escalator availability, and bus stop accessibility.

The listening sessions included the following stakeholder and citizen groups:

- Citizens Advisory Committee (CAC) - January 12
- Air and Climate Public Advisory Committee (ACPAC) - January 23
- Regional Stakeholder Group 1, which included representatives from the Coalition for Smarter Growth, Action Committee for Transit, Amalgamated Transit Union Local 689, Sierra Club, Urban Land Institute, and UMD/National Center for Smart Growth – February 22
- Access for All Committee (AFA) - February 23
- Regional Stakeholder Group 2, which included representatives from the Northern Virginia Transportation Alliance, Greater Washington Board of Trade, AAA Mid-Atlantic, Suburban Maryland Transportation Alliance, DC BID Council, Buchanan Partners, and Washington Airports Task Force – February 24

Each listening session began with a presentation of the six goals and possible performance measures, as well as some example challenges based on the performance measures. When time allowed, a discussion of strategies followed this discussion.

Lessons learned:

TPB staff gleaned two main lessons in moving forward with the RTPP:

First, TPB staff found that greater emphasis should be placed on the use of narrative, simple charts, and pictures to describe challenges and potential strategies to address them. Both stakeholders and citizen groups found many of the performance measures somewhat confusing. In general, listening session participants found the performance measures too technical and did not understand their significance for identifying regional challenges. It seemed clear that these performance measures would be just as confusing to the general public in future stages of the RTPP.

Second, regional disaggregation of challenges is often necessary. While some challenges are best presented at the regional level (such as air quality), other challenges are more meaningful if shown in a more locally-specific form (such as congestion and access to jobs).

Staff spent March thru May rethinking and reframing how to communicate the RTPP at the Citizens Forum.

June 2 Citizens Forum

Design and Conduct of the Forum:

TPB staff conducted a Citizens Forum on Saturday, June 2, 2012 to test the new approach to communicating the RTPP.

The purpose of the forum was twofold. The first objective was to assess how best to communicate goals, challenges, and strategies to the general public. Additionally, the forum sought to assess whether the challenges and strategies presented were meaningful to the general public, and if there were any additional challenges or strategies that participants could suggest.

The format of the forum utilized a public outreach model called a deliberative forum. A deliberative forum allows citizens to learn about issues, share their thoughts via small group discussions and real-time polling, and hear from their peers. TPB staff contracted with America*Speaks*, a non-profit public outreach organization that specializes in the deliberative forum format, to help develop content, assist with logistics, and facilitate the June 2 forum.

Forum participants were carefully selected to ensure a sample that was fairly representative of the region in terms of home jurisdiction, race/ethnicity, gender, and other important characteristics. A group of 50 participants was sought, and 41 people ultimately participated in the forum. Participants were provided with a $100 stipend for their time.

The forum took place in the COG Training Center, and lasted for 5 hours. The morning was dedicated to an introduction to the RTPP, including an in-depth explanation and discussion of the regional goals and challenges using PowerPoint presentations and a printed Discussion Guide. Participants were given the opportunity to discuss the challenges, vote on how significant they thought the challenges were to achieving regional goals, and identify and vote

on additional important challenges that they developed amongst themselves. The afternoon was spent on presentation, discussion and polling on strategies. Here, the participants were encouraged to discuss pros and cons of each of six sample strategies, vote on the importance of pursuing these six strategies, and propose and vote on additional strategies that they developed.

Evaluation Results Concerning Communication of Goals, Challenges and Strategies:

Because a major objective of the forum was to determine if the RTPP concepts were effectively communicated to the general public, a combination of evaluation forms, keypad polling questions, and debrief meetings with discussion facilitators were used to gather information about communication.

In response to the question, "Overall, do you feel that we are on the right track in clearly communicating regional transportation goals and challenges to the general public?," 37% of participants answered "Yes," an additional 55% of participants answered "Almost right, but needs a little tweaking," and 8% said "No: the level of detail and presentation is too confusing."

Some specific "tweaks" that were suggested from participant evaluation forms include:

- **Use simplified goal language**
  Some goal language should be simpler and less technical. For example, Goal 4, "Maximize operational effectiveness and safety of the transportation system" could be changed to "Get the most out of the existing transportation system."

- **Use examples whenever possible to describe challenges**
  A few challenges sounded vague at first, but the use of examples helped participants understand the issue at hand. For example, participants were initially confused by the concept of bottlenecks on the freight network, but responded well to a picture of the Virginia Avenue tunnel.

- **All strategies must be explained thoroughly and at the appropriate level of specificity**
  Some strategies that TPB staff thought were self-evident, such as bikesharing, were not universally understood. Circumferential transit was felt to be too general; more specificity on which radial corridors would be connected would help, as for the example of the Purple Line.

Overall, the feedback was positive, and it appears that we are generally on the right track to effectively communicating the RTPP.

Section C: Refinement of RTPP Presentation and Materials

The listening sessions and forum that took place over the last several months have provided important feedback and recommendations for how best to communicate the principles and concepts of the RTPP to the public.

Takeaways from June 2 Forum

In refining RTPP presentations and materials, the following big picture points will be kept in mind:

- **The general public may generate other challenges that could be included in the RTPP**
  Participants identified some important new themes, including the importance of agency transparency and accountability to ensure that existing and any possible additional future funds are spent effectively.

- **Regional challenges will continue to be emphasized in order to provide a context for developing strategies**
  There is a tendency to bring up strategies without connecting them to regional challenges. RTPP materials and outreach tools should make it clear that strategies should be designed to respond to one or more identified challenges.

- **Potential funding mechanisms will be identified along with strategies**
  Likely project costs and potential funding mechanisms should be suggested for each strategy. Participants had difficulty in evaluating strategies without some information on how much they would cost and where funding might come from.

- **Presentation of the RTPP needs to be even more concise**
  Although the materials presented at the June 2 forum were an improvement over previous iterations, they are still quite lengthy. The next version of the materials ideally should be shorter and easier to understand.

Changes to Goals, Challenges, and Strategies

There are three major components of RTPP materials: goals, challenges, and strategies. Based on the findings and lessons learned, the goals, challenges, and strategies will be refined in preparation for future RTPP public outreach events in the following ways:

Goals:

The regional goals, which come from the TPB Vision approved in 1998 and are further informed by Region Forward, require minor refinement. To address concerns that some of the goals are confusing, brief labels will be used to introduce each of the goals:

- **Goal 1 – Options:** Provide a comprehensive range of transportation options for everyone
- **Goal 2 – Activity Centers:** Promote a strong regional economy including a healthy regional core and dynamic activity centers
- **Goal 3 – State of Good Repair**: Ensure adequate maintenance, preservation, and safety of the existing system
- **Goal 4 – System Effectiveness and Safety:** Maximize operational effectiveness and safety of the transportation system
- **Goal 5 – Environment:** Enhance environmental quality, and protect natural and cultural resources
- **Goal 6 – International and Inter-regional:** Support international and inter-regional travel and commerce

Challenges:

Several modifications to the challenges will be made prior to the next round of public outreach. It is expected that the list of challenges will expand beyond the list of 12 presented at the June 2 forum, perhaps to include up to 3 challenges per goal. A revised list of challenges will be more comprehensive and incorporate forum participants' feedback on which challenges worked well and which ones did not. Additionally, some key participant-generated challenges, such as the lack of agency transparency, will be added to the revised list of challenges.

All challenge descriptions will utilize more examples, pictures, and performance measures where appropriate to address participants' requests for clearer, more technical descriptions of challenges.

The following pages contain the regional challenges that TPB staff have highlighted under each goal. The original challenges that were presented in the June 2 forum are listed first, and one new, proposed challenge under each goal is highlighted with a grey background.

Challenges for Goal 1 – Options:

The transportation system is too congested: The region's roadways are among the most congested in the nation, and the Metrorail system has severe crowding problems. Congestion limits travel options, and means that providing transportation choices is even more important.

Many people cannot access affordable and convenient transit: People with disabilities and those with limited incomes do not have comprehensive, cost-effective, and accessible transportation options.

Transit is too limited in its coverage, frequency, and reliability: Existing transit service is too limited in its coverage, frequency, and reliability, making transit a less viable option for many people.

Challenges for Goal 2 – Activity Centers:

Development and transportation are often not well-coordinated: Too many Metrorail stations, especially on the eastern side of the region, are surrounded by underutilized land rather than walkable, mixed-use Activity Centers.

Many residential areas have limited transportation options: Most housing, particularly affordable housing, is located far outside of Activity Centers and has limited options for transit, walking, and biking to jobs, shopping and other purposes.

Some communities are resistant to high density development: Some communities are resistant to high density, mixed-use development because of concerns about increased traffic, rising housing costs, and changes to community character.

Challenges for Goal 3 – State of Good Repair:

Deferred Metrorail maintenance causes unreliability: Deferred Metrorail maintenance over the years has lead to unreliability, delays, and safety concerns today.

Aging roadways needs repair: Aging bridges and roads are deteriorating and in need of major rehabilitation to ensure safe and reliable travel for cars, trucks, and buses.

Lack of transparency: There is a lack of transparency, trust, and oversight for maintenance of roadway and transit facilities.

Challenges for Goal 4 – System Effectiveness and Safety:

Traffic incidents are a major source of delays: Major incidents on roadways and transit systems cause severe delays and inconvenience.

Pedestrian and bicycle fatalities are a growing concern: Bicycle and pedestrian fatalities are a growing proportion of total transportation fatalities.

Safety education is inadequate: There is need for more extensive safety education for motorists, bicyclists, and pedestrians throughout the region.

Challenges for Goal 5 – Environment:

Air quality and public health standards are getting stricter: The region will have to meet increasingly stringent standards for air quality and public health in the future.

Development and enhanced environmental quality are often at odds: Wildlife habitat and farmland are at increased risk of being developed, and stormwater runoff negatively impacts the region's waterways.

Incentives to use clean fuel vehicles are insufficient: Affordability of vehicles and limited infrastructure restrict clean vehicle options, such as electric and other alternatively powered vehicles.

Challenges for Goal 6 – International and Inter-regional:

Travel times to & from airports are increasingly unreliable: Travel times to and from the region's airports have become less reliable for people and for businesses that rely on the movement of goods.

Bottlenecks are causing delays of inter-regional movement: Bottlenecks on the highway and rail systems cause delays in inter-regional travel for both freight and passengers.

Freight issues do not receive enough public visibility: It is difficult to generate public support for solutions because the link between goods movement and economic prosperity is not well understood by the public.

Strategies:

The biggest changes will come with the refinement and expansion of the strategies. A more comprehensive set of strategies will be developed. This set of strategies will contain three categories: near-term, ongoing, and long-term so that people can distinguish between strategies with different time-frames, costs, and benefits.

All strategies will have several common features regardless of their category, including:

- Sharpened descriptions that utilize more examples and pictures
- Identified potential funding mechanisms for each strategy in order to address forum participants' concerns about funding sources
- Quantified Benefit-Cost Analyses that accompany the narrative descriptions of strategies

Near-Term Strategies

Participant feedback confirmed that the near-term strategies presented at the June 2 forum ("Expand bike-sharing throughout the region" and "Improve pedestrian facilities and safety around bus stops throughout the region") were clear and understandable. An expanded list of near-term strategies that mimic the level of specificity of the two near-term sample strategies from the June 2 forum will be developed, possibly including the following strategies highlighted with a grey background:

- Expand bike-sharing throughout the region
- Improve pedestrian facilities and safety around bus stops throughout the region

- Expand travel training to educate people with disabilities on the region's transit options
- Improve commuter and coach bus storage facilities in the regional core
- Invest in bicycle and pedestrian facilities that increase access to existing Metrorail stations
- Invest in infrastructure for alternative fuel vehicles
- Create more incentive programs that promote telework/ flexible work schedules, carpooling, transit, biking, and walking.
- Increase Metrorail capacity by adding more cars to existing trains

Ongoing Strategies

Participant feedback confirmed that the ongoing strategies presented at the June 2 forum ("Create a dedicated regional funding source to ensure 'state of good repair' for Metrorail trains and facilities" and "Secure dependable sources of funding to ensure 'state of good repair' for highways and bridges") were also clear and understandable. An expanded list of ongoing strategies that mimic the scale and level of specificity of the two ongoing sample strategies from the June 2 forum will be developed, possibly including the following strategies highlighted with a grey background:

- Create a dedicated regional funding source to ensure "state of good repair" for Metrorail trains and facilities
- Secure dependable sources of funding to ensure "state of good repair" for highways and bridges

- Create a regional source of real-time traffic and incident information to share with the public on system delays and potential alternatives
- Apply operational management strategies including roadway treatments that speed up buses, traffic signal coordination, and low-cost improvements that alleviate choke points
- Invest in more public education campaigns to address bicycle and pedestrian safety, the ties between transportation and the environment, and the importance of freight
- Strengthen requirements for stormwater best management practices to minimize the impacts of new and existing roadways on water quality
- Expand the use of techniques for preserving open space, farmland, and wildlife habitat

Long-Term Strategies

Participant feedback from the June 2 forum revealed that the two long-term strategies presented at the forum ("Connect existing Metrorail lines with high-quality, circumferential transit" and "Expand the region's highway network, possible including new Potomac River crossings") were too vague and needed more geographic specificity. Additionally, comments from the June 20, 2012 RTPP Work Session revealed concerns that the long-term strategies concentrated on individual modes and did not consider the aggregate benefits of integrating different modes into a system.

To address these concerns, long-term strategies will be presented within the context of integrated multi-modal and land-use scenarios that profile alternative futures for accommodating projected growth in our region. The initial set of scenarios will build off the TPB's existing scenario work. Previously-completed scenarios will be re-benchmarked to the 2012 CLRP using the new transportation model as well as updated travel survey results.

Proposed Scenarios for Long-Term Strategies:

- **2012 Constrained Long-Range Plan** – The 2012 CLRP scenario will serve as the baseline scenario. The 2012 CLRP identifies all regionally significant transportation projects and programs that are planned in the Washington metropolitan region from 2012 to 2040.
- **CLRP Aspirations Scenario** – The CLRP Aspirations Scenario, presented to TPB on October 19, 2011, is an integrated scenario that features a streamlined variable-priced lane network, an extensive bus rapid transit network, and a combination of supportive land-use strategies from previous TPB scenario work.
- **Land-Use Only Scenario** – The land-use strategies used in the CLRP Aspirations Scenario will be analyzed with the transportation projects included in the 2012 CLRP.
- **Additional scenarios** could be suggested by participants in the fall 2012 public outreach activity

Section D: Public Outreach Activities for July '12 – Jan. '13

The next major RTPP public outreach event is scheduled to take place in the fall, when TPB staff hopes to utilize a web-based tool to help communicate the latest iteration of the RTPP goals, challenges, and strategies. The web-based tool will allow TPB staff to reach a larger segment of the general public, perhaps a sample of 600 individuals who represent the region, in addition to regional stakeholders and the TPB's citizen committees.

Public Outreach Design and Approach

The design of the fall public outreach activity will be similar to those of the June 2 forum. First, goals will be presented and explained. Challenges will then be presented, and participants will be asked how important they think these challenges are (e.g. on a scale of one to five). Participants will also be asked to suggest any additional challenges that should be under consideration. Next, the near-term and ongoing strategies will be presented. Participants will be asked to rate these strategies in terms of their importance, and to suggest additional near-term and on-going programmatic strategies. Finally, a series of long-term scenarios will be presented that add specificity and spatial components to long-term, project-based strategies. Participants will be asked to share their perceptions of the various scenarios and suggest additional scenarios for consideration.

Whereas previous public outreach efforts focused on effective communication, the next round of public outreach will shift its focus to developing and vetting a more comprehensive list of challenges and potential strategies for consideration.

Public Outreach Outcomes and Application

It is expected that the fall public outreach event will inform a future public outreach event in spring 2013, during which a number of public outreach tools will be utilized, possibly including a combination of web-based polling, additional deliberative forums, and mobile kiosks throughout the region. The purpose of these efforts would be to inform the selection of priority strategies from a longer list of strategies under discussion.

The ultimate goal of these public outreach efforts is to provide information to the TPB on priority strategies that are widely understood and could garner broad-based public support.

Section E: Comments on Refined Materials & Outreach Activities

TPB staff is seeking comments from the TPB, the TPB's Citizens Advisory Committee (CAC,) the Access for All (AFA) Advisory Committee, interested stakeholder groups, and the members of the general public on the refined RTPP materials and proposed public outreach strategies described in this report. Comments can be provided via a web-based comment page on the MWCOG website during a 4 week comment period ending on Wednesday, August 15, 2012.

To submit your comments, please visit:

http://www.mwcog.org/RTPPcomments

Log-in: RTPP@ncrnet.us
Password: RegionalPlan2012#