

National Capital Region Transportation Planning Board

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MEETING NOTICE

Date: January 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 pm 2. **Approval of Minutes of December 21 Meeting**
.....Chairman Turner
- 12:25 pm 3. **Report of Technical Committee**
.....Mr. Rawlings
Chair, Technical Committee
- 12:30 pm 4. **Report of the Citizen Advisory Committee**
..... Mr. Mandle
Chair, Citizens Advisory Committee
- 12:40 pm 5. **Report of Steering Committee**
.....Mr. Kirby
Director, Department of
Transportation Planning (DTP)
- 12:45 pm 6. **Chair's Remarks**
..... Chairman Turner

Alternative formats of this agenda and all other meeting materials are available upon request. Email: accommodations@mwkog.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.mwkog.org.

ACTION ITEMS

- 12:50 pm 7. **Approval of Funding and Transmittal Letter for TPB's 2012 Membership in the Association of Metropolitan Planning Organizations**
..... Mr. Kirby, DTP

The Association of Metropolitan Planning Organizations (AMPO) is a national organization that represents and provides assistance to metropolitan planning organizations like the TPB throughout the United States.

Action: Approve funding from the FY 2012 UPWP along with an associated transmittal letter for the TPB's 2012 membership in AMPO.

- 12:55 pm 8. **Approval of Appointments to the TPB Citizens Advisory Committee (CAC) for the Year 2012**
..... Chairman Turner

The TPB Participation Plan calls for the appointment of 15 members to the CAC for each calendar year: six members designated by the current CAC, and nine members nominated by the TPB officers. At the December 15 CAC meeting, six members were designated by the 2011 CAC to the CAC for the year 2012. Six members and alternates nominated by the 2012 Vice Chairs will be presented. Chairman Turner will present the three members and alternates nominated by the 2012 TPB Chair, as well as the nomination for the chairman of the CAC in 2012.

Action: Appoint the fifteen members and alternates and the chairman of the CAC for 2012.

INFORMATION ITEMS

- 1:00 pm 9. **Briefing on Project Submissions for the Air Quality Conformity Assessment for the 2012 CLRP and the FY 2013-2018 TIP**
..... Mr. Austin, DTP

The Board will be briefed on the major projects submitted by transportation agencies to date. On January 12, the project submissions are scheduled to be released for a 30-day public comment period that will end February 11. At the February 15 meeting, the Board is scheduled to approve the project submissions for the air quality conformity assessment for the 2012 CLRP and the FY 2013-2018 TIP.

- 1:10 pm 10. **Briefing on Draft Scope of Work for the Air Quality Conformity Assessment for the 2012 CLRP and the FY 2013-2018 TIP**
..... Ms. Posey, DTP

The Board will be briefed on the draft scope of work for the air quality conformity assessment. On January 12, the draft scope of work is scheduled to be released for a 30-day public comment period that will end February 11. At the February 15 meeting, the Board is scheduled to approve the scope of work for the air quality conformity assessment.

- 1:15 pm 11. **Briefing on Proposed Performance Measures for the TPB Regional Transportation Priorities Plan (RTPP)**
..... Mr. Kirby

The TPB Regional Transportation Priorities Plan (RTPP) will use performance

measures to identify regional challenges and potential near and long term strategies to address them. The Board will be briefed on an initial set of regional goals, performance measures, challenges and strategies, and on proposed public outreach methods to obtain public feedback and comment.

1:35 pm 12. **Briefing on an Assessment of the Job Access and Reverse Commute for Low Income Individuals (JARC) Program and the New Freedom Program for Persons with Disabilities in the National Capital Region**

..... Mr. Wojahn,
Chair, TPB Human Service
Transportation Coordination Task Force
Ms. Klancher, DTP

In FY 2011, an independent consultant was engaged to conduct a comprehensive assessment of the TPB activity that has funded 35 projects since 2007 under the Job Access and Reverse Commute for Low Income Individuals (JARC) program and the New Freedom Program for Persons with Disabilities. The assessment examined project impacts and benefits, lessons learned, and potential improvements for future project solicitations. The Board will be briefed on the findings and recommendations from the assessment.

1:50 pm 13. **Review of Outline and Preliminary Budget for the FY 2013 Unified Planning Work Program (UPWP)**

..... Mr. Kirby

The Board will be briefed on the enclosed outline and preliminary budget for the Unified Planning Work Program (UPWP) for FY 2013 (July 1, 2012 through June 30, 2013). A complete draft of the FY 2013 UPWP will be presented to the Board for review at its February 15 meeting, and the final version will be presented for the Board's approval at its March 21 meeting.

1:55 pm 14. **Other Business**

2:00 pm 15. **Adjourn**

2 hours

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

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
December 21, 2011**

Members and Alternates Present

Monica Backmon, Prince William County
Melissa Barlow, FTA
Andrew Beacher, Loudoun County
Muriel Bowser, DC Council
Robert Catlin, City of College Park
Kerry Donley, City of Alexandria
Gary Erenrich, Montgomery County DOT
Lyn Erickson, MDOT
Edgar Gonzalez, Montgomery County Exec. Branch
Jason Groth, Charles County
Tom Harrington, WMATA
Cathy Hudgins, Fairfax County
Carol Krimm, City of Frederick
Phil Mendelson, DC Council
Garrett Moore, VDOT
Mark Rawlings, DC-DOT
Rodney Roberts, City of Greenbelt
Paul Smith, Frederick County
Reuben Snipper, City of Takoma Park
David Snyder, City of Falls Church
Patsy Ticer, Virginia Senate
Harriet Tregoning, DC Office of Planning
Todd M. Turner, City of Bowie
Lori Waters, Loudoun County
Victor Weissberg, Prince George's County
Tommy Wells, DC Council
Sam Zimbabwe, DDOT
Chris Zimmerman, Arlington County

MWCOG Staff and Others Present

Ron Kirby
Gerald Miller
Robert Griffiths
Nicholas Ramfos
Elena Constantine
Andrew Meese
Daivamani Sivasailam
Rich Roisman
John Swanson
Dusan Vuksan
Jane Posey
Gareth James
Wenjing Pu
Karin Foster
Eric Randall
Ben Hampton
Dan Sonenklar
Erin Morrow
Debbie Leigh
Deborah Etheridge
Joan Rohlfs COG/DEP
Betsy Self COG/DPSH
Bill Orleans Citizen
Jim Maslanka City of Alexandria
Judi Gold Councilmember Bowser's Office
Mike Lake Fairfax County DOT
Patrick Durany Prince William County
Nick Alexandrow PRTC
David Dickson Virginia Sierra Club
Cody Christensen STV Incorporated
Sam Minnitte STV, Inc.
Zach Dobelbower DC Resident
Randy Carroll MDE
Will Handsfield OP
Jonathan Kass DC Council

1. Public Comment on TPB Procedures and Activities

No members of the public chose to comment.

2. Approval of Minutes of November 16 Meeting

Mr. Donley made a motion to approve the minutes of the November 16 TPB meeting. Mr. Turner seconded the motion, which passed unanimously.

3. Report of Technical Committee

Mr. Kellogg said the Technical Committee met on December 2 and reviewed three items on the TPB agenda: the demonstration of the Reach-a-Ride website; 2011 peak period freeway congestion data; and, the development of the Regional Transportation Priorities Plan. He said the Committee also received information on two additional items: the 2011 CLRP forecasts resulting from the new Version 2.3 travel demand model, and the capabilities of the Regional Integrated Transportation Information System (RITIS).

4. Report of the Citizen Advisory Committee

Mr. Mandle said the TPB Citizen Advisory Committee's (CAC) December 15 meeting focused on three topics: 2011 peak period freeway congestion data; the planned TPB clearing-house for the region's project selection and funding activities; and the development of the Regional Transportation Priorities Plan. He said the CAC had found the congestion data to be very interesting, but that members were unsure how it could be used to develop policy, given that it was hard to identify the reasons for many of the trends observed. He said they cautioned that this style of congestion report, with its focus on hot spots, can easily lead to an over-emphasis on roadway improvements rather than more sustainable transportation solutions. He said that the planned clearing-house could encourage meaningful public involvement in project selection and funding before projects formally reached the TPB process, as it would make information about state and local projects with a regional impact more available to a regional audience. He said the discussion had focused on what the clearing-house would do and what it should not do, and that with buy-in from TPB members, it could be a successful initiative. He said that the CAC would take a more detailed look at the Regional Transportation Priorities Plan at its January meeting, as it would include a listening session to help inform the finalization of the draft interim report and the April focus groups.

Mr. Mandle announced six members of the 2012 CAC, who had been chosen through an email election: In the District, Harold Foster and Larry Martin; in Maryland, Tina Slater and Emmet Tydings; and, in Virginia, Maureen Budetti and Allen Muchnick. He said that the TPB would nominate the other nine members, and that a full 15-member committee would be in place in time for the February meeting.

Chair Bowser thanked Mr. Mandle for his service to the CAC on short notice as Chair, adding that she was encouraged by his positive comments concerning the clearing-house, and that she was pleased to hear the CAC would be providing detailed input at the next stage of the Priorities Plan process. She asked if there had been any lessons learned or improvements that the CAC

could implement in 2012.

Mr. Mandle said that lessons learned and improvements would be addressed by the annual report they were working on, which would be presented in January.

Chair Bowser thanked Mr. Mandle and said TPB members would ensure that a full complement of CAC members would be in place as soon as possible.

5. Report of Steering Committee

Mr. Kirby said the Steering Committee met on December 2. He said there were four TIP actions, one for the Federal Highway Administration (FHWA), one for DDOT, one for MDOT, and one for VDOT, as well as two amendments to the Unified Planning Work Program. He said that in response to a request from the three DOTs and WMATA, \$300,000 had been reprogrammed in this year's work program from a core cordon study to a study of baseline conditions at BRAC and other major federal relocation sites.

Mr. Kirby asked if there were any questions and, there being none, said he would like to invite Mr. Hailemariam Abai to the podium to be recognized for his 27 years of service to the TPB. Mr. Kirby said that Haile had previously been a major in the Ethiopian military and had brought a great deal of military discipline to the TIP process, which would be missed. He thanked him for all his work and wished him well for his retirement.

Chair Bowser thanked Haile for his dedicated service.

Mr. Kirby summarized the contents of the letters packet that had been distributed, including a press release concerning the TIGER III program grant awards. Mr. Kirby informed the TPB that it had been unsuccessful in its application for \$25 million of TIGER funding to improve access to under-utilized rail stations. He said that it was an excellent project, but that the TIGER program has an equitable distribution requirement that may have counted against the latest application, given that the TPB had previously received TIGER funding in the first round of applications. He said that the TPB could continue to apply, as equity would be met at some point, increasing the region's chances of success. He also noted that VDOT was the only recipient of a TIGER grants in the region, with a \$20 million TIFIA loan project for the I-95 HOT lanes, and that none of the grants exceeded \$20 million. He said that it would be necessary to reduce the amount of federal funding sought in next year's TIGER grant application by supplementing the local project with private sector funds. This was attempted in this year's application but it had proven to be impossible in such a tight timeframe.

Mr. Snyder called members' attention to the Metropolitan Area Transportation Operations Coordination (MATOC) program public access website, which he said had been 10 years in the making. He urged members to take a look at it and to ask their constituents for their views, as it was not too late to make adjustments. He said that the website meant there was one place to go to find out how every aspect of the region's transportation system was functioning, which puts the

region at the forefront of all the regions in the country in terms of making this kind of information available.

Chair Bowser asked Mr. Kirby if there had been any further announcements concerning the new Regional Incident Coordination (RIC) committee that would coordinate emergency responses during the snow season.

Mr. Kirby replied that they were still in the process of hiring the staff to support it, but that it would be in effect soon.

Chair Bowser said that it would be good if there were to be an announcement about when the RIC would be up and running, and what could be expected for the coming snow season, to encourage everybody to buy into the process.

Mr. Kirby replied that he would pass the suggestion on to Mr. Andrews, Chairman of the COG Regional Incident Management and Response Steering Committee. He said that it might be good to do a joint announcement in the near future concerning RIC, MATOC, and other initiatives to help plan for snow and severe weather conditions.

Chair Bowser agreed and said that it was important to move urgently to make such an announcement.

Chair Bowser said she was disappointed at not receiving TIGER funding and she would like to congratulate VDOT on its funding award. She asked Mr. Kirby if he planned to organize a debriefing to see what lessons could be learned for the next round.

Mr. Kirby replied that he had already talked with the FTA about setting up a debriefing session with a view to developing a stronger application for the next round.

Chair Bowser asked if Mr. Kirby could expand on his comments about being rushed in preparing the project list, and asked whether they were now in a better position to have TIGER-ready projects that could be dropped into an application at any time.

Mr. Kirby said that some of the initial project ideas had not been ready for implementation, so could not be pursued, and that even some of those included in the application had not been easy to obtain details for in the three-month timeframe. He suggested that if the overall grant project concept still appeared attractive following the debriefing, it would be best to start reworking those local projects with a view to resubmitting them in a stronger application next year, ideally including public-private partnerships with private developer funding.

Chair Bowser asked for a status report of projects funded through the TPB's first TIGER grant.

Mr. Kirby said that a memorandum in the November packet had described the status of those projects. He said they were moving along, but that there was not much to see on the ground yet, as it takes time following the award of a grant to put all of the necessary institutional agreements

in place.

Mr. Gonzales said that Montgomery County believed in being shovel-ready and that they would continue their NEPA work for the project that had been included in the application. He added that he wished to recognize the work carried out by Mr. Kirby and his staff in putting together the application, and the guidance they had provided to make the process a little simpler.

Ms. Krimm asked if TPB staff could provide a sample press release with talking points on the launch of the MATOC website, in order that it could be supplied to transportation writers in local newspapers.

Chair Bowser said that was an excellent idea and asked Mr. Kirby when the launch might happen.

Mr. Kirby replied that the website was already available at www.matoc.org, and that the operating agencies were just ensuring there were no glitches before making a formal announcement about it. He said that he would follow up so that a press release for a good, strong launch could be produced in the near future.

Mr. Turner thanked Mr. Kirby and his staff for all the work they had put into the TIGER application, and he thanked all the member jurisdictions that had participated in the project. He asked how much time would likely be available to develop the next TIGER application.

Mr. Kirby said that the timeframe between the announcement and the submission date would probably be similar to the three months provided in the previous rounds of TIGER funding, but that the application guidance had been very similar for all three rounds, so there was no need to wait for the announcement in order to start working on the next application. He said that if last year's cycle were to be repeated, an announcement might be expected in June or July, with a due date of October 31.

6. Chair's Remarks

In her final meeting as Chair of the TPB, Chair Bowser expressed her thanks to Mr. Kirby and his staff for all of the effort they put into supporting TPB meetings. She thanked Todd Turner, the members of the Regional Transportation Priorities Plan Scoping Task Force, and the Citizens Advisory Committee, for their work on the Regional Transportation Priorities Plan. She thanked Patrick Wojahn for his leadership of the Human Services Task Force, and TPB staff Wendy Klancher and Beth Newman for their hard work in support of its activities, expressing her pride at the work the TPB had carried out on the JARC, New Freedom and Roll D.C. programs. She mentioned other accomplishments of the TPB in 2011, such as MATOC and the CLRP, and thanked the following staff: Mr. Kirby, Jerry Miller, Nick Ramfos, John Swanson, Stacey Walker, Deborah Bilek, Sarah Crawford, Karin Foster, Doug Franklin, Wendy Klancher, and Debbie Lee. She said she wished to recognize a few people for the work they had done for the TPB over the past year, and in some cases over many years, by inviting them to join her for a

presentation. She presented plaques to Zach Dobelbower for his work as Chair of the CAC, to Vic Weissberg for his work as Chair of the Freight Subcommittee, and to Mark Kellogg for his work as Chair of the Technical Committee. She acknowledged Senator Patricia Ticer with a symbol of appreciation as a former Chair of COG and the TPB, who is retiring from the Virginia General Assembly after three decades of public service that have included the championing of children's health issues and tireless work on the region's transportation concerns. Finally, she thanked the Chairs and the Vice Chairs of all the Committees, and she wished everyone a happy holiday.

7. Report of Nominating Committee for Year 2012 TPB Officers

Chair Bowser recognized Mr. Snyder, who served on the committee to nominate TPB officers for 2012. Mr. Snyder began by recognizing Chair Bowser's dedication and hard work as TPB Chairman in 2011. He then reported that the Nominating Committee unanimously recommends Todd Turner, Scott York, and Tommy Wells to serve as the 2012 TPB officers. Mr. Snyder moved the acceptance of the slate, and Ms. Ticer seconded his motion. The Board voted to approve the slate of nominees.

Following the vote, Mr. Turner presented Chair Bowser with a plaque, recognizing her distinguished service to the people of the region as the 2011 chairman of the Transportation Planning Board.

8. Briefing on the Composition of the Vehicle Fleet in the Washington Region in 2011

Mr. Kirby explained that, every three years, TPB staff take a census of the vehicle fleet in the Washington region using vehicle registration information from each of the states and the District of Columbia. Staff tabulate information on the age of vehicles in the fleet, how many vehicles there are, and the mix of passenger cars, light-duty trucks, and heavy-duty trucks that make up the fleet in order to forecast vehicle emissions for air quality planning purposes.

Mr. Kirby reported that the total number of vehicles in the region increased by 4.1 percent between 2008 and 2011, and that the large majority of vehicles currently on the road are light-duty passenger cars. He also explained that purchases of light-duty trucks compared to purchases of light-duty passenger cars had been increasing steadily between 1996 and 2004, and then began to fall before fluctuating significantly in 2008, 2009, and 2010. He explained that volatile fuel prices, the national recession, and the federal "Cash for Clunkers" program had probably been affecting the purchasing preferences of consumers in the region. He also presented data on hybrid purchases in the region, which grew steadily until 2008, dropped in 2009, then rebounded in 2010.

Mr. Kirby also described what the data showed in terms of the aging of the region's vehicle fleet. Since 2005, he said, the average age of the fleet has increased by 1.21 years. He explained that this has implications for the TPB's forecasts of future emissions, as the forecasts rely on fleet

turnover to bring cleaner and more fuel-efficient vehicles into the fleet. Declines in the turnover rate, as has been happening since 2005, result in a slower decline of emissions than has been predicted. He also pointed out that the aging of vehicles is more severe for trucks and heavy-duty vehicles, which produce more of the nitrogen oxides and particulate emissions in the region. He referenced a number of slides which illustrated the effects of an aging fleet on emissions of various pollutants.

Chair Bowser opened the floor for questions. Ms. Tregoning asked whether the data Mr. Kirby had just presented was available on a per capita basis, as it would be interesting to see what vehicle growth in the region is like relative to population growth. Mr. Kirby said that staff could provide that information.

Chair Bowser asked whether there were any policy changes in the region related to hybrid vehicles during the study period. Mr. Kirby responded that the I-395 HOV lane eligibility rules have changed and do not allow newer vehicles. He said this could reduce the incentive for people to buy hybrid vehicles. He pointed out that, in 2005, staff found a disproportionate concentration of hybrids in Prince William County near the HOV lanes, and that the HOV lanes undoubtedly had an impact on hybrid vehicle purchases at that time.

Mr. Zimmerman asked whether the data Mr. Kirby presented could be disaggregated based on jurisdiction. Ms. Constantine, of TPB staff, responded that the data are available at the county level, which means it is separated for the independent cities in Virginia as well. Mr. Kirby said that the disaggregated data would be made available on the website along with the PowerPoint presentation.

Mr. Gonzales asked for clarification regarding Slide 6 of the presentation, which showed the ratio of light-duty passenger cars to light-duty trucks in the regional fleet. He asked whether the data reflected the purchase of new cars or the total registration of vehicles in a given year. Mr. Kirby responded that the data includes all registered vehicles by model year and that the percentages shown are based on all of the vehicles that were still in the fleet at the time the census was taken, which in this case was July 1, 2011.

Mr. Turner asked whether the data on Slide 6 could be broken down by whether vehicles were hybrid models or not. Mr. Kirby responded that vehicles, whether they're hybrids or not, are classified by weight, and that the data in Slide 6 is based only on weight. He said that Slide 8 provides data on the total number of hybrid vehicles of all weight classes in the fleet by year.

Chair Bowser asked whether the data suggest any actions for the Board. Mr. Kirby explained that the Board has very little control over purchasing patterns, because the fleet composition is driven primarily by consumer preferences and federal regulations (especially those having to do with emission controls and fuel efficiency). He said the Board has a small amount of influence in terms of demand management—programs like car-sharing and bike-sharing—but that that component is relatively small compared to the entire fleet. He said that there is a certain amount of influence local governments can have, such as modifying property taxes, registration fees, and access to HOV facilities, that can alter fleet composition.

Ms. Tregoning pointed out that all three jurisdictions in the region are facing declining gas tax revenues due to increased fuel efficiency of vehicles. She suggested that COG study some alternatives to the current gasoline tax that might also provide incentives for a different sort of vehicle fleet. Mr. Kirby said that the TPB has done some of that analysis as part of the 2010 update to the Constrained Long Range Plan, which provides an assessment of alternative ways of raising revenues. Mr. Kirby pointed out that there's still some time before fuel efficiency really erodes the gas tax as a source of revenue, but that alternatives that charge drivers based on how many miles they drive are viewed as having a lot of potential down the road.

Ms. Tregoning asked Mr. Kirby whether the TPB should still consider studying alternatives to the gasoline tax. Mr. Kirby said that it would be a good topic to discuss as part of the Regional Transportation Priorities Plan process.

Mr. Zimmerman expressed concern over Mr. Kirby's suggestion that little can be done by the TPB to alter the composition of the region's vehicle fleet. He suggested that the TPB can play a role in educating the region's residents about existing challenges and the implications that their vehicle purchases can have for the environment and other aspects of quality of life in the region. He said that the TPB should be part of the discussion of the problems that are caused by the choices that people make (especially, in this case, with regard to things like vehicle purchases).

Ms. Bowser thanked Board members for their comments.

9. Demonstration of Reach-a-Ride Website

Mr. Ramfos, of TPB staff, provided an overview and demonstration of the recently-launched "Reach-a-Ride" website. He explained that the purpose of the site and associated call center is to provide consumers in the region with improved access to information on transportation options for those with disabilities, senior citizens, those with limited English proficiency, and low-income commuters. He said that the "Reach-a-Ride" website was made possible by a \$584,000 Job Access Reverse Commute (JARC) grant from the Federal Transit Administration. He said that WMATA provided the majority of the \$117,000 local match, with additional contributions from the District Department of Transportation, the Maryland Transit Administration, and the Virginia Department of Rail and Public Transportation.

Mr. Ramfos explained the timeline for designing and developing the website, beginning with a functional requirements analysis in 2009 (which included recommendations for maximizing the site's accessibility for individuals with visual impairments), collection of information about regional transportation providers in 2010, earning the American Foundation for the Blind's seal of approval for meeting accessibility standards for users with visual impairments, and a series of focus groups with potential website users in 2011. He also pointed out that a call center and toll-free telephone number have been set up, and that a Spanish-speaking call center agent and TDD and TTY numbers have been made available.

Mr. Ramfos reported that the website was launched on December 5, 2011, with the support of Board member Patrick Wojahn, who chairs the TPB's Human Services Transportation Committee. A representative from WMATA's ADA and Accessibility Program also attended the kick-off event, he said.

Mr. Ramfos then conducted a brief demonstration of the "Reach-a-Ride" website, pointing out the site's main features. He drew the Board's attention to the site's "Quick Search" feature, as well as a link to Metro's trip planner on the home page. He also explained that each of the pages includes a link to MetroAccess, as well as all of the private providers in a particular area. He also pointed out the "About Us" and "FAQ" pages, which describe the program's coverage area and define key terms used on the page. Finally, he showed Board members the "Advanced Search" feature, which allows users to enter origin and destination information and particular transportation needs (e.g., wheelchair access) to find providers that meet their specific needs.

Chair Bowser asked how staff are getting the word out about the website. Mr. Ramfos explained that all of the providers that are in the site database have been contacted and encouraged to reach out to their constituents. He said that staff have also mailed out brochures to 1,300 different agencies and groups describing the site and inviting them to order additional brochures or add a link to the "Reach-a-Ride" site on their own websites. He said that staff are also continuing to look for additional providers to include in the database and asked Board members for any suggestions they might have.

Chair Bowser asked what interaction staff have had with WMATA regarding the website. Mr. Ramfos said that WMATA staff have been very supportive throughout project development and deployment, and that they have provided numerous suggestions on what the site should do and what information it should provide to users.

Chair Bowser thanked Mr. Ramfos for his presentation.

10. Briefing on 2011 Peak Period Freeway Congestion in the Washington Region, and Changes Since 2008 and 2005

Referencing presentation materials, Mr. Sivasailam recognized the Skycomp team for conducting the study and said the purpose of the study is to identify congested locations throughout the region, as well as the extent of the congestion in terms of time and geographic scale. He said the results are used to help calibrate the TPB travel demand model as well as to conduct emissions analysis. He said that completing the study over time helps to identify trends in congestion. He reviewed the methodology of the study and the definitions of congested levels of service. He summarized the results, including the top congested locations in the region, as well as changes in congested trends over time. He provided information on the longest delay corridors in terms of time delay, as well as the longest congested corridors. He highlighted several corridors, including I-95/I-495 around the Woodrow Wilson Bridge and portions of I-66 in Virginia. He said one phenomenon observed in the study is peak spreading, namely that congested periods are lasting longer than in the past. He closed by saying that in total, lane miles of congestion have increased

in 2011 from 2008.

Mr. Zimmerman asked Mr. Sivasailam to clarify the data expressed in one of the slides describing level of service (LOS).

Mr. Sivasailam said the numbers following the LOS designation refer to the number of vehicles per lane per mile averaged over the course of an hour. He said 45 is considered LOS F, but that it is on the lower end of F, and that a higher number would indicate more severely congested conditions.

Mr. Zimmerman said there are questions about this LOS designation system in terms of whether it provides the right gradation because there is not much distinction between A-E.

Mr. Sivasailam said that E might be a few miles per hour lower than free-flow speeds.

Mr. Zimmerman agreed, saying that most people traveling at LOS A-E would not notice much of a difference in conditions. He said that looking at the scale on paper, one would assume that E must indicate fairly bad travel conditions, but this is not the case in reality. He said the system is not graded in a way that corresponds to actual travel time or experience. He said it is nearly impossible to distinguish congested from really badly congested because all those conditions fall under LOS F. He said it is a shortcoming to using this gradation system.

Mr. Zimmerman referred to the table of lane miles under LOS F, and asked why there was such a discrepancy between the LOS during the morning peak on I-66 outside of the Capital Beltway, with an LOS F (126), and inside the Capital Beltway, with an LOS A (14).

Mr. Sivasailam said there are fewer lane miles on I-66 inside the Capital Beltway.

Mr. Kirby said it is likely related to the HOV restrictions in the Capital Beltway.

Mr. Zimmerman said there are several theories on the congestion and that it would be important to understand exactly why these phenomena occur on individual roadways. He said that while the information presented is provocative and interesting, it does not tell the complete story. He said that in addition to construction, there are likely a number of other things that contribute to the congested conditions.

Mr. Kirby noted that the full report provides the ability to get a greater level of detail on the segments highlighted in the presentation. Referring to the LOS gradation, he said staff added the density figures for the exact reason Mr. Zimmerman stated, that LOS F is very different at 45 as opposed to 145 vehicles per lane per hour. He said that the grades were set many years ago and are not a good match for today's conditions. He also referred to the affect of the economic recession on road congestion throughout the region, noting that congestion increased from 2008-2011, offsetting the drop from 2005-2008.

Mr. Gonzales thanked staff for providing a clear chart explaining the differences in LOS F

related to the density of vehicles per lane per hour. He said it is helpful for those who prefer to look at the data rather than the outdated LOS gradations. He noted that it appears that road improvements have created reductions in congestion and delays. He suggested combining the densities of vehicles per lane per hour with the percentage of lane miles congested to help illustrate how congested a roadway is.

Mr. Zimmerman suggested enhancing the chart explaining the differences in LOS by adding a row at the bottom that corresponds to the actual average rate of speed on that roadway.

Chair Bowser asked staff to clarify the effect of road improvements on congested conditions, specifically referring to the Wilson Bridge. She asked if capacity was added or if the improvements related to easier navigation of the roadway.

Mr. Sivasailam said the Wilson Bridge improvements were related to capacity increases and that the roadway went from six to ten lanes.

Chair Bowser asked if congestion changed with the new capacity.

Mr. Sivasailam said congestion was virtually eliminated due to the capacity expansion.

Mr. Snyder said there is an important caveat to make in the summary of findings. He said it appears that roadway improvements and expansions reduce the lane congestion over the short term. He said what is not captured through the survey is the induced demand that occurs over time. He said he is concerned that the findings could be misunderstood, deliberately or otherwise, to support certain policies. He said over the long term, the effect of adding capacity is the opposite, that the level of service deteriorates.

Chair Bowser reiterated Ms. Snyder's point and said it will be interesting to see how congestion trends once the lanes have been open for a period of time.

Ms. Hudgins referred to the summary of findings and noted that the report identified the trend of peak spreading. She said that by creating longer periods of peak travel, the increased capacity is not reducing the peak congestion, but rather that the peak continues to spread.

Mr. Zimbabwe asked if it would be possible to assess the amount of capital spending that went into the road infrastructure improvements to help decision makers weigh alternatives for how to spend future money to make improvements that most effectively address congestion.

Mr. Gonzales said that even if there is induced travel and roads eventually become more congested in the long run, peak spreading will still be reduced by increased capacity. He said there is just so much travel demand per day for a given road, and that increased capacity will reduce peak spreading, just as constant capacity will spread the peak.

Mr. Zimmerman said it would be interesting to conduct some analysis on Mr. Zimbabwe's point. He said given the data at hand, he is not sure if it is possible to draw a strong conclusion from the

short-term effect of some of the improvements. He referred to the Wilson Bridge project, noting the decrease in congestion from the 2008 survey. He said the report suggests that congestion on the Capital Beltway is currently being caused largely by construction projects. He noted that during the two previous TPB surveys in 2005 and 2008, the Wilson Bridge was under construction, and that the improvements seen in this 2011 survey may be due in part to the fact that the construction has been completed.

11. Briefing on Proposed Performance Measures for the TPB Regional Transportation Priorities Plan (RTPP)

This item was deferred to the January TPB meeting.

Mr. Kirby said the memorandum distributed by staff is a first effort at moving forward with the priority planning effort. He said that staff will continue with collecting comments on the information in January and February.

Mr. Snyder spoke briefly on the AAA traffic safety study mentioned earlier in the meeting, noting the study quantifies the cost of congestion for the region at \$4 billion a year in losses, and \$7.5 billion in traffic safety-related losses. He said it will be important for the priorities planning effort to analyze more completely how transportation safety impacts the region. He said it would be helpful to receive a briefing from AAA on that study.

12. Other Business

There was no other business.

13. Adjourn

The meeting was adjourned at 2:00 p.m.

TPB Technical Committee Meeting Highlights January 6, 2012

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

- TPB agenda Item 9

The Committee was briefed on the major projects submitted by transportation agencies to date. On January 12, the project submissions are scheduled to be released for a 30-day public comment period that will end February 11. At the February 15 meeting, the Board is scheduled to approve the project submissions for the air quality conformity analysis of the 2012 CLRP.

- TPB agenda Item 10

The Committee was briefed on the draft scope of work for the air quality conformity assessment. On January 12, the draft scope of work is scheduled to be released for a 30-day public comment period that will end February 11.

- TPB agenda Item 11

The Committee was briefed on the development of the TPB Regional Transportation Priorities Plan (RTPP) which will use performance measures to identify regional challenges and potential near and long term strategies to address them. The Committee reviewed an initial set of regional goals, performance measures, challenges and strategies, and proposed public outreach methods to obtain public feedback and comment.

- TPB agenda Item 12

The Committee was briefed on the findings and recommendations from the assessment of the TPB's Job Access Reverse Commute for Low Income Individuals (JARC) Program and the New Freedom Program for Persons with Disabilities in the region. The assessment examined the administration of the programs and impacts of 35 JARC and New Freedom grants funded between 2007 and 2010.

- TPB agenda Item 13

Staff reviewed an outline and preliminary budget for the Unified Planning Work Program (UPWP) for FY 2013 (July 1, 2012 through June 30, 2013). A complete draft of the FY 2013 UPWP will be presented to the Board for review at its February 15 meeting.

Two items were presented for information and discussion:

- The Committee was briefed on progress on developing a draft regional Complete

Streets policy, including an upcoming stakeholders workshop to help develop the policy.

- The Committee was briefed on two recently initiated websites that help address recommendations of the post-January 26 COG Incident Management and Response (IMR) Steering Committee. The first is the MATOC public website, available by visiting www.matoc.org and selecting the “Traveler Information” tab. The second is the National Capital Region Web Portal at www.CapitalRegionUpdates.gov, developed by the region’s public information officers (PIOs) to aid communications with the public during weather events and other emergencies.

**TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES
ATTENDANCE - January 6, 2012**

DISTRICT OF COLUMBIA

DDOT Mark Rawlings
DCOP Art Rodgers

MARYLAND

Charles County Jason Groth
Frederick Co. Ronald Burns
City of Frederick Tim Davis
Gaithersburg -----
Montgomery Co. Gary Erenrich
Prince George's Co. Vic Weissberg
Rockville -----
M-NCPPC
 Montgomery Co. -----
 Prince George's Co. -----
MDOT Lyn Erickson
 Vaughn Lewis
MTA Mark Baskin
Takoma Park -----

VIRGINIA

Alexandria Jim Maslanka
Arlington Co. Dan Malouff
City of Fairfax Alexis Verzosa
Fairfax Co. Mike Lake
Falls Church -----
Loudoun Co. -----
Manassas -----
Prince William Co. Monica Backmon
NVTC Clair Gron
PRTC Nick Alexandrow
VRE Christine Hoeffner
VDOT Randy Hodgson
 Mahkeen Khurshid
 Amr Ibrahim
VDRPT Anthony Foster
NVPDC -----
VDOA -----

WMATA

WMATA Mark Kellogg
 Allison Davis

FEDERAL/OTHER

FHWA-DC Jack Vandop
FHWA-VA -----
FTA -----
NCPC -----
NPS Tammy Stidham
 Peter May
 Ed Clark
MWAQC -----

COG Staff

Ronald Kirby, DTP
Gerald Miller, DTP
Mark Pfoutz, DTP
Erin Morrow, DTP
Robert Griffiths, DTP
Rich Roisman, DTP
Andy Meese, DTP
Dusan Vuksan, DTP
John Swanson, DTP
Michael Farrell, DTP
Jane Posey, DTP
Ben Hampton, DTP
Anant Chardhary, DTP
William Bacon, DTP
Jim Yin, DTP
Wenjing Pu, DTP
Ron Milone, DTP
Elena Constantine, DTP
Andrew Austin, DTP
Eric Randall, DTP
Johathan Rogers, DTP
Jinchul Park, DTP
Feng Xie, DTP
Paul DesJardin, DCPS
Joan Rohlf, DEP
Sunil Kumar, DEP
Jeff King, DEP

Other Attendees

Carey Roessel, Marquise Management
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

January 12, 2012

To: Transportation Planning Board

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

Re: Steering Committee Actions

At its meeting of January 6, 2012, the TPB Steering Committee approved the following resolution:

- TPB SR20-2012 on an amendment to the Financially Constrained Long-Range Transportation Plan (CLRP) that is exempt from the air quality conformity requirement to include the Boundary Channel Drive Modifications Project, as requested by the Virginia Department of Transportation (VDOT).

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.”

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

**RESOLUTION ON AN AMENDMENT TO THE
FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN (CLRP)
THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT
TO INCLUDE THE BOUNDARY CHANNEL DRIVE MODIFICATIONS PROJECT, AS
REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of 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 CLRP contains the programs and projects that the region's transportation agencies have committed to fund, build and operate through 2040; and

WHEREAS, on November 16, 2011 the TPB approved the 2011 Update to the CLRP; and

WHEREAS, in the attached letter of December 28, 2011 VDOT, on behalf of Arlington County, has requested an amendment to the 2011 CLRP to include the Boundary Channel Drive Modifications project which modifies the intersection of Boundary Channel Drive and Old Jefferson Davis Highway, adjacent to the I-395 interchange with Boundary Channel Drive, as described in the attached materials; and

WHEREAS, this project, which is not regionally significant, is 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 CLRP to include the Boundary Channel Drive Modifications project which modifies the intersection of Boundary Channel Drive and Old Jefferson Davis Highway, adjacent to the I-395 interchange with Boundary Channel Drive, as described in the attached materials.

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



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

GREGORY A. WHIRLEY
COMMISSIONER

January 3, 2012

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

RE: National Capital Region 2011 CLRP Amendment

Dear Chairman Bowser:

Arlington County and the Virginia Department of Transportation (VDOT) request amending the 2011 CLRP to add the following project in Northern Virginia. A copy of Arlington County's request for this amendment is attached.

- Boundary Channel Drive Modifications (ARL0019). This project involves modifications to the intersection of Boundary Channel Drive and Old Jefferson Davis Highway immediately off of the I-395/Boundary Channel Drive Interchange. The project is part of the County's Long Bridge Park redevelopment initiative, to include the construction of a large Regional Aquatic Center. The project provides for multimodal options in the vicinity of Long Bridge Park and improves safety security at the entrance to the Pentagon.

While the modifications change the movements between local roads and Boundary Channel Drive, none of the movements at the interchange with I-395 are affected and the project is not regionally significant for air quality purposes. Per the NEPA, an environmental document is being developed for the project and NEPA requires the project to be part of a conforming CLRP.

The project, including construction, is estimated to cost \$8M; local funds will be used for the project. Arlington County local funds were part of the region's 2010 CLRP Financial Plan. While funding for the preliminary engineering (PE) phase has been made available, the balance of the funding will be part of Arlington County's Capital Improvement Program. Funding for the project is not being diverted from other projects already in the CLRP/TIP. A CLRP form for the new project is attached.

The Honorable Muriel Bowser
January 3, 2012
Page 2

It is requested that this non-regionally significant amendment to the CLRP be considered and acted upon at the Transportation Planning Board's (TPB) Steering Committee meeting on January 6, 2012. Representatives from Arlington County and VDOT plan to attend the Steering Committee meeting and will be available to answer any questions.

Please provide copies of the approved amendment to Ms. Renée Hamilton in VDOT's Assistant District Administrator for Programming and Investment Management in Northern Virginia, and Mr. Chad Tucker, VDOT's District Coordinator for the Transportation and Mobility Planning Division in Richmond.

Thank you for your consideration of this request.

Sincerely,



Garrett W. Moore, P.E.
District Administrator
Northern Virginia District

Attachments

Copy: Ms. Renée Hamilton, VDOT
Mr. Kanathur Srikanth, VDOT
Mr. Richard Burke, VDOT
Mr. Dennis Leach, Arlington County



ARLINGTON
VIRGINIA

DEPARTMENT OF ENVIRONMENTAL SERVICES

Division of Transportation

Planning 2100 Clarendon Boulevard, Suite 900, Arlington, VA 22201
TEL 703-228-3681 FAX 703-228-7548 www.arlingtonva.us

December 20, 2011

Garrett Moore
Northern Virginia District Administrator
Virginia Department of Transportation
4975 Alliance Drive
Fairfax, Virginia 22030

Dear Administrator Moore,

Arlington County requests an amendment to the 2011 Constrained Long Range Plan (CLRP) to include modifications to the Boundary Channel Drive Interchange.

The proposed project would modify Boundary Channel Drive's interchange with I-395 in order to provide additional multimodal options, to support additional development nearby, and to improve the security of the adjacent Pentagon.

The attached drawings indicate the extent of the proposed modifications (Attachment A).

Funding for this project is expected to be available through Arlington County's Capital Improvement Program. The project is anticipated to cost approximately \$8 million to design and build.

The project was discussed by Kanti Srikanth and Jane Posey and was determined to be not regionally significant for air quality conformity purposes (Attachment B).

We request the CLRP amendment be reviewed by VDOT and forwarded to the Transportation Planning Board's Steering Committee in time to be considered and acted upon at its January, 2012 meeting.

Sincerely

Dennis Leach
Director of Transportation

cc: Arlington County Board
Randy Hodgson, VDOT Regional Transportation Planner
Monica Backmon, Northern Virginia Transportation Authority

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



BASIC PROJECT INFORMATION

1. Agency Project ID: _____ Secondary Agency: _____
2. Project Type: System Expansion; System Maintenance; Operational Program; Study; Other
(check all that apply) Freeway; Primary; Secondary; Urban; Bridge; Bike/Ped; Transit; CMAQ;
 ITS; Enhancement; Other
3. Project Title: Boundary Channel Drive Interchange Modification Project
4. Facility:

Prefix	Route	Name	Modifier
		Boundary Channel Drive	
	395	Shirley Highway	
		Old Jefferson Davis Hwy & N Jefferson Davis	
5. From (_ at): _____
6. To: _____
7. Jurisdiction(s): Arlington County Government, VDOT, FHWA, Department of Defense, NPS (potentially)
8. Description: Proposed interchange modifications to the I-395 off/on ramps from local road, Boundary Channel Drive for multi-modal transportation options and to accommodate the anticipated vehicular traffic associated with the construction by Arlington County of a large Regional Aquatic Center.
9. Bicycle or Pedestrian Accommodations: Not Included; Included; Primarily a Bike/Ped Project; N/A
10. Total Miles: 0.5 miles
11. Project Manager: Katherine D. Youngbluth
12. E-Mail: kyoungbluth@arlingtonva.us
13. Project Information URL: N/A
14. Projected Completion Year: 2015
15. Actual Completion Year: TBD Project is ongoing. Year refers to implementation.
16. This project is being withdrawn from the Plan as of:
17. Total cost (in Thousands): +/- \$8,000,000
18. Remaining cost (in Thousands): +/- \$8,000,000
19. Funding Sources: Federal; State; Local; Private; Bonds; Other

CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? Yes; No
21. If so, describe those conditions: Recurring congestion; Non-site specific congestion;
 Frequent incident-related, non-recurring congestion;
 Other: This project will plan for improvements to the interchange to improve traffic flow and safety. The current conditions are outdated and will not accommodate multi-modal transportation options or the future vehicular traffic associated with the large Regional Aquatics Center to be constructed adjacent to the interchange.
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; No
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

CLRP PROJECT DESCRIPTION FORM

- 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.

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. 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:

Multi-modal traffic volumes of all kind are expected to increase after the Long Bridge Park Aquatics Center is constructed. The Center will cause a demand for multi-modal facilities to be created from the Pentagon to the Center; there are no existing facilities on Boundary Channel Drive. Also, the Pentagon has expressed an interest in pursuing a new configuration for the interchange because of security reasons and has supported the multi-modal use concepts that have been preliminary developed.

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? Yes; No

27. 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

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; 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:

CLRP PROJECT DESCRIPTION FORM

DC, Maryland or Virginia State Architecture

WMATA Architecture

COG/TPB Regional ITS Architecture

Other, please specify:

31. Other Comments

ITEM 7 - Action
January 18, 2012

Approval of Funding and Transmittal Letter for TPB's 2012
Membership in the Association of Metropolitan Planning
Organizations

Staff

Recommendation: Approve funding from the FY 2012 UPWP along with an associated transmittal letter for the TPB's 2012 membership in AMPO.

Issues: None

Background: The Association of Metropolitan Planning Organizations (AMPO) is a national organization that represents and provides assistance to metropolitan planning organizations like the TPB throughout the United States.

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

January 19, 2012

Ms. DeLania Hardy
Executive Director
Association of Metropolitan Planning Organizations
Suite 710
1029 Vermont Avenue, NW
Washington, DC 20005

Dear Ms. Hardy:

In response to the invoice of December 6, 2011 requesting dues payment for the National Capital Region Transportation Planning Board's (TPB) 2012 membership in the Association of Metropolitan Planning Organizations (AMPO), I am pleased to inform you that at its January 18, 2012 meeting, the TPB approved a 2012 dues payment to AMPO in the amount of \$22,000. The payment is enclosed with this letter

As a long time member, the TPB greatly values AMPO's active representation of the nation's metropolitan planning organizations, and benefits greatly from the technical assistance it provides our planning staff. The TPB anticipates working closely with AMPO in the coming year on the key planning challenges facing MPOs.

Sincerely,

Todd Turner
Chairman
National Capital Region
Transportation Planning Board

Enclosure



ASSOCIATION OF
METROPOLITAN
PLANNING
ORGANIZATIONS

December 6, 2011

Ron Kirby
Metropolitan Washington COG
777 N. Capitol St., NE, Suite 300
Washington, DC 20002

Dear Ron,

Over the past year, AMPO has been an increasingly active member of the federal transportation community. Government decision makers and interest groups value AMPO's input on policy matters. This year, we have been invited to participate in a number of closed-door strategy meetings with the USDOT's Office of the Secretary. Throughout 2011, AMPO worked closely with House and Senate staffs to craft policy that protects and improves the status of MPOs. We have met repeatedly with the Senate Committee on Environment and Public Works, the House Transportation and Infrastructure Committee, as well as many individual Congressional offices. This action will continue unabated in 2012, as MAP-21 discussions progress and House plans for their version of reauthorization are released. 2012 could be a vital year for transportation policy, especially for MPOs, and AMPO will be leading the charge for increased MPO funding and authority.

In addition to this important policy work, AMPO continues to focus on technical issues important to MPOs. We completed our MPO pooled funding research project in 2011. This report investigated MPO use of activity-based travel forecasting models and studied the level of documentation available to determine if advantages, costs, and benefits of these models can be defined. A second research phase is now underway with support from FHWA. In 2012 we will continue to hold peer-to-peer meetings of our Transportation Management & Operations and our Air Quality Work Groups. We will also continue AMPO's outreach on Climate Change and Energy Planning, with webinars scheduled in January, March, May, and June, and hold workshops on transportation planning's role in livability and sustainability.

I look forward to continuing our important work with you on these issues and to ensuring our voices continue to be heard. Please contact me with your questions or concerns at 202-296-7051 or dhardy@ampo.org.

DeLania Hardy
AMPO Executive Director

AMPO

1029 Vermont Ave., NW
Suite 710
Washington, DC 20005
202-296-7051

Invoice

Date	Invoice #
1/1/2012	2012-101

Bill To
Ron Kirby Metropolitan Washington COG 777 N. Capitol St., NE Suite 300 Washington, DC 20002



ASSOCIATION OF
METROPOLITAN
PLANNING
ORGANIZATIONS

Description	Amount
AMPO Membership Dues 2012 - Restricted	17,600.00
AMPO Membership Dues 2012 - Unrestricted	4,400.00
<p>Please indicate below what percent of your dues come from federal funds if it is not 80% and return a copy of this invoice with your payment.</p> <p>Our percent of federal funds is _____.</p>	
Total	\$22,000.00

ITEM 8 - Action
January 18, 2012

Approval of Appointments to the TPB Citizens Advisory
Committee (CAC) for the Year 2012

Staff

Recommendation: Appoint the fifteen members and alternates and the chairman of the CAC for 2012.

Issues: None

Background: The TPB Participation Plan calls for the appointment of 15 members to the CAC for each calendar year: six members designated by the current CAC, and nine members nominated by the TPB officers. At the December 15 CAC meeting, six members were designated by the 2011 CAC to the CAC for the year 2012. Six members and alternates nominated by the 2012 Vice Chairs will be presented. Chairman Turner will present the three members and alternates nominated by the 2012 TPB Chair, as well as the nomination for the chairman of the CAC in 2012.

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

January 12, 2012

TO: Transportation Planning Board
 FROM: Ronald F. Kirby, Director, Department of Transportation Planning
 SUBJECT: Appointment of Citizens Advisory Committee (CAC) members for 2012

According to the TPB's Participation Plan, The Citizens Advisory Committee consists of 15 members. Six (6) of these members—two each from the District of Columbia, Virginia and Maryland— are designated by the previous year's CAC. Subsequently, the TPB officers nominate nine (9) individuals— three each from the District of Columbia, Virginia and Maryland. The Plan also states that the chair of the TPB will appoint the chair of the CAC.

The TPB is scheduled to appoint the 2012 CAC at the TPB's January 18 meeting so that the new committee can convene in February. The TPB officers have indicated they will nominate the individuals listed below. The TPB Chair Todd Turner is expected to announce the appointment of Tina Slater as CAC Chair. Applications or brief biographies for each of the citizens listed below are attached.

Maryland

Tina Slater, Chair	<i>designated by the 2011 CAC as a member; to be appointed by TPB Chair Todd Turner as CAC chair</i>
William Easter	<i>nominated by TPB Chair Todd Turner</i>
Kelby Funn	<i>nominated by TPB Chair Todd Turner</i>
Krystle Okafor	<i>nominated by TPB Chair Todd Turner</i>
Emmet Tydings	<i>designated by the 2011 CAC</i>
Justin Clarke, <i>alternate</i>	<i>nominated by TPB Chair Todd Turner</i>
John Epps, <i>alternate</i>	<i>nominated by TPB Chair Todd Turner</i>
Richard Ellis, <i>alternate</i>	<i>nominated by TPB Chair Todd Turner</i>

Virginia

Maureen Budetti	<i>designated by the 2011 CAC</i>
Allen Muchnick	<i>designated by the 2011 CAC</i>
William Soltesz	<i>nominated by TPB Vice Chair Scott York</i>
Steven Still	<i>nominated by TPB Vice Chair Scott York</i>
Jeffrey Parnes	<i>nominated by TPB Vice Chair Scott York</i>
Fred Walker, <i>alternate</i>	<i>nominated by TPB Vice Chair Scott York</i>
Kimberley Kaplan, <i>alternate</i>	<i>nominated by TPB Vice Chair Scott York</i>
Peter Pennington, <i>alternate</i>	<i>nominated by TPB Vice Chair Scott York</i>

District of Columbia

Veronica Davis	<i>nominated by TPB Vice Chair Tommy Wells</i>
Harold Foster	<i>designated by the 2011 CAC</i>
Anita Hairston	<i>nominated by TPB Vice Chair Tommy Wells</i>
Rob Mandle	<i>nominated by TPB Vice Chair Tommy Wells</i>
Larry Martin	<i>designated by the 2011 CAC</i>
Itir Sonuparlak, <i>alternate</i>	<i>nominated by TPB Vice Chair Tommy Wells</i>
Mauricio Hernandez, <i>alternate</i>	<i>nominated by TPB Vice Chair Tommy Wells</i>
Tracey Hadden Loh, <i>alternate</i>	<i>nominated by TPB Vice Chair Tommy Wells</i>

ITEM 9 - Information

January 18, 2012

Briefing on Project Submissions for the Air Quality Conformity Assessment for the 2012 Financially Constrained Long Range Transportation Plan (CLRP) and the FY2013-2018 Transportation Improvement Program (TIP)

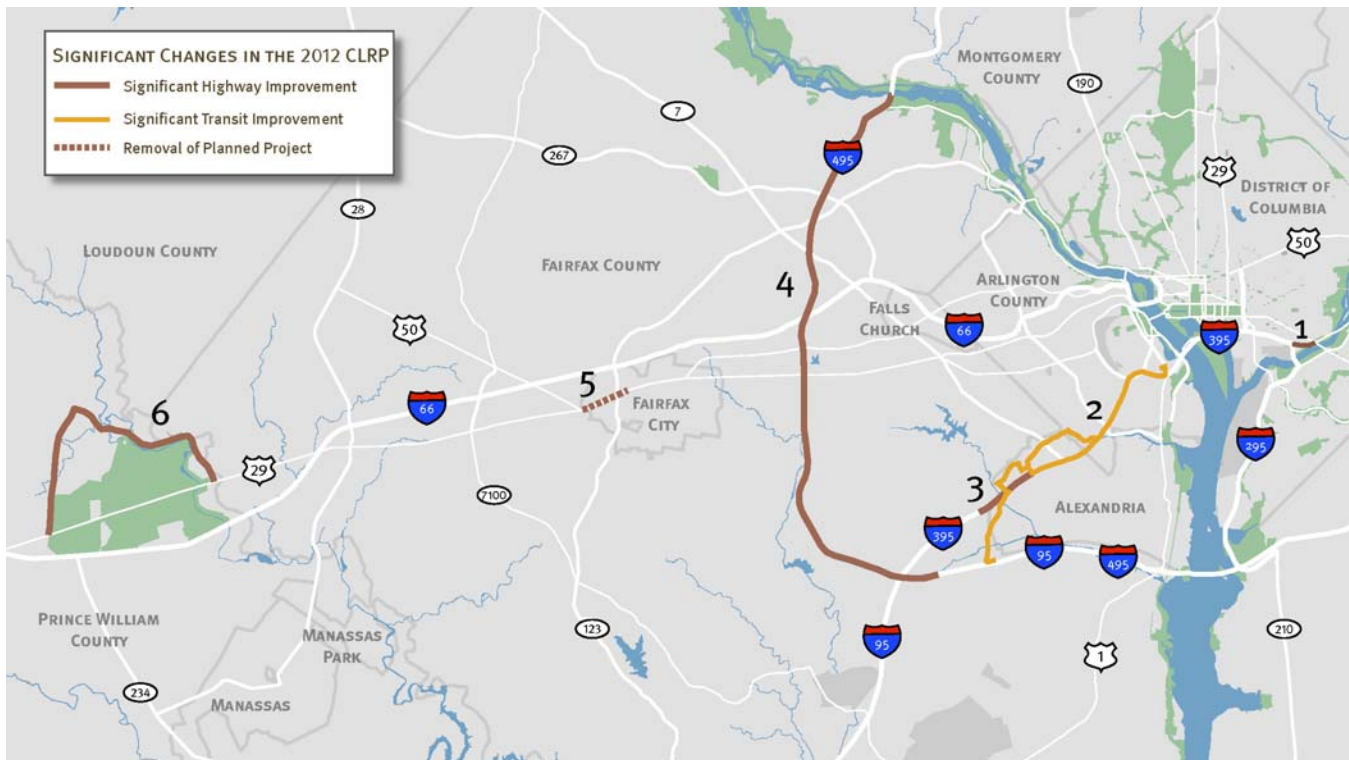
Staff

Recommendation: Receive briefing on the projects as described in the enclosed memorandum for inclusion in the air quality conformity assessment for the 2012 CLRP and FY2013-2018 TIP.

Issues: None

Background: On October 19, the TPB released the call for projects document for the 2012 CLRP and the FY2013-2018 TIP. The projects received were reviewed by the Technical Committee on January 6. These projects were released at a public meeting on January 12 for a 30-day public comment period that will end February 11. At the February 15 meeting, the Board will be asked to approve the project submissions for the air quality conformity assessment.

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

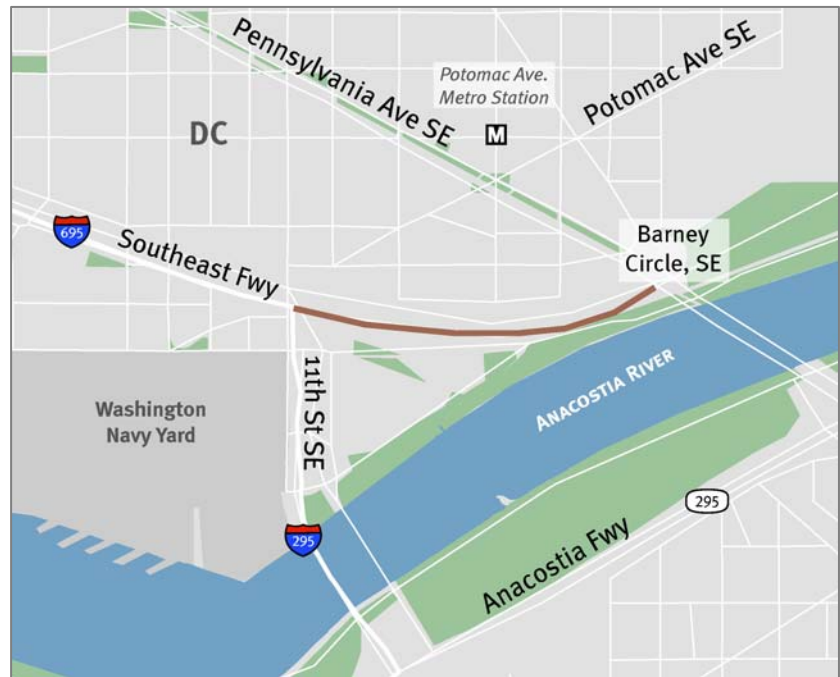
1. CREATE SOUTHEAST BOULEVARD FROM 11TH STREET BRIDGE TO BARNEY CIRCLE
2. BUS RAPID TRANSIT FROM VAN DORN METRO STATION TO PENTAGON METRO STATION
3. I-395 AUXILIARY LANE, NORTHBOUND FROM DUKE STREET TO SEMINARY ROAD
4. DATE CHANGE ON SEGMENTS OF I-495 HOT LANES AND AUXILIARY LANES (~~2030~~ 2013)
5. 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.



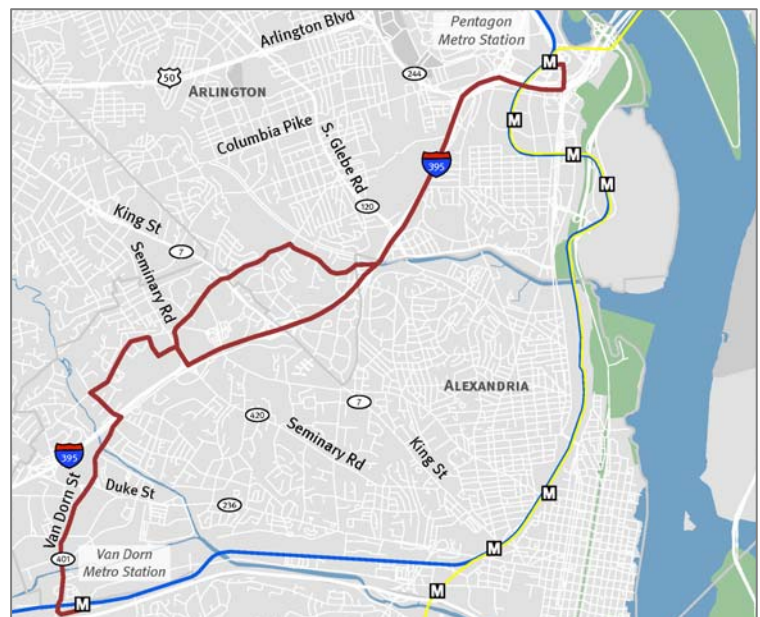
2. Bus Rapid Transit from the Van Dorn Metro Station to the Pentagon Metro Station

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.

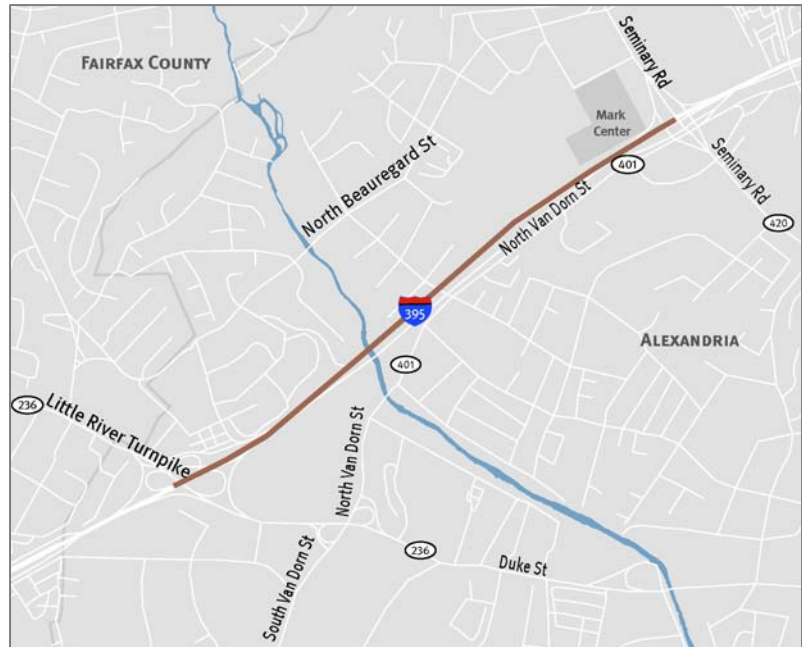


3. I-395 Auxiliary Lane, Northbound from Duke Street to Seminary Road

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.

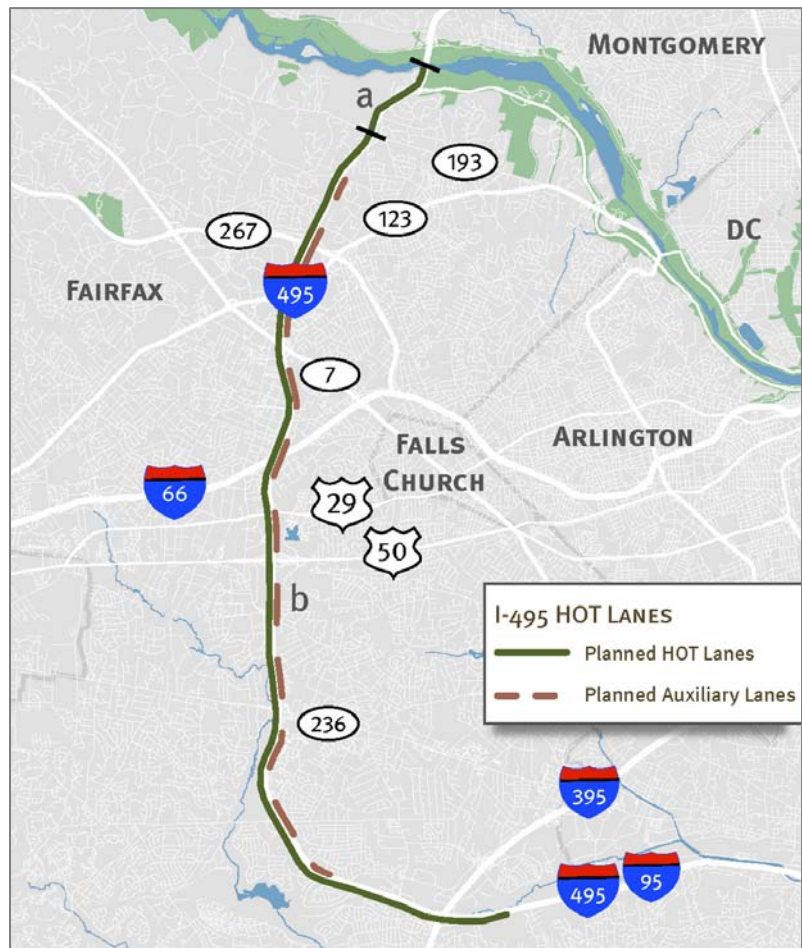


4. Date Change on Segments of I-495 HOT and Auxiliary Lanes

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 and a series of auxiliary lanes in each direction connecting the on and off ramps adjacent to the general purpose lanes. VDOT is proposing to advance the completion dates of multiple segments of this project as follows:

- a) HOT lanes from the American Legion Bridge to south of Old Dominion Drive – ~~2030~~ 2013
- b) Various segments of auxiliary lanes (see Air Quality Conformity Table for complete listing) – ~~2030~~ 2013

Length: 14 miles
 Complete: 2013
 Cost: \$1.619 billion
 Funding: Federal, state, private, bonds



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, state and local

See the project description in Attachment A for more information.

Attachment A: CLRP Project Descriptions

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



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 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):			11 th 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



CLRP PROJECT DESCRIPTION FORM

17. Documentation: N/A
18. Bicycle or Pedestrian Accommodations: Not Included; 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: Federal; State; Local; Private; Bonds; Other

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.
 - Is this project being proposed specifically to address a safety issue? Yes; No
 - 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.
 - Increase **accessibility and mobility** of people.
 - Increase accessibility and mobility of **freight**.
 - Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
 - Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
 - Promote efficient system **management and operation**.
 - Emphasize the **preservation** of the existing transportation system.

ENVIRONMENTAL MITIGATION

24. Have any potential mitigation activities been identified for this project? Yes; No
- 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
- Do traffic congestion conditions necessitate the proposed project or program? Yes; No
 - If so, is the congestion recurring or non-recurring? Recurring; Non-recurring
 - If the congestion is on another facility, please identify it:
26. Capacity
- Is this a capacity-increasing project on a limited access highway or other principal arterial? Yes; No
 - 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)

CLRP PROJECT DESCRIPTION FORM

- 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; 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 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: 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; 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: Federal; State; Local; 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

CLRP PROJECT DESCRIPTION FORM

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.
- 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

24. Have any potential mitigation activities been identified for this project? Yes; 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? Yes; No

a. If so, is the congestion recurring or non-recurring? 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; 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.

CLRP PROJECT DESCRIPTION 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; No
28. 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
29. 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 2040 PROJECT DESCRIPTION FORM



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

BASIC PROJECT INFORMATION

12/16/11 Draft

1. Agency Project ID: New Secondary Agency:
2. Project Type: System Expansion; System Maintenance; Operational Program; Study; Other
(check all that apply) 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: 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: Federal; State; Local; Private; Bonds; Other

CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? Yes; No
21. If so, describe those conditions: 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; No
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

CLRP PROJECT DESCRIPTION FORM

- 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

CLRP PROJECT DESCRIPTION FORM

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; 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: Federal; 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 /

CLRP PROJECT DESCRIPTION FORM

private partnership.

CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? Yes; No
21. If so, describe those conditions: 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; 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.
 - 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. 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.

CLRP PROJECT DESCRIPTION FORM

ENVIRONMENTAL MITIGATION

26. Have any potential mitigation activities been identified for this project? 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?
 Air Quality; Floodplains; Socioeconomics; Geology, Soils and Groundwater; Vibrations;
 Energy; Noise; Surface Water; Hazardous and Contaminated Materials; Wetlands
 Historic Preservation

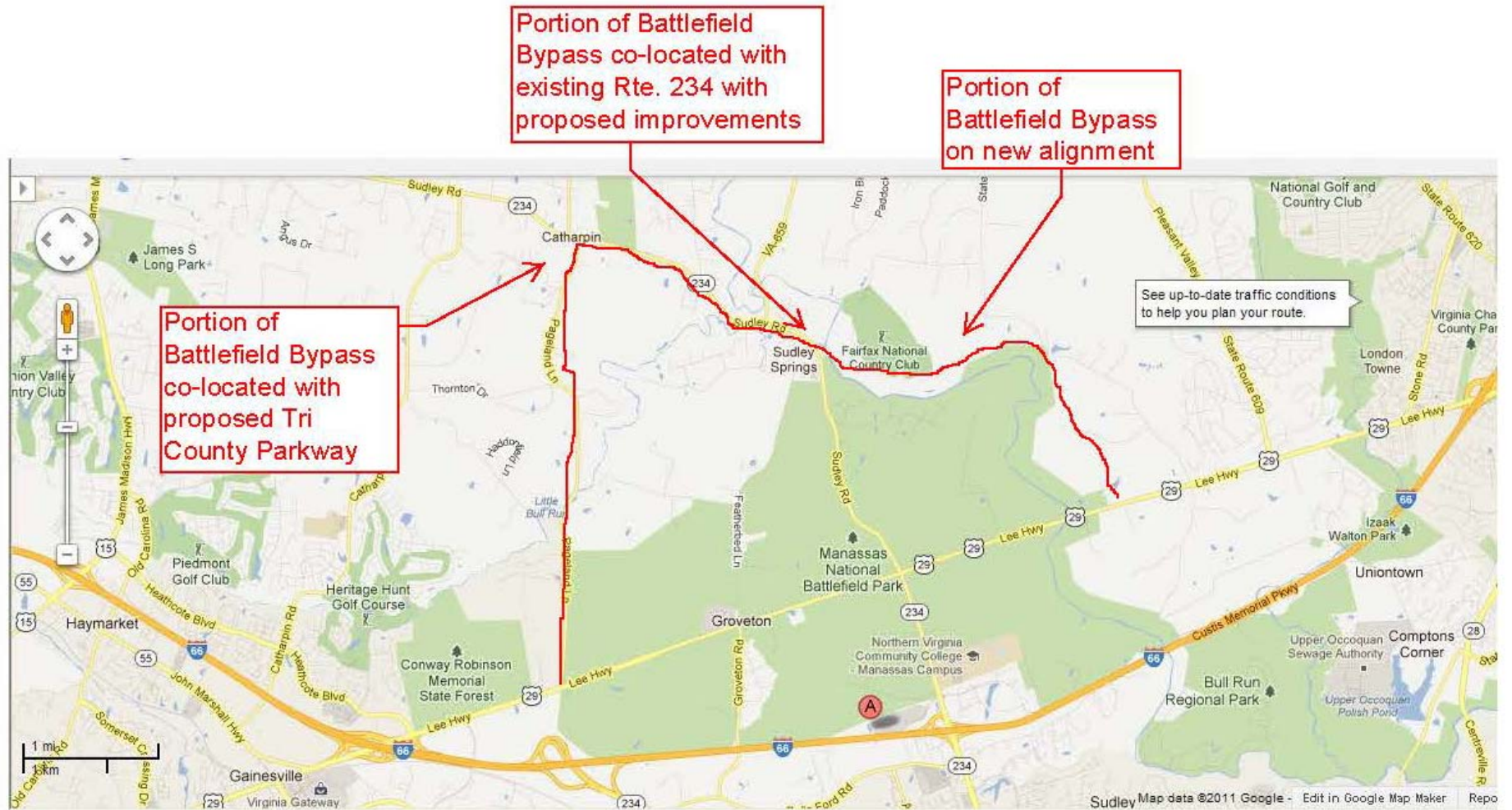
With the completion of the FEIS, Section 4(f) and NHPA Section 106 the NPS will be further developing and finalizing measures to mitigate impacts associated with the construction of the Battlefield Bypass.

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; 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:

CLRP PROJECT DESCRIPTION FORM

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"

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

TITLE X—MANASSAS NATIONAL BATTLEFIELD PARK

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. 10003. 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. 10004. HIGHWAY RELOCATION.

(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

16 USC 429b
note.

State and local
governments.

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.

(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 10 - Information

January 18, 2012

Briefing on Draft Scope of Work for Air Quality Conformity Assessment for the 2012 CLRP and the FY 2012-2018 TIP

Staff

Recommendation:

Receive briefing on the enclosed draft scope of work for the conformity assessment of the 2012 CLRP and the FY 2013-2018 TIP, which was released at a public meeting on January 12 for a 30-day public comment period that will end February 11.

Issues:

None

Background:

At the February 15 meeting, the Board will be asked to approve the scope of work for the air quality conformity assessment.

**AIR QUALITY CONFORMITY ASSESSMENT:
2012 CONSTRAINED LONG RANGE PLAN AND THE FY2013-2018 TRANSPORTATION
IMPROVEMENT PROGRAM**

SCOPE OF WORK

I. INTRODUCTION

Projects solicited for the 2012 Constrained Long Range Plan (CLRP) and FY2013-2018 Transportation Improvement Program (TIP) are scheduled to be finalized at the February 15, 2012 TPB meeting. This scope of work reflects the tasks and schedule designed for the air quality conformity assessment leading to adoption of the plan on July 18, 2012. This work effort addresses requirements associated with attainment of the ozone standards (volatile organic compounds (VOC) and nitrogen oxides (NO_x) as ozone precursor pollutants), and fine particles (PM_{2.5}) standards (direct particles and precursor NO_x), as well as maintenance of the wintertime carbon monoxide (CO) standard.

The plan must meet air quality conformity regulations: (1) as originally published by the Environmental Protection Agency (EPA) in the November 24, 1993 Federal Register, and (2) as subsequently amended, most recently on March 24, 2010, and (3) as detailed in periodic FHWA / FTA and EPA guidance. These regulations specify both technical criteria and consultation procedures to follow in performing the assessment.

This scope of work provides a context in which to perform the conformity analyses and presents an outline of the work tasks required to address all regulations currently applicable.

II. REQUIREMENTS AND APPROACH

A. Criteria (See Exhibit 1)

As described in the 1990 Clean Air Act Amendments, conformity is demonstrated if transportation plans and programs:

1. Are consistent with most recent estimates of mobile source emissions,
2. Provide expeditious implementation of TCMs, and
3. Contribute to annual emissions reductions.

Assessment criteria for ozone, CO, and PM_{2.5} are discussed below.

Ozone season pollutants will be assessed by comparing the “action” scenarios to the 8-hour ozone area 2008 Reasonable Further Progress (RFP) VOC and NO_x emissions budgets which were deemed adequate for use in conformity by EPA in September 2009.

The region is in maintenance for mobile source wintertime CO and, as in prior conformity assessments, is required to show that pollutant levels do not exceed the approved budget.

PM_{2.5} pollutants will be assessed both by comparing the “action” scenarios to a 2002 base and by comparing the pollutant levels to the budgets submitted by the MWAQC to EPA in April, 2008. PM_{2.5} emissions will be inventoried for yearly totals (instead of on a daily basis as performed for Ozone and CO).

B. Approach (See Table 1 – Summary of Technical Approach)

The analytical approach is the same as for the last conformity assessment. The Version 2.3 travel demand model with the 3722 TAZ system and the Mobile6.2 emissions model will be used in the analysis. The only significant changes are the use of updated Cooperative Forecasts, Round 8.1, and the use of new 2011 vehicle registration data.

In addition to the elements below, explicit inputs include: a summary list of major policy and technical input assumptions, shown as Attachment A; and all transportation network elements which will be finalized at the February 15, 2012 TPB meeting.

TABLE 1 – Summary of Technical Approach

	Ozone	Wintertime CO	PM_{2.5}
Pollutant:	VOC, NOx	CO	Direct particles, Precursor NOx
Emissions Assessment Criteria:	8-hour 2008 Reasonable Further Progress (RFP) ozone budgets	Approved wintertime CO emissions budget	Reductions from base 2002 inventory & comparison to budgets
Emissions Analysis Time-frame:	Daily	Daily	Annual
Geography:	8-hour ozone non-attainment area	DC, Arl., Alex., Mont., Pr. Geo.	8-hr. area less Calvert County
Network Inputs:	Regionally significant projects		
Land Activity:	NEW! Round 8.1		
Modeled Area:	3722 TAZ SYSTEM		
Travel Demand Model:	Version 2.3		
Mobile Model:	MOBILE6.2 emissions factors, consistent with the procedures utilized to establish the VOC and NOx mobile source emissions budgets	MOBILE6.2 Consistent with procedures used to establish the budget	MOBILE6.2 'Seasonal' approach, consistent with procedures used to establish the budget
Emissions Factor Refinements:	NEW! 2011 vehicle registration data for all jurisdictions		

III. CONSULTATION

1. Execute TPB consultation procedures (as outlined in the consultation procedures report adopted by the TPB on May 20, 1998).

2. Participate in meetings of MWAQC, its Technical Advisory Committee and its Conformity Subcommittee to discuss the scope of work activities, TERM development process, and other elements as needed; discuss at TPB meetings or forums, as needed, the following milestones:
 - CLRP & TIP Call for Projects
 - Scope of work
 - TERM proposals
 - Project submissions: documentation and comments
 - Analysis of TERMS, list of mitigation measures
 - Conformity assessment: documentation and comments
 - Process: comments and responses

IV. WORK TASKS

1. Receive project inputs from programming agencies and organize into conformity documentation listings (endorsement of financially constrained project submissions scheduled for February 15, 2012)
 - Project type, limits, NEPA approval, etc.
 - Phasing with respect to forecast years
 - Transit operating parameters, e.g. schedules, service, fares
 - Action scenarios
2. Review and Update Land Activity files to reflect Round 8.1 Cooperative Forecasts
 - Households by auto ownership, population and employment
 - Zonal data files
3. Prepare forecast year highway, HOV, and transit networks
 - Develop 2007, 2017, 2020, 2030, & 2040 highway networks
 - Prepare 2007, 2017, 2020, 2030, & 2040 transit network input files
 - Update transit fares and highway tolls, as necessary
4. Prepare 2007 travel and emissions estimates
 - Execute travel demand modeling
 - Calculate emissions (daily for ozone season VOC and NO_x for ozone standard requirements; daily for winter CO; yearly for PM_{2.5} direct particles and precursor NO_x)
5. Prepare 2017 travel and emissions estimates
 - Execute travel demand modeling
 - Develop Mobile6.2 emission factors with new 2011 vehicle registraion data
 - Calculate emissions (daily for ozone season VOC and NO_x for ozone standard requirements; daily for winter CO; yearly for PM_{2.5} direct particles and precursor NO_x)
6. Prepare 2020 travel and emissions estimates
 - Tasks as in year 2017 analysis
7. Prepare 2030 travel and emissions estimates

- Tasks as in year 2020 analysis
 - Apply “transit constraint” using 2020 levels
8. Prepare 2040 travel and emissions estimates
- Tasks as in year 2030 analysis, including transit constraint
9. Identify extent to which plan provides for expeditious implementation of TCMs contained in ozone state implementation plans and emissions mitigation requirements of previous CLRP & TIP commitments (TERMs)
- In the CLRP & TIP Call for Projects document staff identified previous TCM and TERM commitments and requested a status report from the implementing agencies
 - Staff will review these reports as they are received and update the TERM tracking sheet that was included in the November 16, 2011 air quality conformity report
 - The status reports and the updated TERM tracking sheet will be included in the air quality conformity report.
10. Coordinate / analyze emissions reductions associated with CMAQ and similar projects
- Obtain project-specific emissions reductions from programming agencies
 - Summarize daily ozone season VOC and NO_x reductions for each milestone year
 - Summarize annual direct PM_{2.5} and precursor NO_x PM_{2.5} pollutant reductions; explore additional TERMS
 - With oversight from the Travel Management Subcommittee, as needed, propose and analyze additional measures for their emissions benefits, costs, cost effectiveness, and other evaluation criteria
11. Analyze results of above technical analysis
- Reductions from 1990 (ozone season VOC and NO_x and winter CO) and 2002 base (PM_{2.5})
 - 8-hour ozone season 2008 RFP VOC and NO_x budgets, direct PM_{2.5} and precursor NO_x budgets, and winter CO emissions budgets
 - With oversight from the Travel Management Subcommittee, the Technical Committee and the TPB, identify and recommend additional measures should the plan or program fail any test and incorporate measures into the plan
12. Assess conformity and document results in a report
- Document methods
 - Draft conformity report
 - Forward to technical committees, policy committees
 - Make available for public and interagency consultation
 - Receive comments
 - Address comments and present to TPB for action
 - Finalize report and forward to FHWA, FTA and EPA

V. SCHEDULE

The schedule for the execution of these work activities is shown in Exhibit 2. The time line shows completion of the analytical tasks, preparation of a draft report, public and interagency review, response to comments and action by the TPB on July 18, 2012.

Exhibit 1

Conformity Criteria

All Actions at all times:

- Sec. 93.110 Latest planning assumptions.
- Sec. 93.111 Latest emissions model.
- Sec. 93.112 Consultation.

Transportation Plan:

- Sec. 93.113(b) TCMs.
- Sec. 93.118 and/or Emissions budget and /or Interim
- Sec. 93.119 emissions.

TIP:

- Sec. 93.113(c) TCMs.
- Sec. 93.118 and/or Emissions budget and /or Interim
- Sec. 93.119 emissions.

Project (From a Conforming Plan and TIP):

- Sec. 93.114 Currently conforming plan and TIP.
- Sec. 93.115 Project from a conforming plan and TIP.
- Sec. 93.116 CO, PM₁₀, and PM_{2.5} hot spots.
- Sec. 93.117 PM₁₀ and PM_{2.5} control measures.

Project (Not From a Conforming Plan and TIP):

- Sec. 93.113(d) TCMs.
 - Sec. 93.114 Currently conforming plan and TIP.
 - Sec. 93.116 CO, PM₁₀, and PM_{2.5} hot spots.
 - Sec. 93.117 PM₁₀ and PM_{2.5} control measures.
 - Sec. 93.118 and/or Emissions budget and/or Interim
 - Sec. 93.119 emissions
-

Sec. 93.110 Criteria and procedures: Latest planning assumptions.

The conformity determination must be based upon the most recent planning assumptions in force at the time of the conformity determination.

Sec. 93.111 Criteria and procedures: Latest emissions model.

The conformity determination must be based on the latest emission estimation model available.

Sec. 93.112 Criteria and procedures: Consultation.

Conformity must be determined according to the consultation procedures in this subpart and in the applicable implementation plan, and according to the public involvement procedures established in compliance with 23 CFR part 450.

Sec. 93.113 Criteria and procedures: Timely implementation of TCMs.

The transportation plan, TIP, or any FHWA/FTA project which is not from a conforming plan and TIP must provide for the timely implementation of TCMs from the applicable implementation plan.

Sec. 93.114 Criteria and procedures: Currently conforming transportation plan and TIP.

There must be a currently conforming transportation plan and currently conforming TIP at the time of project approval.

Sec. 93.115 Criteria and procedures: Projects from a plan and TIP.

The project must come from a conforming plan and program.

Sec. 93.116 Criteria and procedures: Localized CO, PM₁₀, and PM_{2.5} violations (hot spots).

The FHWA/FTA project must not cause or contribute to any new localized CO, PM₁₀, and/or PM_{2.5} violations or increase the frequency or severity of any existing CO, PM₁₀, and /or PM_{2.5} violations in CO, PM₁₀, and PM_{2.5} nonattainment and maintenance areas.

Sec. 93.117 Criteria and procedures: Compliance with PM₁₀ and PM_{2.5} control measures.

The FHWA/FTA project must comply with PM₁₀ and PM_{2.5} control measures in the applicable implementation plan.

Sec. 93.118 Criteria and procedures: Motor vehicle emissions budget

The transportation plan, TIP, and projects must be consistent with the motor vehicle emissions budget(s).

Sec. 93.119 Criteria and procedures: Interim emissions in areas without motor vehicle budgets

The FHWA/FTA project must satisfy the interim emissions test(s).

NOTE: See EPA's conformity regulations for the full text associated with each section's requirements.



Schedule for the 2012 Financially Constrained Long-Range Transportation Plan (CLRP) and the FY2013-2018 Transportation Improvement Program (TIP)

*September 21, 2011	TPB is Briefed on Draft Call for Projects
*October 19, 2011	TPB Releases Final Call for Projects - Transportation Agencies Begin Submitting Project Information through On-Line Database
December 16, 2011	<u>DEADLINE:</u> Transportation Agencies Complete On-Line Submission of Draft Project Inputs.
January 6, 2012	Technical Committee Reviews Draft CLRP & TIP Project Submissions and Draft Scope of Work for the Air Quality Conformity Assessment
January 12, 2012	CLRP & TIP Project Submissions and Draft Scope of Work Released for Public Comment
*January 18, 2012	TPB is Briefed on Project Submissions and Draft Scope of Work
February 11, 2012	Public Comment Period Ends
*February 15, 2012	TPB Reviews Public Comments and is asked to Approve Project Submissions and Draft Scope of Work
May 1, 2012	<u>DEADLINE:</u> Transportation Agencies Finalize Congestion Management Documentation Forms (where needed) and CLRP & TIP Forms ¹ . (Submissions must not impact conformity inputs; note that the deadline for changes affecting conformity inputs was February 15, 2012).
June 14, 2012	Draft CLRP & TIP and Conformity Assessment Released for Public Comment at Citizens Advisory Committee (CAC)
*June 20, 2012	TPB Briefed on the Draft CLRP & TIP and Conformity Assessment
July 14, 2012	Public Comment Period Ends
*July 18, 2012	TPB Reviews Public Comments and Responses to Comments, and is Presented the Draft CLRP & TIP and Conformity Assessment for Adoption
*TPB Meeting	

¹ By this date, the CLRP forms must include information on the Planning Factors, Environmental Mitigation, Congestion Management Information, and Intelligent Transportation Systems; separate Congestion Management Documentation Forms (where needed) must also be finalized.



WORK SCOPE ATTACHMENT A

POLICY AND TECHNICAL INPUT ASSUMPTIONS AIR QUALITY CONFORMITY ANALYSIS OF 2011 CLRP

1. Land Activity

- Round 8.1 Cooperative Forecasts

2. Policy and Project Inputs

- Highway, HOV, and transit projects and operating parameters
- Financially constrained project submissions to be advanced by the TPB on 2/15/2012

3. Travel Demand Modeling Methods

- Version 2.3 Travel Model
- All HOV facilities at HOV-3 in 2020 & beyond
- Transit “capacity constraint” procedures (2020 constrains later years)

4. Emissions Factors

- Use MOBILE6.2 emissions factors incorporating 2011 vehicle registration data
- Seasonal PM_{2.5} factors for total directly emitted particles and precursor NO_x

5. Emissions Modeling Methods / Credits

- Yearly PM_{2.5} emissions (total PM_{2.5} and precursor NO_x) using seasonal traffic adjustments and above emissions factors
- Offline emissions analyses

6. Conformity Assessment Criteria

- Emissions budgets for ozone precursors, PM_{2.5} pollutants, and wintertime CO
- Analysis years: 2007, 2017, 2020, 2030, & 2040

ITEM 11 - Information

January 18, 2012

Briefing on Proposed Performance Measures for the TPB Regional Transportation Priorities Plan (RTPP)

Staff Recommendation: Receive briefing on an initial set of regional goals, performance measures, challenges and strategies, and on proposed public outreach methods to obtain public feedback and comment.

Issues: None

Background: The TPB Regional Transportation Priorities Plan (RTPP) will use performance measures to identify regional challenges and potential near and long term strategies to address them.

Developing a Regional Transportation Priorities Plan (RTPP) for the National Capital Region

Draft Interim Report 1:

*Initial Goals, Performance Measures, Challenges,
and Strategies, and Proposed Public Outreach
Activities through June 30, 2012*

January 11, 2012

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A. Background on the TPB Regional Transportation Priorities Plan

The concept of a priorities plan has its roots in more than a decade of TPB planning, including the establishment of regional goals through the [TPB Vision](#) and [Region Forward](#), analysis of transportation and land-use scenarios using the [Financially Constrained Long-Range Transportation Plan \(CLRP\)](#) adopted by the TPB on November 17, 2010 as a baseline, and various studies of the region's transportation funding challenges. In 2010, the TPB extensively discussed how these activities might be better integrated. On May 26, 2010 the TPB hosted an event called the Conversation on Setting Regional Transportation Priorities, which addressed the possibilities for more explicitly establishing regional priorities. The impetus for that event was a request by the TPB's Citizens Advisory Committee (CAC) for the TPB to develop a "Regional Priorities Plan" that would serve as a "financially unconstrained" regional vision for transportation operations and investment. The Conversation generated broad interest among TPB stakeholders in developing a priorities plan. As a result, on July 21, 2010, the TPB voted to form a task force to determine the scope and process for developing such a plan.

The TPB Regional Priorities Plan Scoping Task Force included approximately 20 stakeholders in the TPB process – members of the TPB, CAC, Access for All Committee, and the Technical Committee. Between October 2010 and April 2011 the TPB Priorities Plan Scoping Task Force met four times and discussed planning processes and activities in the region, reasons for enhancing the current process, and options for change. At its first meeting, the task force also learned about the priorities planning activities of other Metropolitan Planning Organizations (MPOs) around the country. The task force reached general consensus that the priorities plan should describe goals and performance measures, assess challenges, and develop priorities - both funded and unfunded - for addressing those challenges. On July 20, 2011, the TPB approved a [work scope](#) for developing such a plan. The sequence of key tasks for this work scope is shown in Figure 1, and the schedule of activities is shown in Figure 2. The scope specified that public participation will be sought at every stage of the two-year process, including the development of performance measures, strategies, and benefit-cost analysis.

**Figure 1:
Sequence of Key Tasks for Developing a
Regional Transportation Priorities Plan**

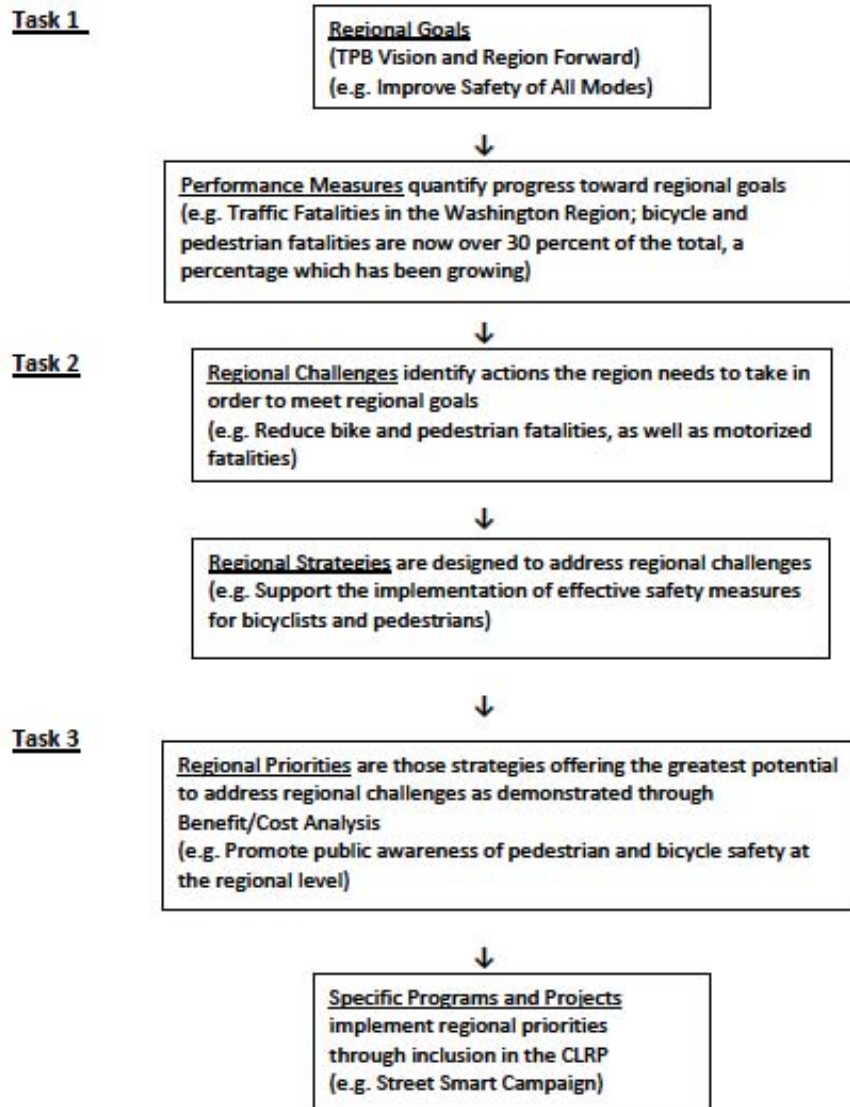
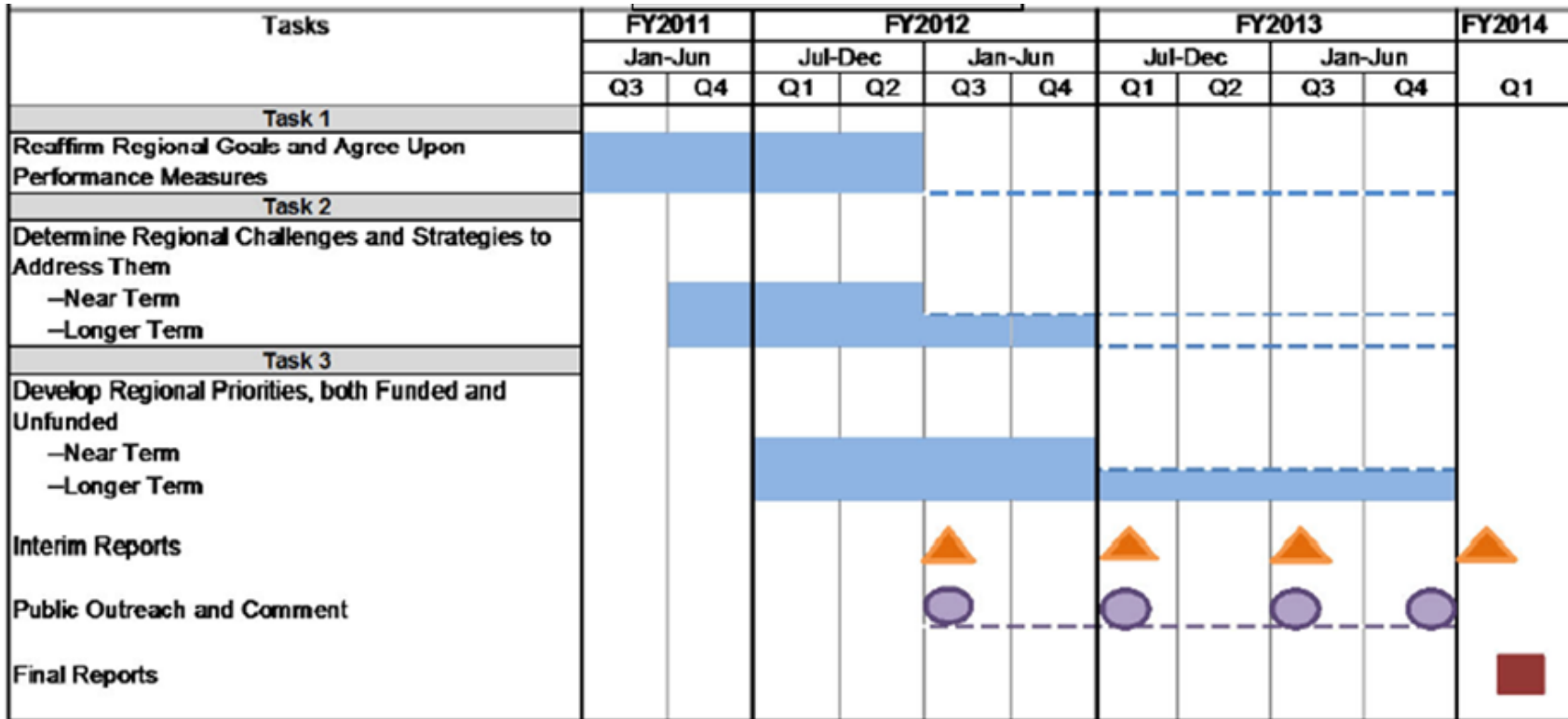


Figure 2: Schedule of Activities for Developing a Regional Transportation Priorities Plan



B. Federal Government Focus on Performance Measurement

At the federal level, the Transportation Equity Act-21 (TEA-21) bill of 1999 focused greater attention on performance measurement. Additional emphasis was placed on performance measurement in the Safe Accountable Flexible Efficient Transportation Equity Act— A Legacy for Users (SAFETEA-LU) bill of 2005. A greater reliance on performance measurement is anticipated with the next federal transportation bill.

1) Moving Ahead for Progress in the 21st Century” (MAP-21)

On Friday, November 4, 2011, a bipartisan group of four Senators released a proposed two-year surface transportation funding plan named “Moving Ahead for Progress in the 21st Century” (MAP-21). The Senate Environment and Public Works Committee held a voting or “markup” session on November 9, 2011 and unanimously approved MAP-21. An increased focus on performance measurement is evident in this bill:

- *National Goals-Performance management will... provide a means to the most efficient investment of Federal transportation funds by refocusing on national transportation goals, increasing accountability and transparency [and] improving project decision-making through performance-based planning and programming.*
- *The metropolitan transportation planning process shall provide for the establishment and use of a performance-based approach to transportation decision-making to support the national goals.*
- *When preparing the metropolitan plan, the metropolitan planning organization may develop multiple scenarios for consideration.*

2) Recent Federal Performance Measurement Conferences

The federal government has sponsored several recent conferences and workshops on performance measurement. These conferences have gathered transportation stakeholders from the federal and state governments, metropolitan planning organizations, transit agencies, and academia to discuss how to identify and implement performance measurement:

- October 22, 2009, *Executive Roundtable on Developing a Performance-Based Planning and Programming Framework*, Washington D.C.
- September 13-15, 2010, *National Forum on Performance-Based Planning and Programming*, Dallas
- September 20, 2011, *National Workshop on Performance-Based Planning and Programming*, Chicago
- December 5-7, 2011, *Data Needs for Decision-Making in States and MPOs*, Irvine

Federal agencies have already conducted several performance measurement studies targeted towards specific program areas. Examples include environmentally sustainable transportation (EPA 231-K-10-004), transit (TCRP Report-88), congestion management (NCHRP-618), and freight movement (NCHRP-10).

3) National Cooperative Research Program (NCHRP) Project 08-36/Task 104

The National Capital Region has been selected by the ongoing [NCHRP Project 08-36/Task 104](#) as one of three pilot sites to study a Performance-Based Planning and Programming (PBPP) process. The main objective of this research is to “move the conversation of national transportation performance measures and a performance-based planning and programming process from that of a conceptual framework to realistic examples relating national-level measures to the state and regional level.”

Two facilitated workshops will be held for each site, and the project will conclude with a final report that synthesizes the results of the pilot sites. The National Capital Region pilot will examine the selection and use of measures to inform decisions regarding bus priority corridors in Maryland, an exercise that will afford the region an opportunity to actively participate in the national discussion on performance measurement. The first workshop for the National Capital Region was held at COG on December 13, 2011.

C. International Scan

In July and August 2009, the U.S. Department of Transportation (U.S. DOT)-Federal Highway Administration in cooperation with the American Association of State Highway and Transportation Officials (AASHTO) and the National Cooperative Highway Research Program organized a two-week “International Scan” to explore how countries abroad link transportation performance and accountability. This came at a time when the U.S. Congress was considering more accountability for state and local transportation funds.

The International Scan group included American transportation representatives from the U.S. DOT, state DOTs, an MPO, AASHTO, and consultants. The group visited transportation agencies in Sweden, the United Kingdom, Australia, and New Zealand to learn how these countries link transportation performance and accountability. The four countries were selected based upon their extensive experience with the use of transportation performance measures to strengthen accountability and improve decision-making in the transportation sector. The team examined how these transportation agencies use goal setting and performance measures to manage, explain, deliver, and adjust their transportation budgets and internal activities.

The International Scan experience provided guidance in several key areas. A summary of their experience and key lessons learned can be found in the [International Technology Scanning Program: Linking Transportation Performance and Accountability](#) report that

was published in April 2010. Key recommendations from the transportation agencies abroad were:

1. Limit the number of performance measures (Since 1998, the British central government has reduced the number of government-imposed performance measures across all government departments from 600 to 30).
2. Ensure that federal, state, and local officials engage in frequent dialogue and collaborative goal-setting.
3. Perpetuate long-term improvement by understanding that the real value of performance management is the development of an improved decision-making and investment process, not the achievement of many arbitrary, short-term targets.

D. TPB Goal Areas and Performance Measures (Task 1)

The [*TPB Vision*](#) was adopted in 1998 following a three-year process that included public outreach and consensus building. The *Vision* comprises a policy statement, eight overarching policy goals and objectives, and strategies for reaching those goals. The [*Region Forward*](#) document was approved in 2010 following a two-year development process. It includes goals, targets, and a compact agreement to guide future planning and help measure progress in the areas of housing, transportation, the environment, health and the economy. By the end of 2010, all of COG's member jurisdictions had signed the regional compact established in *Region Forward*. *Region Forward* includes transportation components, largely focused on promoting alternative modes, which are a subset of goals from the *TPB Vision*.

There are a multitude of different performance measures that can be developed and used to evaluate progress toward meeting regional transportation goals. In the course of developing materials for consideration by the Regional Priorities Plan Scoping Task Force, TPB staff produced a composite list of six regional goals drawn from the *TPB Vision* and *Region Forward*, and provided a number of examples of transportation performance measures that might be used to assess the performance of the regional transportation system against these regional goals. Many of the example performance measures that were provided had been used by the TPB over the years, including, in particular, for assessing the performance of the [*CLRP*](#) for the region. Others were developed specifically to support the TPB's priorities planning effort.

Selecting the right performance measures may be one of the most challenging aspects of developing a regional priorities plan. It is important to limit the number of measures that are used in the transportation priorities planning process by selecting those that are the most meaningful to the interested public and for which data are currently available. TPB staff developed an initial set of 47 potential performance measures and assessed them against these criteria, as shown in Figure 3. Those 23 performance measures that were considered to best meet the two criteria were selected for use in identifying key regional challenges.

Figure 3: Assessment of Potential Performance Measures

	Regional Goals	Potential Performance Measures	Data Currently Available	Meaningful to Interested Public
1	Provide a Comprehensive Range of Transportation Options	<ul style="list-style-type: none"> Daily VMT per capita Number of jobs accessible within 45 minutes Mode share for commute and daily trips Morning rush hour congestion % region's bus stops that are fully accessible % change in bike-share usage % change in car-share usage % change in number of people registered for 'Guaranteed Ride Home' 	<ul style="list-style-type: none"> ● ● ● ● ● ● ● ● 	<ul style="list-style-type: none"> ● ● ● ● ● ◐ ◐ ◐
2	Promote Transportation Connections, Walkability, and Mixed Use Development in Activity Centers	<ul style="list-style-type: none"> Street block density in Activity Centers Regional Activity Centers with rail transit Jobs-household ratio in Activity Centers % of new commercial construction and new households in Activity Centers Housing and transportation costs as % of income in Activity Centers % of new affordable households in Activity Centers Average number of other Activity Centers accessible within 45 minutes of a given Activity Center by Transit and Highway 	<ul style="list-style-type: none"> ● ● ● ● ◐ ◐ ● 	<ul style="list-style-type: none"> ● ● ● ● ◐ ◐ ◐
3	Ensure Adequate Maintenance, Preservation, and Safety of the Existing System	<ul style="list-style-type: none"> % road pavement in 'Fair or Better Condition' % bridges non-deficient % Metro escalators available Number of transportation injuries and fatalities (all modes) Percent of high crash locations with a project identified Number of TPB Member Agencies that have completed transportation vulnerability assessments and / or climate adaptation plans 	<ul style="list-style-type: none"> ● ● ● ● ◐ ● 	<ul style="list-style-type: none"> ● ● ● ● ◐ ◐
4	Maximize Effectiveness of the Transportation System	<ul style="list-style-type: none"> Hours of delay per person (all vehicles) Extra time needed for on-time arrival by road compared to free-flow time Transit on-time reliability Incident clearance time Transit ridership Traffic incidents managed Annual congestion cost \$ Volume/Capacity Ratio HOV lane travel time reliability 95th percentile reliability travel time Customer Satisfaction Survey results (all modes) Annual hours of Capital Bikeshare trips HOV travel time savings 	<ul style="list-style-type: none"> ● ● ● ● ● ◐ ◐ ● ● ● ○ ◐ ◐ 	<ul style="list-style-type: none"> ● ● ● ● ● ● ◐ ◐ ● ● ◐ ● ◐
5	Enhance Environmental Quality, Protect Human Health, and Improve Energy Efficiency	<ul style="list-style-type: none"> Ozone precursors and particulates GHG emissions from mobile sources MPG fleet average Stormwater runoff Energy consumption per person-mile Physical activity (exercise) per trip Number of designated Green Spaces 	<ul style="list-style-type: none"> ● ● ◐ ○ ◐ ○ ◐ 	<ul style="list-style-type: none"> ● ● ● ◐ ● ◐ ●
6	Support International and Inter-Regional Travel and Commerce	<ul style="list-style-type: none"> Number of passengers arriving at region's airports Value of freight movement for all modes (rail, truck, air, maritime) Number of international destinations served non-stop by regional airports (passenger flights) Number of passengers arriving by inter-city rail Tonnage of freight movement for all modes (rail, truck, air, maritime) Number of international destinations served non-stop by regional airports (air cargo flights) 	<ul style="list-style-type: none"> ● ● ● ◐ ● ◐ 	<ul style="list-style-type: none"> ● ● ● ● ◐ ●

Yes
 Somewhat
 No

E. Regional Challenges and Strategies to Address Them (Task 2)

Data and forecasts for the 23 selected performance measures, based primarily on the 2010 CLRP and shown in Appendix A, were used to identify a regional challenge for each measure:

Figure 4 – Regional Challenges

Goal 1: Provide a Comprehensive Range of Transportation Options		
	Performance Measure	Regional Challenge
1.1	Daily VMT per capita	Maintain progress toward reducing VMT per capita
1.2	Number of jobs accessible within 45 minutes	Continue to increase the number of jobs accessible within 45 minutes by auto and transit
1.3	Mode share for commute and daily trips	Increase use of alternatives to single occupant vehicle travel
1.4	Morning rush hour congestion	Reduce projected morning rush hour congestion on roadways and Metrorail
1.5	% region's bus stops that are fully accessible	Increase the percentage of bus stops that are fully accessible
Goal 2: Promote Transportation Connections, Walkability, and Mixed-Use Development in Activity Centers		
	Performance Measure	Regional Challenge
2.1	Street block density in Activity Centers	Increase street block density in key Activity Centers
2.2	Regional Activity Centers with rail transit	Increase the number of Activity Centers with rail transit
2.3	Jobs-household ratio in Activity Centers	Improve the jobs/housing balance in Activity Centers
2.4	% of new commercial construction and new households in Activity Centers	Increase the percentage of commercial construction and new households in Activity Centers
Goals 3: Ensure Adequate Maintenance, Preservation, and Safety of the Existing System		
	Performance Measure	Regional Challenge
3.1	% road pavement in 'Fair or Better Condition'	Increase the percentage of road pavement that is in 'fair or better condition'
3.2	% bridges non-deficient	Increase the percentage of bridges that are 'non-deficient'
3.2	% Metro escalators available	Increase the percentage of Metro escalators available
3.4	Number of transportation injuries and fatalities (all modes)	Maintain progress on reducing the number of motorized traffic and transit injuries and fatalities; reduce bicycle and pedestrian injuries and fatalities
Goal 4: Maximize Effectiveness of the Transportation System		
	Performance Measure	Regional Challenge
4.1	Hours of delay per person (all vehicles)	Reduce hours of delay per person
4.2	Extra time needed for on-time arrival by road compared to free-flow time	Reduce the extra time needed for on-time arrival by road compared to free-flow time
4.3	Transit on-time reliability	Improve transit on-time reliability
4.4	Incident clearance time	Reduce the duration of incident clearing times
4.5	Transit ridership	Increase transit ridership
Goal 5: Enhance Environmental Quality, Protect Health, and Improve Energy Efficiency		
	Performance Measure	Regional Challenge
5.1	Ozone precursors and particulates	Ensure all ozone precursor, nitrogen oxide, and particulate matter emissions remain below adopted budgets
5.2	GHG emissions from mobile sources	Seek further reductions in GHG emissions from mobile sources
Goal 6: Support International and Inter-Regional Travel and Commerce		
	Performance Measure	Regional Challenge
6.1	Number of passengers arriving at region's airports	Ensure continued growth in the number of passengers arriving at the region's airports
6.2	Value of freight movement for all modes (rail, truck, air, maritime)	Ensure continued growth in the value of freight movement for all modes (rail, truck, air, maritime).
6.3	Number of international destinations served non-stop by regional airports (passenger flights)	Increase the number of international destinations served non-stop by regional airports (passenger flights)

Figure 5 provides potential strategies for addressing the regional challenges, illustrating that many strategies address more than one challenge and, as a result, would generate multiple benefits which should be added together when conducting a benefit-cost analysis.

Figure 5 – Potential Strategies

Strategy -----> Performance Measure	Goal 1 - Provide a Comprehensive Range of Transportation Options					Goal 2 - Promote Transportation Connections, Walkability, and Mixed Use Development in Activity Centers				Goal 3 - Ensure Adequate Maintenance, Preservation, and Safety of the Existing System				Goal 4 - Maximize Effectiveness of the Transportation System					Goal 5 - Enhance Environmental Quality, Protect Human Health, and Improve Energy Efficiency		Goal 6 - Support International and Inter-Regional Travel and Commerce		
	1.1	1.2	1.3	1.4	1.5	2.1	2.2	2.3	2.4	3.1	3.2	3.3	3.4	4.1	4.2	4.3	4.4	4.5	5.1	5.2	6.1	6.2	6.3
S.1. Seek continuation of funding to ensure the reliability and safety of the region's transit network, particularly a continuation of or replacement for PRIIA funding for Metrorail beyond 2020	X	X	X	X								X	X			X			X	X			
S.2. Support cost-effective programs for encouraging use of alternative modes to single-occupancy automobiles, including Commuter Connections, bike-sharing, and high-priority projects from the TPB's bicycle and pedestrian plan	X		X	X									X						X	X			
S.3. Identify and implement cost-effective bus priority treatments	X	X	X													X		X	X	X			
S.4. Assess status of bus stop accessibility throughout the region and implement cost-effective improvements					X																		
S.5. Seek opportunities to implement recommendations produced by the Transportation/Land-Use Connections (TLC) Program						X	X																
S.6. Use transportation resources to support mixed use development in the region's activity centers, particularly around underutilized rail stations		X					X	X	X														
S.7. Devote sufficient funding to ensuring 'state of good repair' for roadways and bridges										X	X												
S.8. Support the implementation of effective safety measures for bicyclists and pedestrians, as well as other modes													X										
S.9. Identify and implement cost-effective management techniques and capacity improvements to address travel time and reliability problems resulting from congestion on roadway and transit systems				X										X	X			X					
S.10. Provide adequate funding and staff support for regional incident management programs, including MATOC																	X						
S.11. Support programs such as Eco-driving, which provide cost-effective reductions in gasoline and diesel fuel consumption and GHG emissions																				X			
S.12. Provide funding for ensuring adequate roadway and transit access to the region's airports																					X	X	X

F. Public Outreach Activities and Schedule (through June 2012)

The work scope approved by the TPB in July 2011 specified that public involvement would be sought at each and every stage of the two-year process. In accordance with the work scope, the proposed public outreach process described below is designed to “use the best public involvement techniques available,” “reach out to a variety of constituencies,” and “ensure public involvement is woven into the entire process for developing the Priorities Plan.”

December *Committee and Board Review*

- Present to the Technical Committee, Citizens Advisory Committee (CAC), any other interested committee, and the Board:
 - Potential performance measures and preliminary staff evaluation.
 - Initial set of selected performance measures, challenges, and strategies.

Deliverables:

- **Draft Interim Report 1:** reaffirm regional goals; outline initial set of performance measures, challenges, and strategies for addressing regional challenges; outline public outreach process for remainder of FY2012.

January *Listening Sessions with Regional Stakeholders and Citizens*

- Solicit feedback on Draft Interim Report 1 using a web-based comment form.
- Hold listening sessions with:
 - *Regional stakeholders*, to include regional transportation advocates and/or representatives of regional business interests; and,
 - *Citizens*, to include the CAC, the Access for All Committee, and the Air and Climate Public Advisory Committee.
- Listening session participants will be asked to:
 - Provide feedback on initial set of performance measures, challenges, and strategies;
 - Provide guidance and input on framing identified challenges for the public during subsequent outreach phases.

Deliverables:

- In February, **Final Interim Report 1**, to incorporate the comments and feedback received from committees, the Board, listening sessions, and web-based comment form.

April

Focus Groups

- Hold series of focus groups with members of the general public and/or community organizations.
- Present initial set of performance measures and challenges as documented in Final Interim Report 1; gauge the understandability and resonance of measures and challenges.
- Present initial set of strategies; solicit suggested additions and revisions.
- Test educational and feedback techniques for use in the public outreach component of the strategy prioritization process in FY2013.

Deliverables:

- Documentation of comments and feedback from focus groups.

June

Committee and Board Review

- Present revised set of performance measures, challenges, and strategies, incorporating focus group comments and feedback, to the Technical Committee, CAC, any other interested committee, and the Board.

Deliverables:

- **Draft Interim Report 2:** outline revised performance measures, challenges, and strategies based on public feedback received since January; outline public outreach process for FY2013, which will be designed to invite input into the strategy prioritization process using techniques such as deliberative forums.
- In July, **Final Interim Report 2**, to incorporate the comments and feedback received from committees, the Board, and the web-based comment form.

G. Next Steps

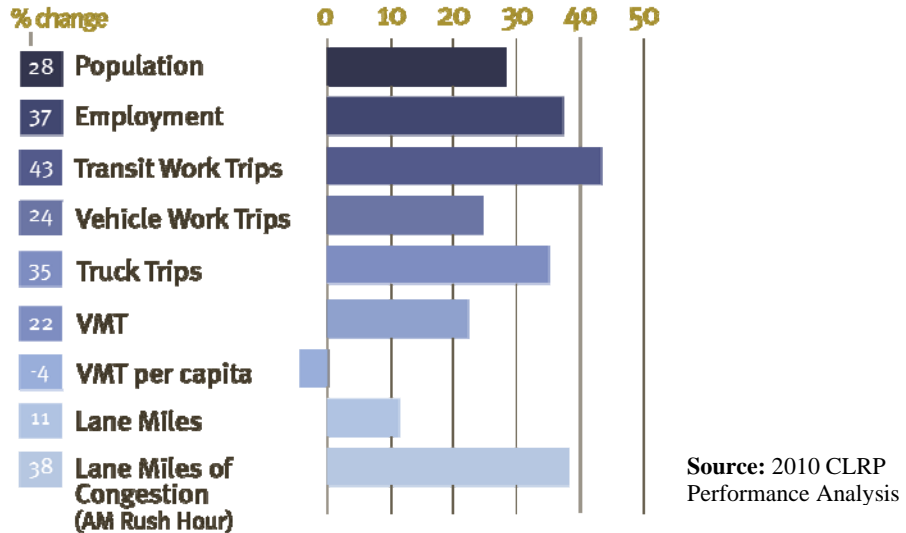
In accordance with the attached schedule, in December 2011 the TPB Technical Committee, the CAC, and the TPB were briefed on the Draft Interim Report 1 – A reaffirmation of regional goals; an initial set of performance measures, challenges, and strategies for addressing regional challenges; and a proposed public outreach schedule through June 2012. In February 2012, the TPB and the CAC will be briefed on feedback received from the listening sessions and the web-based comment form, which will be incorporated into Final Interim Report 1.

Appendix A: Performance Measure Data and Regional Challenges

Goal 1: Provide a Comprehensive Range of Transportation Options

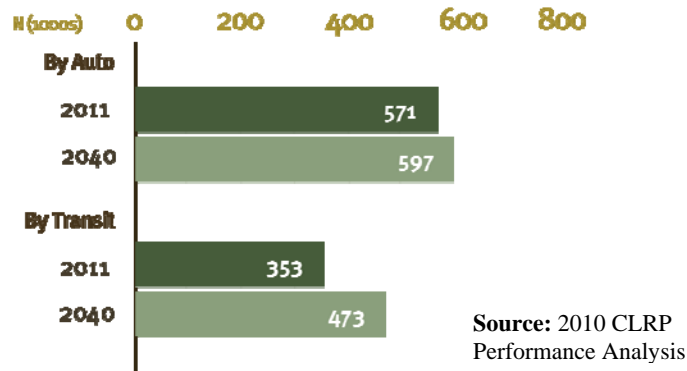
Measure 1.1: Daily VMT per Capita

Forecasted Change in Travel Patterns and Traffic Conditions, 2011 – 2040



Challenge: Maintain progress toward reducing VMT per capita

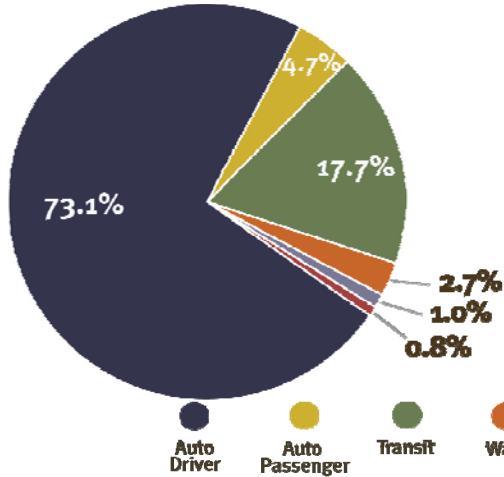
Measure 1.2: Number of Jobs Accessible within 45 Minutes



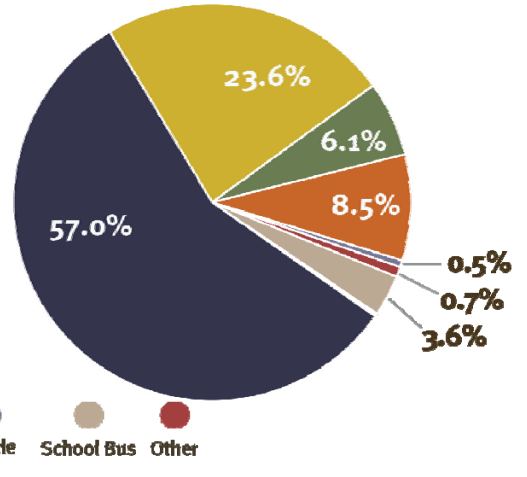
Challenge: Increase the number of jobs accessible within 45 minutes by auto and transit

Measure 1.3: Mode Share for Commute and Daily Trips

Commute Mode Share 2007/08



Daily Mode Share 2007/08



Source: 2007/2008 TPB Household Travel Survey

Challenge: Increase use of alternatives to single occupant vehicle travel

Measure 1.4: Morning Rush Hour Congestion

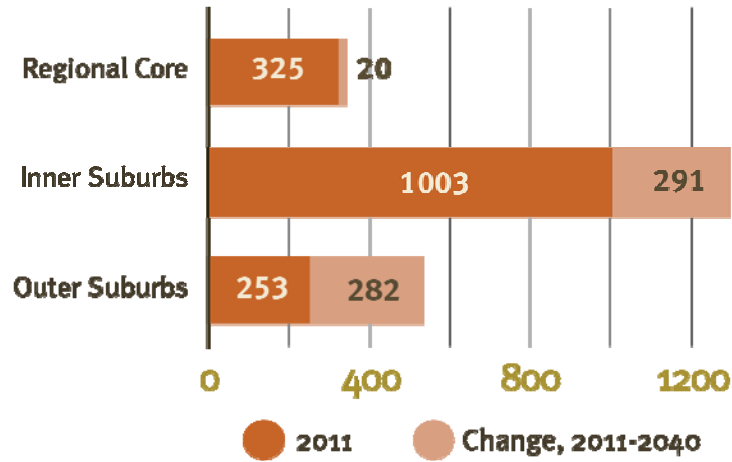
Peak Hour Metrorail Passenger Congestion, 2011 – 2040

Line	2011	2040 with 50% 8-car	2040 with 100% 8-car
Red	Satisfactory	Congested	Satisfactory
Blue	Satisfactory	Satisfactory	Satisfactory
Orange/Dulles	Congested	Highly Congested	Congested
Yellow	Satisfactory	Highly Congested	Congested
Green	Satisfactory	Highly Congested	Congested

- Satisfactory (<100 people per car)
- Congested (100-120 people per car)
- Highly Congested (>120 people per car)

Source: 2010 CLRP Performance Analysis

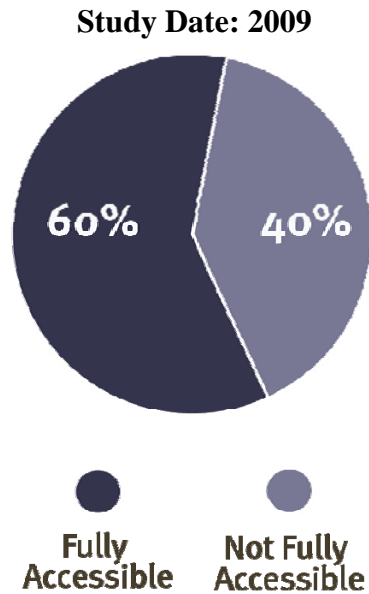
Forecasted Change in Lane Miles of Congestion, 2011 -2040



Source: 2010 CLRP Performance Analysis

Challenge: Reduce projected morning rush hour congestion on roadways and Metrorail

Measure 1.5: Percentage of Region’s Bus Stops that are Fully Accessible



Source: WMATA

Challenge: Increase the percentage of bus stops that are fully accessible

Goal 2: Promote Transportation Connections, Walkability, and Mixed-Use Development in Activity Centers

Measure 2.1: Street Block Density (blocks per square mile) in Activity Centers

Activity Center Type	Street Block Density
DC Core	131
Mixed-Use Centers	104
Employment Centers	41
Suburban Employment Centers	25
Emerging Employment Centers	16

Source: 2010 CLRP Performance Analysis

Challenge: Increase street block density in key Activity Centers

Measure 2.2: Regional Activity Centers with Rail Transit

Rail Transit in Activity Centers		
	2011	2040
Regional Activity Centers	59	59
Metr rail Stations	86	98
Commuter Rail Stations	52	53
Regional Activity Centers with Rail Transit	31 with rail 25 Metrorail 15 Commuter Rail	37 with rail 31 Metrorail 15 Commuter Rail
Regional Activity Centers without Rail Transit	28	22
Rail Stations Not Located in Regional Activity Centers	73 37 Metrorail 36 Commuter Rail	76 39 Metrorail 37 Commuter Rail

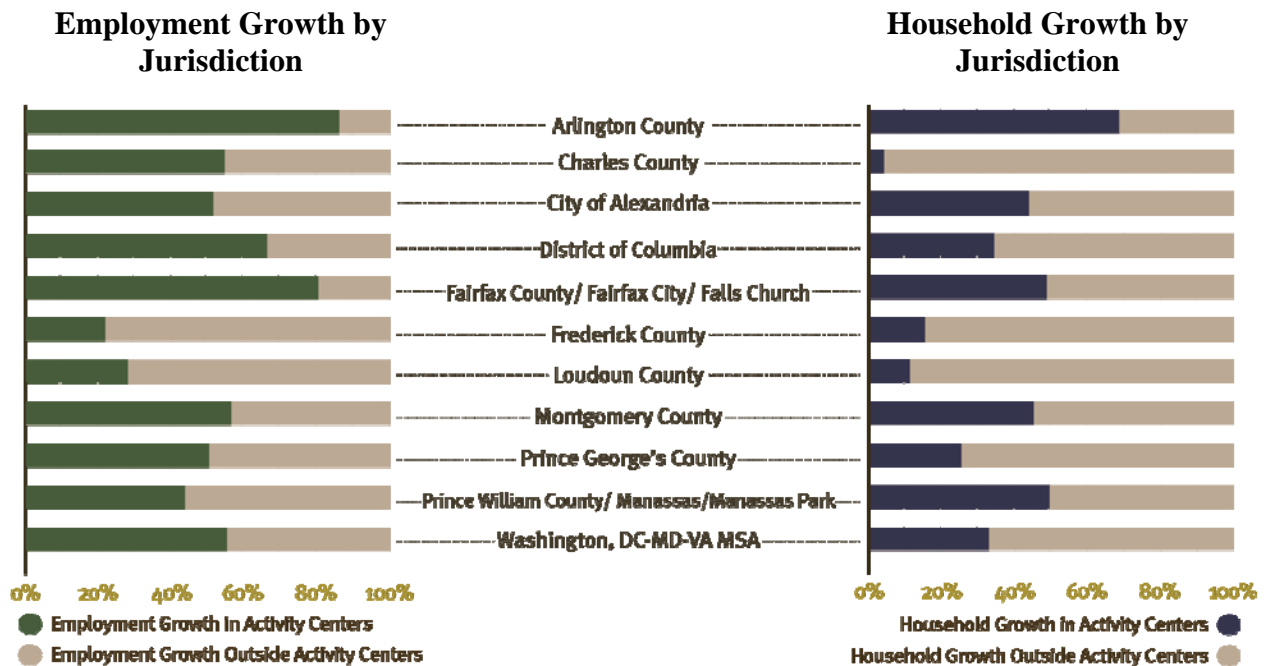
Source: 2010 CLRP Performance Analysis

Challenge: Increase the number of Activity Centers with rail transit

Measure 2.3: Jobs-Household Ratio in Activity Centers

Activity Center	Jobs 2011	Households 2011	2011 Jobs to HH Ratio	Jobs 2040	Households 2040	2040 Jobs to HH Ratio	2011-2040 Ratio Change
DC Core	596,798	61,284	9.7	718,492	84,990	8.5	-1.3
Mixed-Use Centers	342,578	85,126	4.0	467,970	134,022	3.5	-0.5
Employment Centers	295,681	22,400	13.2	401,778	51,520	7.8	-5.4
Suburban Employment Centers	482,617	86,057	5.6	737,925	154,578	4.8	-0.8
Emerging Employment Centers	85,337	28,375	3.0	152,610	67,491	2.3	-0.7
All Activity Centers	1,803,010	283,241	6.4	2,478,775	492,601	5.0	-1.3
Washington, DC-MD-VA MSA	3,259,389	1,994,985	1.6	4,481,394	2,628,623	1.7	0.1

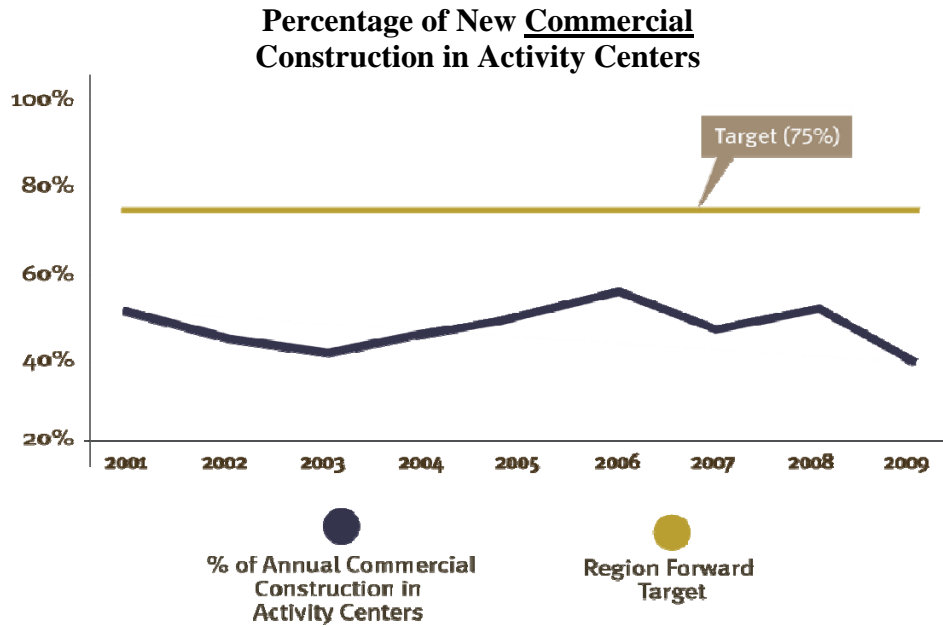
Source: 2010 CLRP Performance Analysis



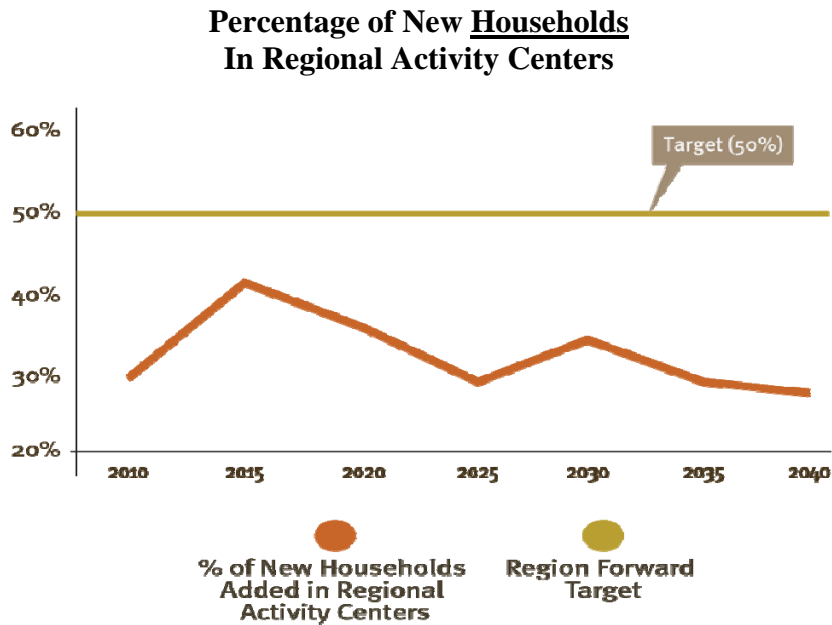
Source: 2010 CLRP Performance Analysis

Challenge: Improve the jobs-housing balance in Activity Centers

Measure 2.4: Percentage of New Commercial Construction and New Households in Activity Centers



Source: MWCOG Commercial Construction Indicators Report

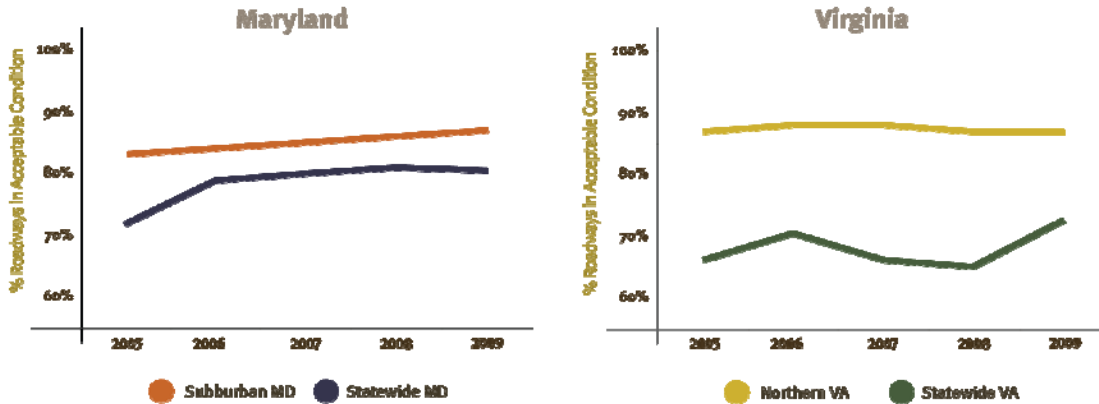


Source: MWCOG Round 8.0 Cooperative Forecast

Challenge: Increase the percentage of commercial construction and new households in Activity Centers

Goal 3: Ensure Adequate Maintenance, Preservation, and Safety of the Existing System

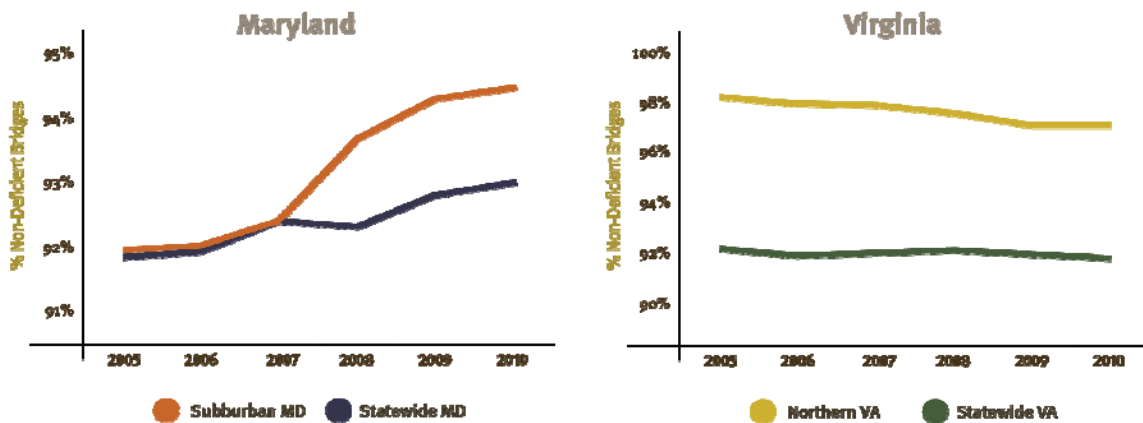
Measure 3.1: Percentage of Road Pavement in 'Fair or Better Condition'



Source: MD – MDOT/SHA, VA - VDOT

Challenge: Increase the percentage of road pavement that is in 'fair or better condition'

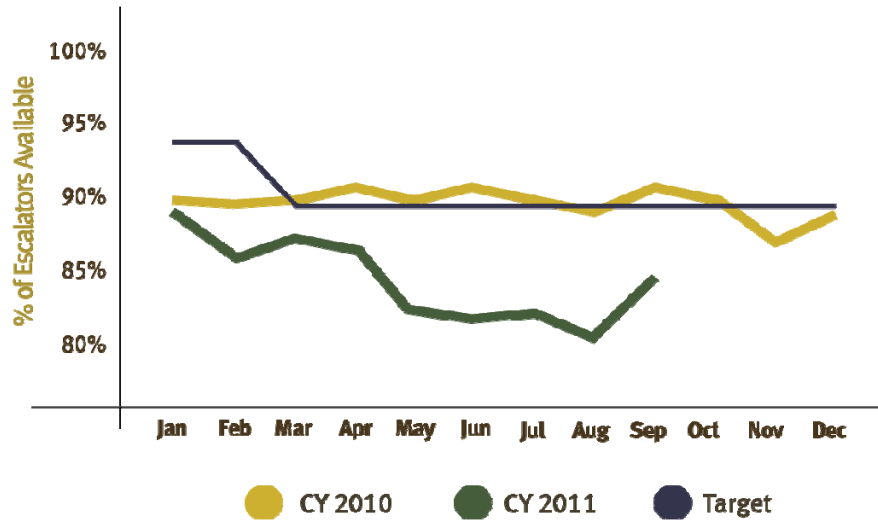
Measure 3.2: Percentage of Bridges that are 'Non-Deficient'



Source: MD – MDOT/SHA, VA - VDOT

Challenge: Increase the percentage of bridges that are non-deficient

Measure 3.3: Percentage of Metro Escalators Available

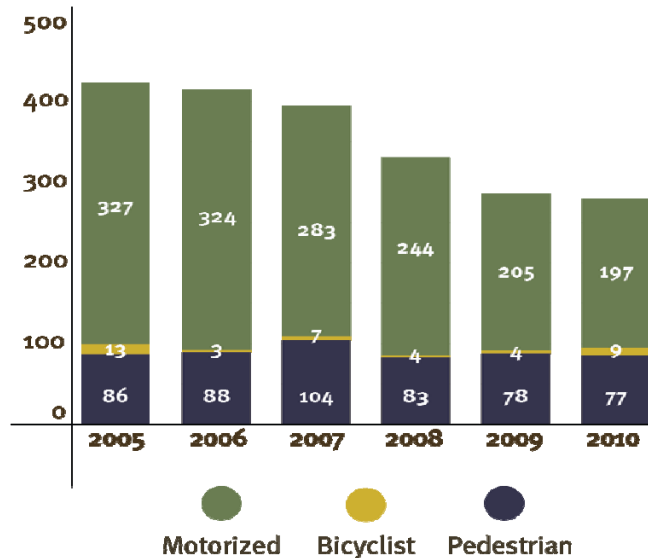


Source: WMATA Dashboard

Challenge: Increase the percentage of Metro escalators available

Measure 3.4: Number of Transportation Injuries and Fatalities

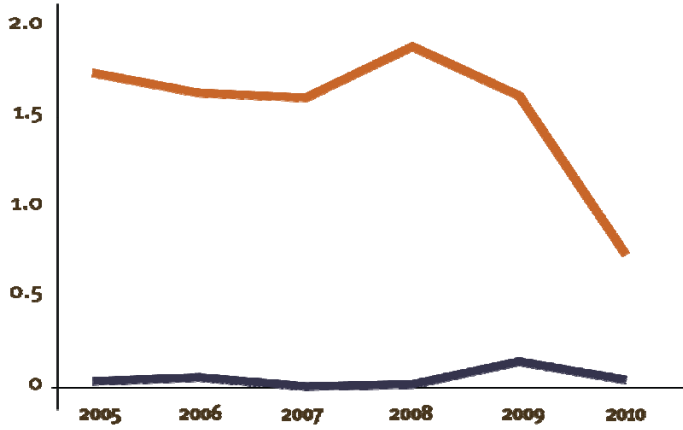
Traffic Fatalities (Motorized, Bicyclist, and Pedestrian)



Source: TPB Street Smart Program

Metro Rail

Rate (per 10,000,000 passenger miles)

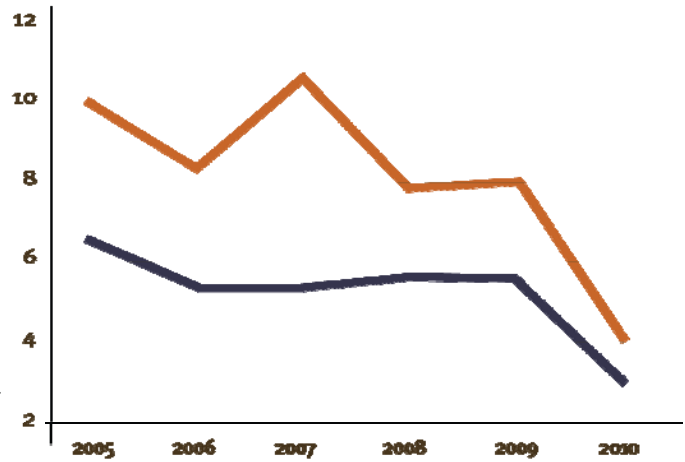


Injury Rate Fatality Rate

	2005	2006	2007	2008	2009	2010
Total Injuries	252	266	264	319	274	128
Total Fatalities	4	8	0	2	23	6

All Bus Systems in Region

Rate (per 10,000,000 passenger miles)



Injury Rate Fatality Rate

	2005	2006	2007	2008	2009	2010
Total Injuries	668	555	708	584	590	295
Total Fatalities	2	8	8	8	5	0

Source: Bureau of Transportation Statistics (BTS) – National Transit Database (NTD)

*All Bus Systems includes: MetroBus, Ride-On Montgomery County Transit, Ride-On Montgomery County Transit, City of Fairfax CUE Bus, Fairfax Connector Bus System, Potomac and Rappahannock Transportation Commission, City of Alexandria /Martz Group, Arlington Transit - Arlington County, Loudoun County Commuter Bus Service, Prince George's County Transit, Martz Group - National Coach Works of Virginia

Challenge: Maintain progress on reducing the number of motorized traffic and transit injuries and fatalities; reduce bicycle and pedestrian injuries and fatalities

Goal 4: Maximize Effectiveness of the Transportation System

Measure 4.1: Hours of Delay per Person (all vehicles)

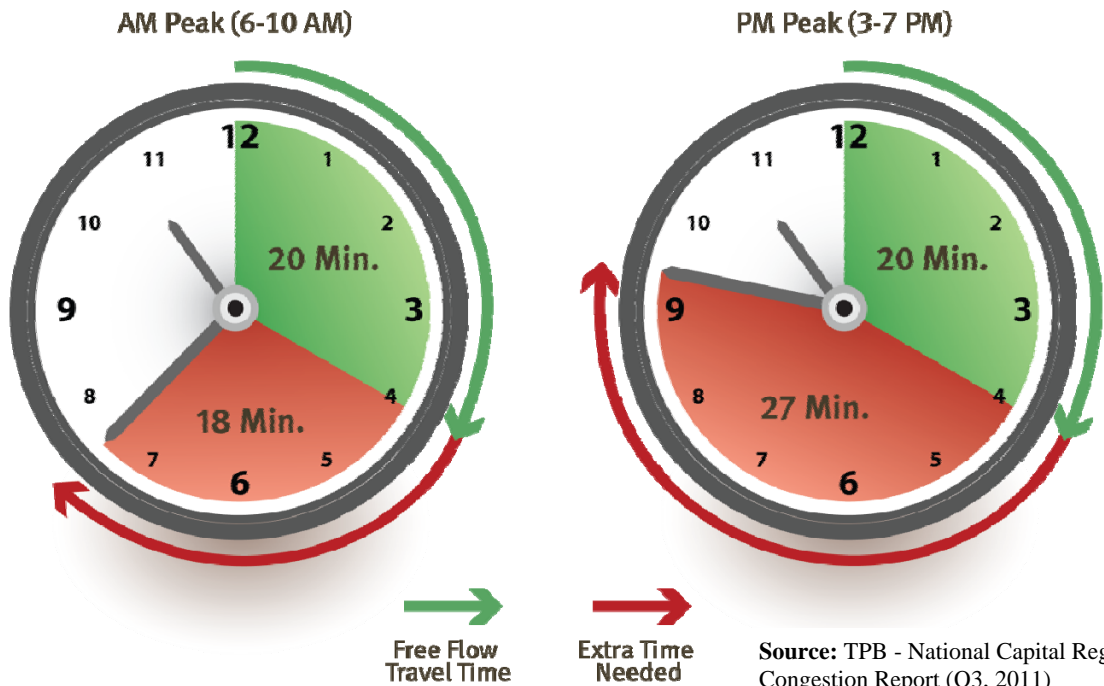
11.4 Hours Per Month

Source: TPB - National Capital Region Congestion Report (Q3, 2011)

Challenge: Reduce the hours of delay per person

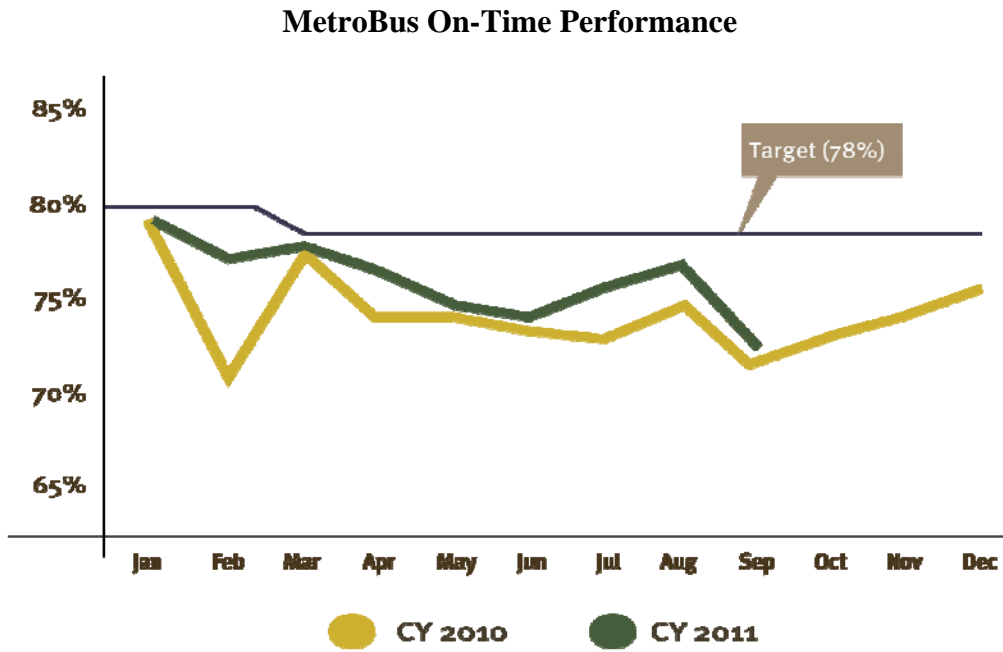
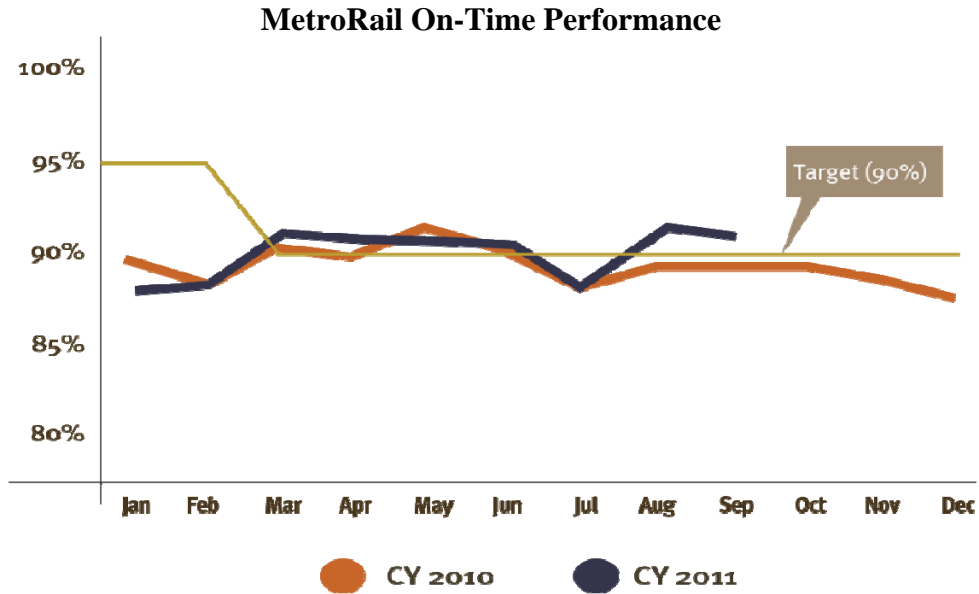
Measure 4.2: Extra Time Needed for On-time Arrival by Road Compared to Free-Flow

For a 20 Minute Freeway Commute



Challenge: Reduce the extra time needed for on-time arrival by road compared to free-flow

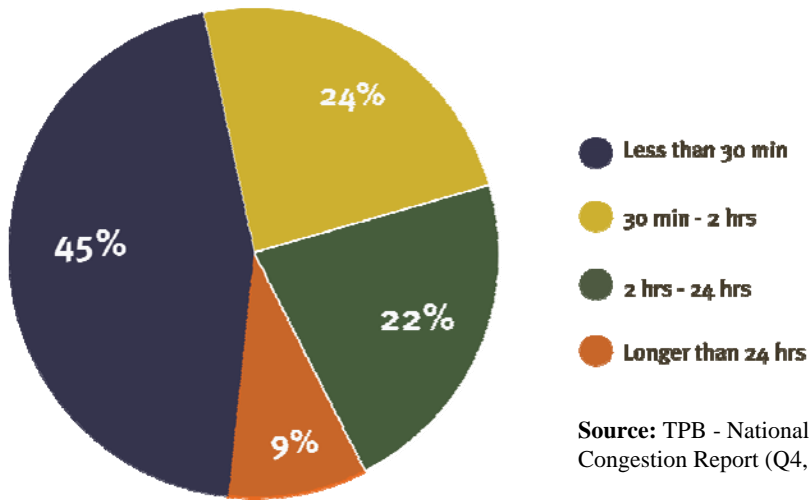
Measure 4.3: Transit On-Time Reliability



Source: WMATA Dashboard

Challenge: Improve transit on-time reliability

Measure 4.4: Incident Clearance Time

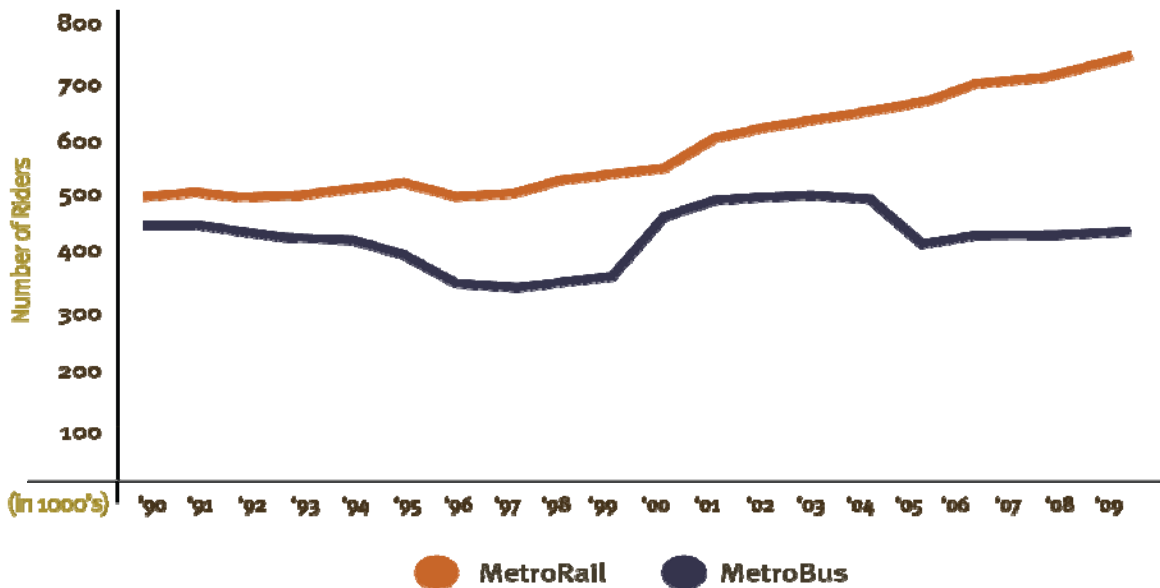


Source: TPB - National Capital Region Congestion Report (Q4, 2010)

Challenge: Reduce the duration of incident clearance times

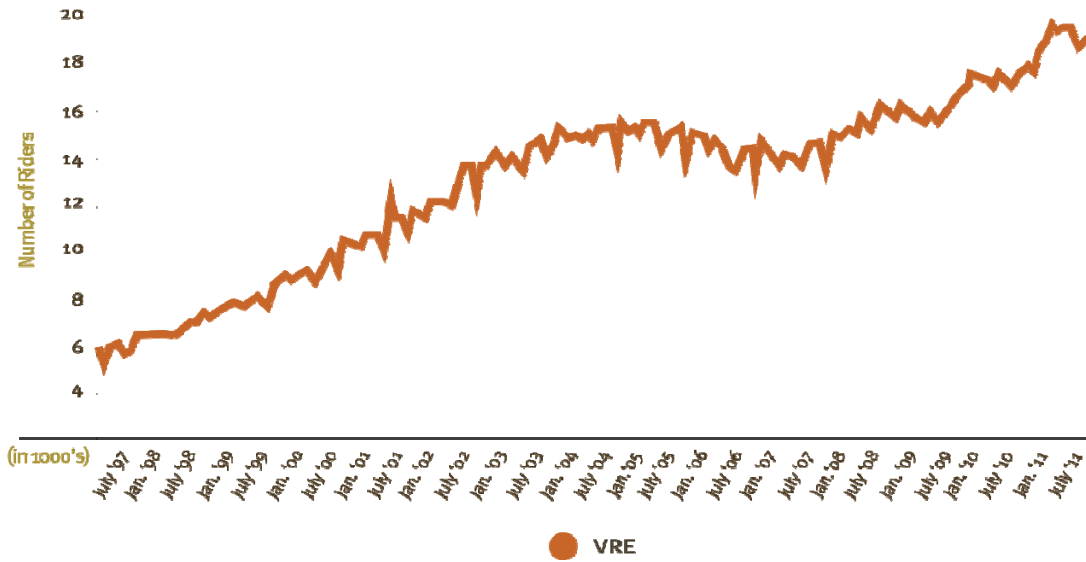
Measure 4.5: Transit Ridership

MetroRail and MetroBus Average Weekday Ridership (1990-2009)



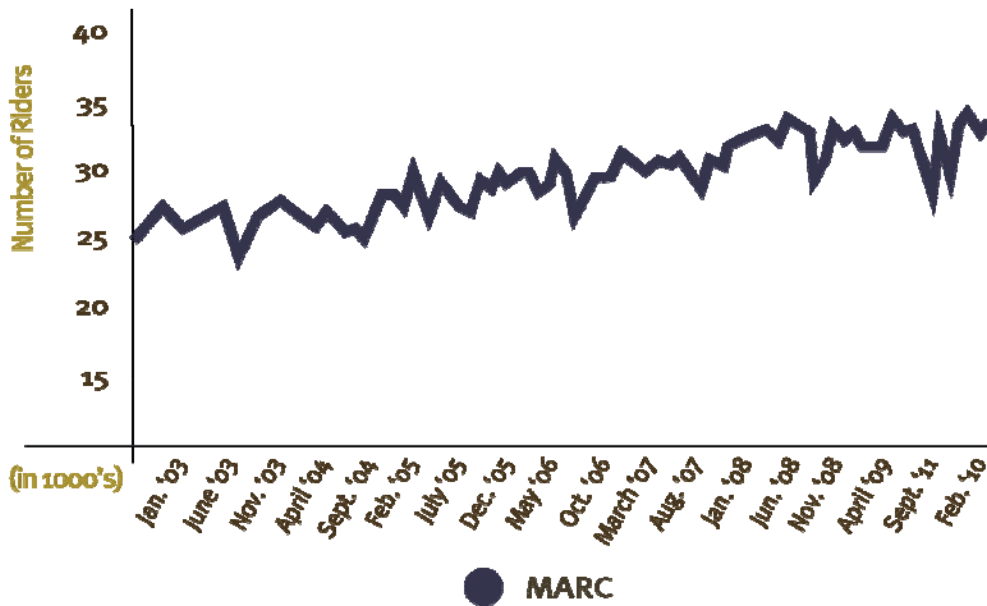
Source: WMATA Website

VRE Weekday Ridership (1997-2011)



Source: VRE Website – Performance measures

MARC Average Daily Ridership (2003-2010)

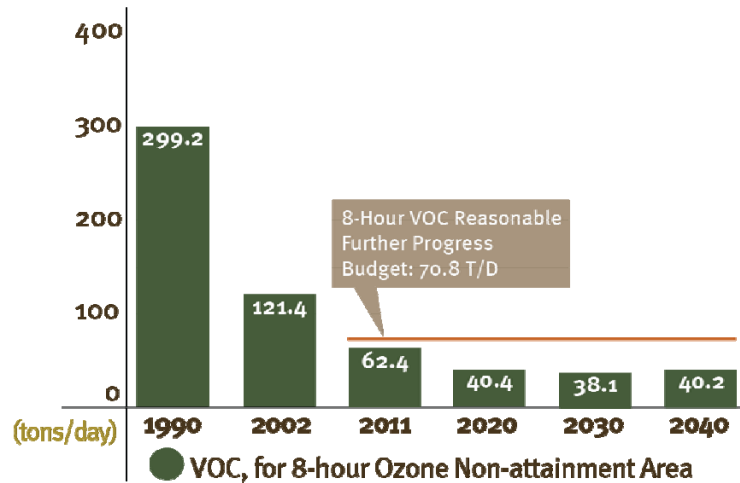
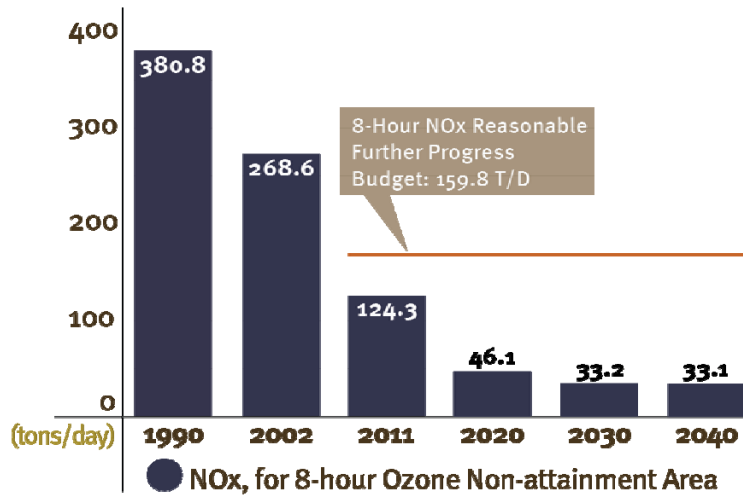


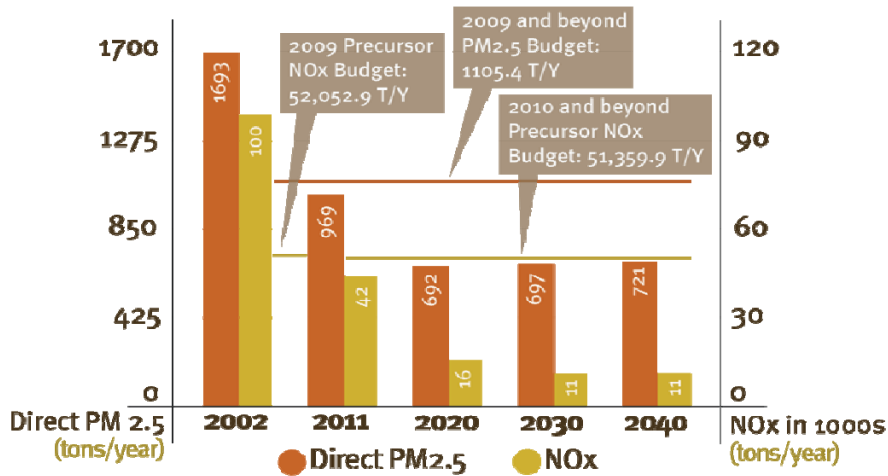
Source: MARC Website

Challenge: Increase transit ridership

Goal 5: Enhance Environmental Quality, Protect Health, and improve Energy Efficiency

Measure 5.1: Ozone precursors and particulates



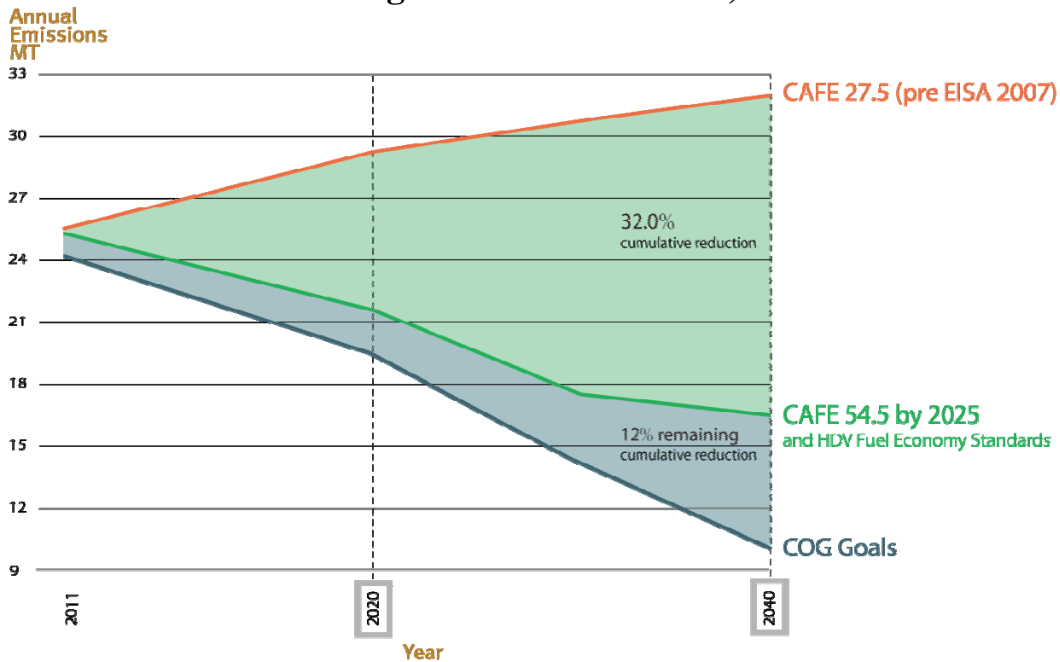


Source: 2010 CLRP Performance Analysis

Challenge: Ensure all ozone precursor, nitrogen oxide, and particulate matter emissions remain below adopted budgets

Measure 5.2: GHG Emissions from Mobile Sources

Forecast Change in GHG Emissions, 2011-2040



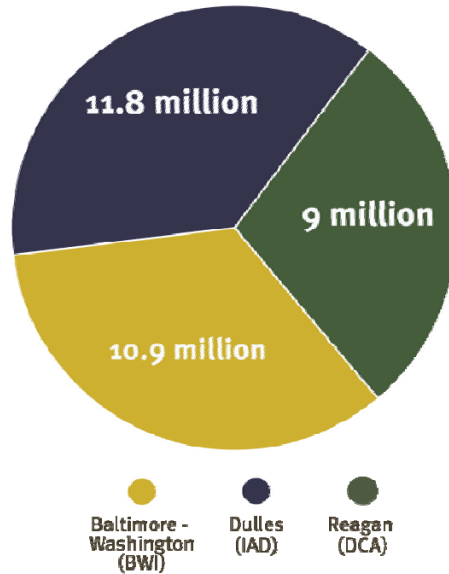
Source: TPB What Would It Take Scenario (WWIT)

Challenge: Seek further reductions in GHG emissions from mobile sources

Goal 6: Support International and Inter-Regional Travel and Commerce

Measure 6.1: Number of Passengers Arriving at Region's Airports

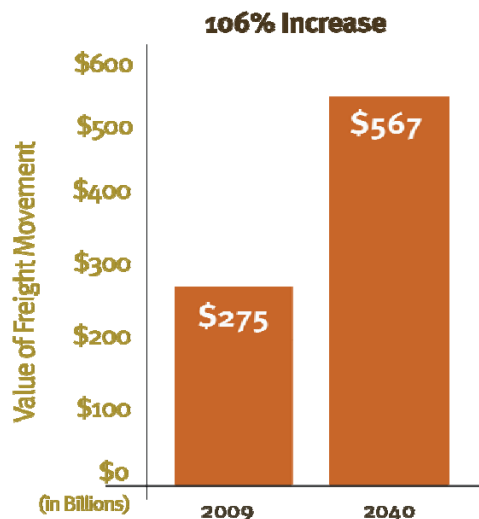
Total: 31.8 Million Passengers (CY 2010)



Source: FAA 2010 Monthly Enplanement Statistics

Challenge: Ensure continued growth in the total number of passengers arriving at region's airports

Measure 6.2: Total Value of Freight Movement (rail, truck, air, and maritime)

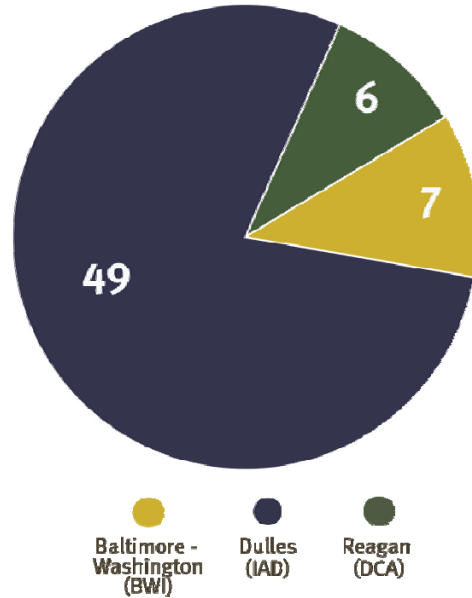


Source: FHWA Freight Analysis Framework (FAF)

Challenge: Ensure continued growth in the total value of freight movement for all modes (rail, truck, air, and maritime)

Measure 6.3: Number of International Destinations Served Non-Stop by Region's Airports

Total: 62 International Destinations (CY 2010)



Source: October 2011 Official Airlines Guide

Challenge: Increase the number of international destinations served non-stop by regional airports (passenger flights)

ITEM 12 - Information

January 18, 2012

Briefing on an Assessment of the Job Access and Reverse Commute for Low Income Individuals (JARC) Program and the New Freedom Program for Persons with Disabilities in the National Capital Region

Staff Recommendation: Receive briefing on the findings and recommendations from the assessment.

Issues: None

Background: In FY 2011, an independent consultant was engaged to conduct a comprehensive assessment of the TPB activity that has funded 35 projects between 2007 and 2010 under the Federal Transit Administration (FTA) Job Access and Reverse Commute for Low Income Individuals (JARC) program and the New Freedom Program for Persons with Disabilities. The TPB became the designated recipient of these two FTA programs for the Washington, DC-VA-MD Urbanized Area in 2006. The assessment examined project impacts and benefits, lessons learned, and potential improvements for future project solicitations.

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

TO: Transportation Planning Board

FROM: Wendy Klancher
Principal Transportation Planner
Department of Transportation Planning

SUBJECT: Findings and Recommendations from the Assessment of the Job Access and Reverse Commute (JARC) and New Freedom Programs Administered by the National Capital Region Transportation Planning Board (TPB)

DATE: January 12, 2012

This memorandum provides a brief summary of the comprehensive report “Assessment of the Job Access and Reverse Commute (JARC) and New Freedom Programs in the National Capital Region” developed by Nelson/Nygaard Associates, dated January 2012. The full report, which provides many more detailed findings and recommendations than are provided in this summary, is posted under the [TPB Committee documents](#).

Background

The TPB obtained consultant assistance from Nelson/Nygaard Associates in Fiscal Year 2011 to conduct an independent assessment of the JARC and New Freedom programs administered by the TPB. These Federal Transit Administration (FTA) programs are intended to improve transportation for low-income persons seeking access to work or training opportunities and/or reverse commute strategies (JARC), and to improve transportation for persons with disabilities (New Freedom).

In 2006, the TPB became the designated recipient of FTA’s JARC and New Freedom programs for the Washington DC-VA-MD Urbanized Area. In 2007, the TPB created the Human Service Transportation Coordination Task Force (referred to in this memo as the Task Force) to oversee the development on the Coordinated Human Service Transportation Plan which lays out strategies to meet the unmet transportation needs for people with disabilities, those with limited incomes and older adults. The Coordinated Plan also established the selection criteria to be used in the competitive selection process. The TPB adopted the first Coordinated Plan in 2007 and an update in 2009.

JARC funding can be used for transportation services and programs that improve access to job sites for people with limited incomes. New Freedom funds are for transportation services and programs that improve the mobility of people with disabilities which go above and beyond what is required

by the Americans with Disabilities Act (ADA). Both programs require matching funds: 50% for operating and 20% for capital or mobility management¹.

Between 2007 and 2010, the TPB has funded 35 grants totaling over \$10 million, with approximately \$7 million provided in Federal funding and over \$3 million in matching funds provided by the project sponsors. The grants range from travel training on how to use the bus and rail system to door-to-door services to the purchase of wheelchair accessible taxi vehicles.

Purpose of the Assessment

The purpose of this assessment was to systematically review the grants funded between 2007 and 2010 in terms of their effectiveness in meeting the needs of low-income and disability communities, as well as to assess the process used for soliciting and selecting projects (the TPB role). The Task Force has reviewed lessons learned from the projects and each year has made changes to improve the solicitation and selection process. However, these JARC and New Freedom planning and implementation activities had never been formally or independently assessed. After four years of project selection and 35 projects from which to learn, a comprehensive and objective assessment was needed to examine the process and the projects, along with a comparison of experiences in other areas.

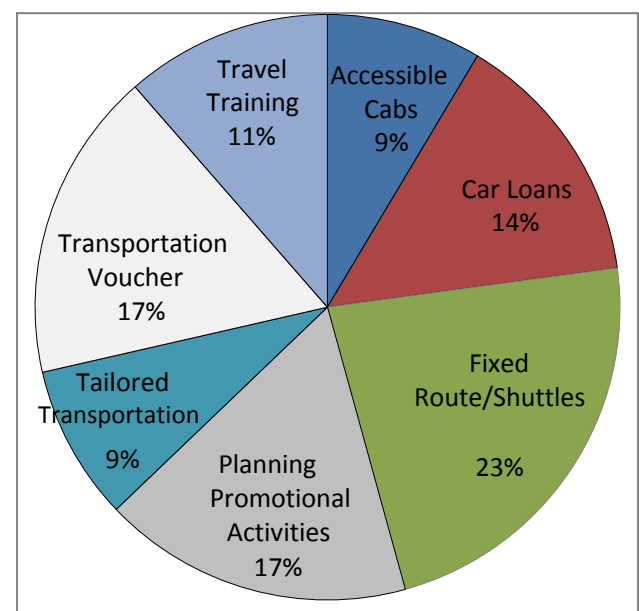
Nelson/Nygaard conducted the assessment between March and November 2011. The consultant team interviewed grantees, customers and the Task Force. The consultant team also assessed data from the 35 grants using FTA-required quarterly financial and milestone reports and annual performance measurement reports. A comparison of the process and grants of nine peer agencies helped inform the findings and recommendations. The TPB's Human Service Transportation Coordination Task Force reviewed and helped finalize the findings and recommendations.

Information on the Grants

The assessment found that a wide variety of grants were funded between 2007 and 2010. These 35 grants totaled \$10.3 million (\$7.0 million in Federal funds plus \$3.3 million in matching funds). The grant funding amounts ranged from \$75,000 to \$1 million. The majority, over two-thirds, of the total grant amounts are less than \$300,000. Figure 1 shows the percentage breakdown of all 35 JARC and New Freedom programs by seven types:

- **Fixed Route or Shuttles** (23%), five grants that provide new or extended bus routes or shuttle service that serve targeted populations;

Figure 1: Percentage of All Grants Funded by Type (2007 to 2010)



¹ FTA describes mobility management as a strategic approach to service coordination and customer service which enhances the ease of use and accessibility of transportation networks. One-stop information services and travel training grants qualify as mobility management and therefore only a 20% match is required.

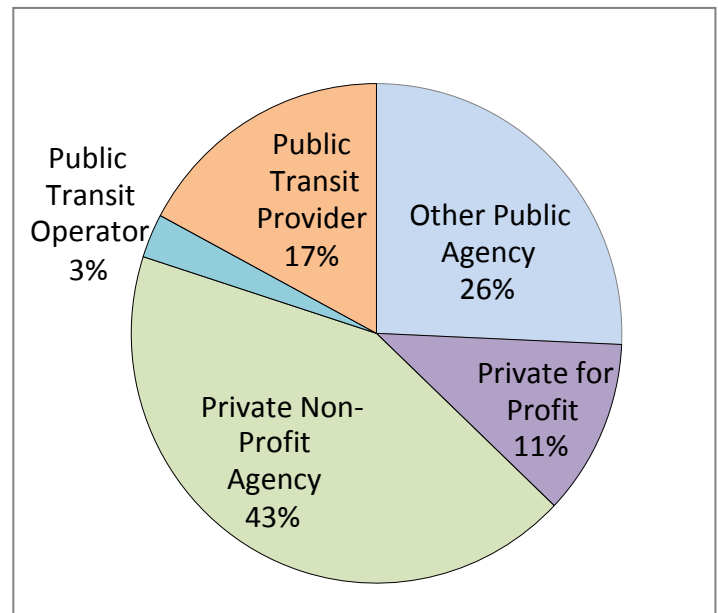
- **Planning and Promotional Activities** (17%), four grants that involve human service and transportation coordinated planning or marketing of existing transportation services;
- **Transportation Vouchers** (17%), five grants provide a coupon for people to use taxis or other alternative transportation resources;
- **Car Loans** (14%), five grants that assist low-income individuals to purchase autos, many with low-interest loans, in areas with poor access to public transit;
- **Travel Training** (11%), four grants train individuals with disabilities on how to use the bus and rail systems;
- **Tailored Transportation Services** (9%), eight grants operate transportation services to specific markets or services, such as door-through-door passenger assistance; and
- **Wheelchair Accessible Cabs** (9%), four grants provide assistance for wheelchair-accessible taxis in the District of Columbia to accommodate individuals in wheelchairs unable to transfer to a sedan.

The assessment found that 15 grants out of the 35 funded were 50% or more complete as of June 2011, as evidenced by funds expended. The findings from the assessment are based on these 15 projects, since the other 20 were not far enough along to be properly assessed.

Each year the Task Force establishes priorities for the JARC and New Freedom grant solicitation to respond to unmet transportation needs. The assessment identified that 80% of the funding went to grants responding to priorities set by the Task Force.

**Figure 2: Project Sponsor by Type
(2007 to 2010)**

Figure 2 shows the diversity of project sponsorship, with the private non-profit agency being the most common type of grantee. Public agencies, like Area Agencies on Aging, affiliated with a local government, make up about one-quarter of the projects. Six projects have been sponsored by public transit providers, which are the District Department of Transportation, Montgomery County Ride On, and the Prince George's County TheBus. One public transit operator, WMATA, has received funding for a joint JARC and New Freedom project. Private for profit companies have also been given grants for the purchase and operation of wheelchair accessible taxis in D.C.



Potential Regional Impacts

A central finding from the report is that the grants successfully expand mobility options for people with disabilities and those with limited incomes. In many cases, the grants are providing better options for consumers at a lower cost than traditional public transit or paratransit services. The

following grants are good examples of grants with regional impacts that increase the mobility of people with disabilities while lowering the demand for costly paratransit services:

- **Regional Travel Training:** WMATA and several non-profit agencies provide customized in-depth training to people with disabilities and older adults on how to use the local bus systems, Metrobus, and Metrorail under five grants funded between 2007 and 2010.
- **Regional Bus Stop Access Improvement Program:** WMATA will start work early this year to improve the accessibility of 50 bus stops and nearby pedestrian pathways for persons with disabilities across the region;
- **D.C .Wheelchair Accessible Taxi Pilot:** Since May 2011 the Nation’s Capital has wheelchair-accessible taxi service like it’s neighboring jurisdictions that provide ramped minivan taxi service for wheelchair-users that are unable to transfer to a sedan; and
- **Reach-a-Ride:** The new website (www.reacharide.com) and call center launched in November 2011 is the only regional resource that provides a searchable database for specialized transportation options in D.C., Suburban Maryland and Northern Virginia.

Comparison of the TPB Program to Peer Agencies

The consultant team compared the TPB program and grants to nine peer agencies throughout the country that administer JARC and New Freedom programs. The nine peer agencies are similar to TPB in terms of population, geographic area, and number of jurisdictions. The peer agencies are public transit operators, Metropolitan Planning Organizations (MPOs), and one state Department of Transportation. The nine agencies are the Atlanta Regional Commission (ARC), the Boston Region Metropolitan Planning Organization, the Regional Transportation Authority (RTA-Chicago), the North Central Texas Council of Governments (NCTCOG-Dallas), the Delaware Valley Regional Planning Commission (DVRPC- Philadelphia), the Metropolitan Council (Minneapolis), the Tri-County Metropolitan Transportation District of Oregon (TriMet-Portland), the Metropolitan Transportation Commission (MTC-San Francisco Bay Area) and the Washington State Department of Transportation (WSDOT).

The assessment found that compared to the nine peer agencies, the TPB has a more proactive role in program administration because of responsibilities for developing the coordinated plan, annually determining a set of priorities, soliciting for project sponsors, providing technical assistance, and actively managing grantees. The TPB has funded a wider range of projects than peer agencies, and has attracted a wider range of project sponsors. The TPB and MTC in the San Francisco Bay Area are the only ones out of the nine peer agencies to conduct a comprehensive assessment of their JARC and New Freedom programs. The TPB has also been successful in obligating all of it’s JARC and New Freedom funds, unlike other agencies that have lost some funding because they weren’t able to obligate it before it expired. Although the majority (six out of nine) of the peer agencies use a quantitative scoring in the selection process, the TPB has a formal selection committee and the membership includes a wide range of representatives of public and private transportation, human services, and people with knowledge of transportation issues for persons with disabilities and those with low-incomes. The TPB was the only agency out of the nine that has the Selection Committee chaired by a Board Member.

Similar to the TPB, the peer agencies found FTA regulations and processes to be cumbersome. The 50% match requirement for operating projects was often mentioned as an impediment to attracting project sponsors. The peer agencies identified that the lag time between when projects are selected and FTA approval can be too long, and cause future delays as conditions change from the time the applicant proposed the project to when they get notice to proceed. The peer agencies also stated that the Federal limitation on how the funds can be spent is a challenge.

Findings

The report stated that “administration of the JARC and New Freedom grant process is straightforward, clear and effective” and that “no significant changes are called for at this time”.

Based on the quantitative and qualitative data from the 15 grants that were 50% or more complete by June 2011, the consultant team found that the implementation of the grants was slower than expected. About one-third of the grantees were not able to complete the grant activities within the two-year time frame, and needed no-cost extensions. Reasons cited for implementation delays include a high-learning curve to establish new programs or services, recruiting program participants took longer than expected, mismatches between grant and agency cycles and staff turnover. As a result, most grants did not meet the estimated number of people to be served originally stated in application. Some customer benefits from the grant programs were significant but hard to quantify. For example, each person who is successfully travel trained can be expected to take many trips over time, also resulting in cost savings for the transit agency not providing more expensive paratransit services; likewise, a low-income person who is provided a loan for an automobile will not only be able to access job sites, but is also better positioned to have more options that may result in obtaining a higher paying job.

The grantees told the consultant team that their agency had challenges in identifying matching funds, that the administration of the federal grant took more time than anticipated, and that there is a reluctance to start new services when future funding is uncertain. Grantees stated that the economic downturn has resulted in more clients that need services, fewer staff to help with the grant implementation and less overall funding. The grantees also reported that the grants provided a variety of benefits for clients.

Recommendations and Next Steps

The following recommendations from the report are proposed for the JARC and New Freedom grant solicitation scheduled to occur from February to April 2012:

- **Provide project templates to assist potential applicants** in considering keys to success and how to set up a new program when developing a grant application. Templates are being prepared to support applications for Travel Training (New Freedom), Auto Loan programs (JARC), Vanpooling and Ridesharing (JARC), and Volunteer Driver Programs (New Freedom).
- **Ensure Selection Committee members are rotated more often** and that there is adequate representation by organizations that serve both low-income persons and persons with disabilities.

After the grant solicitation has concluded, in late-summer 2012, these report recommendations are proposed:

- **Update Task Force membership** to ensure there is a good balance of Task Force members representing low-income persons, and persons with disabilities.
- **Conduct the project selection process every two** years rather than on an annual basis, taking into account future extensions and reauthorization of the surface transportation program. The longer funding cycle could be used to provide increased technical support to program sponsors after funding has been allocated. The approach may result in fewer, but more targeted and more regionally-orientated programs.
- **Provide technical assistance by offering workshops or peer-to-peer** exchanges to allow grantees to learn from each other about lessons learned and creative ways to address common challenges.
- **Modify existing FTA-required reports so they better document program outcomes** without adding onerous reporting requirements to the grantees. The reports could be tailored for the type of project, and include both qualitative and quantitative outcomes.

Suggested Changes to Federal Requirements

The assessment identified federal guidelines and processes as significant challenges to providing innovative transportation that responds most efficiently and effectively to the travel needs of persons with disabilities and those with limited incomes. The report recommended that the TPB suggest the following changes to Federal requirements to address the most significant of these challenges:

- Build on the success of SAFETEA's mobility management category of project that allows a 20% match (instead of 50 % for operating projects), and expand this lower level of matching funds to all JARC and New Freedom project types;
- Streamline and reduce administrative requirements which were originally designed for conventional transit programs (such as procuring transit capital);
- Expand the eligible activities for JARC funding. Eligible JARC activities are limited, and do not adequately address the transportation concerns of lower-income workers, particularly those with young children. As an example, JARC funding cannot be used to purchase transit passes: this restriction on using JARC funds to purchase transit passes should be eliminated. Transportation costs related to childcare for low-income workers should also be an eligible expense; and

- Provide a national independent evaluation that identifies best practices in program oversight and types of grants to help program administrators, like the TPB, and project sponsors.

For More Information

The full assessment report and the details for the 2012 grant solicitation can be found at the TPB Coordination website: www.tpbcoordination.org.



National Capital Region Transportation Planning Board

ASSESSMENT OF THE JOB ACCESS AND REVERSE COMMUTE (JARC) AND NEW FREEDOM PROGRAMS IN THE NATIONAL CAPITAL REGION **DRAFT FINAL REPORT**

January 2012

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Appendix C: JARC and New Freedom Program Templates (under development)

This report is available in alternative formats upon request.

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Please allow up to seven working days for preparation of the material.

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1 OVERVIEW OF ASSESSMENT

BACKGROUND AND INTRODUCTION

The National Capital Region Transportation Planning Board (TPB) obtained consultant assistance to conduct an independent evaluation of some 35 grants funded through the Job Access and Reverse Commute (JARC) and New Freedom programs within the Washington, DC-VA-MD Urbanized Area. Both of these federal programs are administered by the Federal Transit Administration (FTA) and are intended to improve transportation for low-income persons seeking access to work or training opportunities and/or reverse commute strategies (JARC), and to improve transportation for persons with disabilities (New Freedom).

In 2006, the TPB became the designated recipient for JARC and New Freedom funds for region consisting of Northern Virginia, Suburban Maryland and the District of Columbia. In addition, the TPB is the federally designated Metropolitan Planning Organization (MPO) for the region; in this capacity, the TPB coordinates transportation planning for the region and prepares plans and programs that the federal government must approve in order for federal-aid transportation funds to flow to the Washington region. Starting in Fiscal Year 2007, projects funded through three programs in SAFETEA-LU¹, including JARC (Section 5316), New Freedom (Section 5317) and the Formula Program for Elderly Individuals and Individuals with Disabilities (Section 5310) are required to be derived from a locally developed, Coordinated Public Transit-Human Services Transportation Plan. SAFETEA-LU guidance issued by the FTA indicates that the plan should be a "unified, comprehensive strategy for public transportation service delivery that identifies the transportation needs of individuals with disabilities, older adults, and individuals with limited income, laying out strategies for meeting these needs, and prioritizing services."²

The TPB is responsible, under the guidance of its Human Services Transportation Coordination Task Force (referred to in this report as the Task Force), to prepare and update the Coordinated Human Service Transportation Plan from which the projects are derived, and conducts a competitive process for selecting grant recipients. The TPB has served in this capacity since 2006, and has funded four "cycles" of projects (a total of 35 projects) ranging from providing travel training on how to use the bus and rail system to door-to-door services to the purchase of accessible taxi vehicles.

The purpose of this assessment is to systematically review the funded projects in terms of their effectiveness in meeting the needs of low-income and disability communities, as well as to evaluate the process used for soliciting and selecting projects. Since many of the grants funded are

¹ The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (Public Law 109-59; SAFETEA-LU) is a funding and authorization bill that governs federal surface transportation spending. It was signed into law on August 10, 2005 and expired as of September 30, 2009. Congress is working on a replacement bill for the next six-year period.

² Federal Register: March 15, 2006 (Volume 71, Number 50, page 13458)

pilot projects intended to test new approaches to specialized transportation, there is interest in identifying those approaches that have worked well, those that haven't worked well, and why.

The planning area for this study covers the District of Columbia and surrounding jurisdictions. In Maryland these jurisdictions include Frederick County, Montgomery County, and Prince George's County and the St. Charles urbanized area of Charles County, plus the cities of Bowie, College Park, Frederick, Gaithersburg, Greenbelt, Rockville, and Takoma Park. In Virginia, the planning area includes Alexandria, Arlington County, the City of Fairfax, Fairfax County, Falls Church, Loudoun County, the Cities of Manassas and Manassas Park, and Prince William County.

The funding sources and their requirements are described in more detail below.

FTA SECTION 5316 JOB ACCESS AND REVERSE COMMUTE (JARC) PROGRAM

The purpose of the JARC program is to fund transportation-related job access services for low-income individuals. JARC funds are distributed to states and Urbanized Areas on a formula basis, depending on that state's rate of low-income population. This approach differs from previous funding cycles, when grants were awarded purely on an "earmark" basis. JARC funds will pay for up to 50% of operating costs and 80% for capital costs. The remaining funds are required to be provided through local or other match sources.

Examples of eligible JARC projects include:

- Late-night and weekend public transit service
- Guaranteed ride home programs
- Vanpools or shuttle services to improve access to employment or training sites
- Car-share, car loan, or other projects to improve access to autos
- Access to child care and training

Eligible applicants for JARC funds may include state or local governmental bodies, Metropolitan Planning Organizations (MPOs), social services agencies, tribal governments, private and public transportation operators, and nonprofit organizations.

FTA SECTION 5317 NEW FREEDOM PROGRAM

The New Freedom formula grant program aims to provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the workforce and full participation in society. The New Freedom Program seeks to reduce barriers to transportation services and expand the transportation mobility options available to people with disabilities beyond the requirements of the Americans with Disabilities Act (ADA).

New Freedom funds are available for capital and operating expenses that support new public transportation services and alternatives, beyond those required by the ADA, that are designed to assist individuals with disabilities with accessing transportation services, including transportation to and from jobs and employment support services. The same match requirements for JARC apply for the New Freedom Program.

Examples of eligible New Freedom Program projects include:

- Expansion of paratransit service hours or service area beyond minimal ADA requirements

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- Purchase of accessible taxi or other vehicles
- Promotion of accessible ride sharing or vanpool programs
- Administration of volunteer programs
- Building curb-cuts, providing accessible bus stops
- Travel training programs

Eligible applicants may include state or local governmental bodies, MPOs, social services agencies, tribal governments, private and public transportation operators, and nonprofit organizations.

The Washington region receives about \$1 million in JARC funds and \$900,000 in New Freedom funds annually. Federal requirements stipulate that these funds be supplemented by what is considered a "local match," which can be comprised of a wide variety of funding sources, including federal (non Department of Transportation) funds. A 50% match is required for an operations project, and a 20% match is required for a capital project or a mobility management project.³ Figure 1-1 illustrates the total amount of funding programmed for the region since 2007 with JARC funds, and Figure 1-2 illustrates funding programmed by year through the New Freedom Program. As shown, the region sponsored more than \$10 million in program activities with a combination of JARC, New Freedom and local sources of funds. As mentioned, JARC and New Freedom funding can be used to support a variety of services or activities, which may include purchase of capital equipment, in providing loans to purchase autos, for training, or to operate direct services. For purposes of this assessment, each separate grant is referred to as a "project." Some years' funding was not obligated the year it was apportioned, and therefore carried over to subsequent years; however, TPB has not lost any funds it has been apportioned.

Figure 1-1 JARC Projects and Funding 2007-2010

Year	# Projects	JARC Funding	Matching Funds	Total Resources
2007	3	\$124,369.50	\$124,370	\$248,739
2008	4	\$997,766	\$592,547	\$1,590,313
2009	4	\$659,574	\$596,214	\$1,256,418
2010	6	\$1,198,538	\$697,082	\$1,895,620
Total	17	\$2,980,247	\$2,010,213	\$4,990,460

³ According to FTA's United we Ride, mobility management can be described as a strategic approach to service coordination and customer service which enhances the ease of use and accessibility of transportation networks

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Figure 1-2 New Freedom Projects and Funding 2007-2010

Year	# Projects	New Freedom Funding	Matching Funds	Total Resources
2007	2	\$210,048	\$160,513	\$370,561
2008	6	\$1,253,241	\$627,425	\$1,880,666
2009	5	\$786,848	\$294,212	\$1,081,060
2010	4	\$485,500	\$247,300	\$732,800
Total	17	\$2,735,637	\$1,329,450	\$4,065,087

In addition to those listed above, one project, funded in 2009, used both JARC and New Freedom funds at a total project cost of \$1,234,465. Figure 1-3 following chart shows the breakdown of that funding.

Figure 1-3 Joint JARC and New Freedom Funding 2009 - WMATA

Year	# Projects	Federal Funding	Matching Funds	Total Resources
2009 – JARC	1/2	\$691,300	\$172,826	\$864,126
2009 - New Freedom	1/2	\$296,271	\$74,068	\$370,339
Total	1	\$987,571	\$246,894	\$1,234,465

ASSESSMENT METHODOLOGY

This assessment involved evaluating two aspects of the JARC and New Freedom programs: program administration and the effectiveness of the funded projects. A combination of qualitative and quantitative methods were used to conduct the assessment. Some steps contributed to both research goals, while others advised on only one. The assessment methodology included:

- Interviewing key project stakeholders, including most of the project sponsors. These interviews were conducted in person or by telephone independent of TPB staff, and a written summary of each interview was completed, and key findings and common themes are included in this report.
- Consulted national reviews and reports about Human Service Transportation Coordination, JARC and New Freedom, such as that issued through the National Cooperative Highway Research Program (NCHRP), as well as summaries of relevant documents previously prepared by the TPB staff.
- Analyzing available program data which includes original applications submitted by the project sponsor, quarterly reports submitted to TPB, and other relevant program information (as available). This information was synthesized and is described further in the report.
- Observing a pre-proposal conference that was conducted as part of the process for the upcoming fifth cycle of funding, and otherwise documented the planning and selection process.

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- Conducting focus groups with individuals who participated in programs funded with JARC or New Freedom resources. The purpose of the focus groups was to learn how customers learned about the projects, whether—and how—mobility has been improved as a result of their participation in program activities, and their level of satisfaction with the services. Additionally, some telephone interviews were conducted with program participants.
- Convening a meeting of Task Force members (absent TPB staff) to learn their perspective of program effectiveness, and of challenges faced by project sponsors and others in implementing JARC and/or New Freedom projects. The role of TBP in administering the program was also discussed.
- Conducting a brief on-line survey of agencies that attended the pre-proposal conferences but did not submit applications and following up with selected agencies also in this category by telephone to learn more about their reasons for not applying. The survey instrument is included as Appendix A to this report.
- Preparing a peer review so that TPB can learn more about how other entities administer their JARC and New Freedom programs, and to highlight their experiences and challenges in program oversight. The findings from the peer review are included in Chapter 4, and full interview summaries are included as Appendix B.

2 ADMINISTRATION OF JARC AND NEW FREEDOM PROGRAMS (TPB'S ROLE)

OVERVIEW OF TPB'S ROLES AND RESPONSIBILITIES

The TPB serves both as the designated recipient of federal JARC and New Freedom funds, and as the entity designated to prepare, adopt and update the Coordinated Public Transit Human Services Transportation Plan. As described in more detail below, assuming these responsibilities requires a significant level of TBP staff oversight and ongoing assistance.⁴ Federal guidelines allow for up to ten percent of these fund sources to be used for program administration, which is used by TPB for this purpose. Specific responsibilities and tasks associated with oversight of the JARC and New Freedom Programs are as follows:

- With the guidance of the Task Force, the TPB staff prepared the initial Coordinated Public Transit-Human Services Plan in 2006 ("the Plan"), which was adopted in early 2007. In consultation with the Task Force, staff developed program selection criteria which are incorporated into the Coordinated Plan.
- The Task Force also provided guidance to update the Plan in 2009; the needs and identification of priority projects occurs annually in association with the Task Force.
- A TPB member chairs the Task Force, which is comprised of some 45 stakeholders representing a broad range of interests within the TPB service area.⁵ The Task Force primarily meets between September and December to consider priority projects for the upcoming funding cycle.
- The TPB serves as the designated recipient of JARC and New Freedom funds for all entities other than WMATA⁶, which is currently the only other sponsor eligible to receive these and other federal transportation funds directly from FTA. This means it applies for and receives funding, and passes them through to subrecipients through an agreement.
- The TPB staff issue a call for projects to solicit applications for use of JARC and New Freedom funds, which is distributed to a wide list of interested agencies.
- Staff provides technical assistance to potential applicants, including convening mandatory pre-application conferences.

⁴It is estimated that 1.5 FTE are dedicated to program administration and oversight.

⁵ The Task Force consists of one human services and one transportation representative from each county and the District of Columbia, as well as consumer and private provider representation.

⁶ Although it is a direct recipient of FTA funds, WMATA still participates through the competitive project selection process as administered by the TPB.

- The Chair of the Task Force facilitates the meetings of a selection committee, comprised of Task Force members and others agency representatives not directly affiliated with the TPB or the Task Force, to conduct the annual project selection process. Staff forwards the selection committee’s recommendations to the TPB for approval.
- The TPB staff confirms the final grant amounts and match sources of funds with each project sponsor, and submits the Program of Projects to FTA. Once FTA approves via the execution of the grant, a subgrant agreement is executed to authorize use of the funds. The agreement includes a copy of the application; the application functions as the scope of services for the project.
- Staff receives quarterly reports and monitors project outcomes, and provides ongoing technical assistance as needed.

In addition, the TPB is itself a recipient of funds to sponsor the Regional Transportation Information Clearinghouse and the D.C. Wheelchair Accessible Taxicab Pilot Project, which included setting operational guidelines, coordinating between the DC Taxicab Commission and the DC Office of Disability Rights, and the purchase of some 20 accessible taxi vehicles by issuing the RFP for the vehicles. These services are described in more detail in Chapter 4, and were subject to the regional project selection process described below

PROJECT SOLICITATION AND SELECTION PROCESS

This section of the report describes the process and steps undertaken to select and fund the projects, which are solicited on an annual basis. The timeframe is as follows:

Figure 2-1 Project Selection Process Timeline

Timeline	Activity
September – December	Task Force meets to update Coordinated Plan, consider priority projects for upcoming funding cycle
January-April	Project Solicitation
January-April	Pre-application conferences
April-May	Selection Committee makes funding recommendations
May-June	TPB asked to approve funding recommendations
November-January	Project Implementation Begins

Project Solicitation

To launch the project solicitation process, TPB prepares a brochure highlighting the priority projects as identified by the Task Force.⁷ The brochure is emailed and sent out in hard copy to a list of some 1700-1800 organizations, including TPB board members, technical committees and members of the Task Force. It is also sent to organizations that have applied in the past, and to a list of transportation providers. Members of the Task Force are asked to help with program

⁷ Identification of priority projects is also subject to public review and comment prior to finalization.

outreach by letting their partner agencies know about the solicitation. The TPB also highlights the availability of funds on its website.

In the past, TPB has sponsored specialized meetings to highlight particular projects of interest, such as provision of accessible taxi cabs, travel training, and establishing vanpools. These meetings are intended to assist potential sponsors with project development and by presenting and discussing relevant best practices. For example, when considering how best to implement an accessible taxi program, TPB sponsored a special meeting on the topic and brought in a guest speaker from Chicago to explain how that city had implemented a similar program.

Pre-Proposal Conference

TPB holds mandatory pre-proposal conferences for all organizations interested in submitting an application for the JARC or New Freedom programs. TPB uses the pre-proposal conferences to give potential applicants an overview of the application process, explain program rules and answer questions. The process also provides TPB early information about which organizations might be applying for funding and the types of programs project sponsors are considering, and alerts TBP to any problems potential applicants may have with the application form or process.

In the initial years of program administration, attendance at the pre-proposal conference was optional, but as of 2008 attendance became mandatory, even for organizations that had been successful applicants in the past. An overview of the number of organizations attending the pre-proposal conference is shown together with the number of applications received and the number of applications funded is shown in Figure 2-2. This data suggests that making the pre-proposal conference mandatory increased attendance, but that there is no clear relationship between pre-proposal attendance and the number of applications received or funded.

Qualitatively, program sponsors reported being appreciative of the pre-proposal conference and the information received. Some repeat program sponsors, however, felt the conference should be optional for organizations that had already had successful applications.

Figure 2-2 Organizations Attending Pre-Proposal Conference and Submitting Applications

Year	Number of Organizations Attending Pre-Proposal Conference	Number of Applications Submitted by Organizations Attending Pre-Proposal Conference (Number of Organizations Represented)	Number of Projects Funded from Organizations that Attended the Pre-Proposal Conference
2007	16	5 (4)	4
2008	27	27 (6)	3
2009	36	6	5
2010	23	7	7
2011	24	16	

Applications Received

As Figure 2-2 indicates, about one third of the agencies attending the pre-proposal conferences did not actually submit an application. As part of this assessment, TPB is interested to learn about the effectiveness of its solicitation process, and whether it has reached the broad spectrum of agencies or organizations who could potentially serve as project sponsors. As a result, the consultant team followed up by collecting the email addresses of agencies that attended the first four pre-proposal conferences and asked them to respond to a brief on-line survey that was designed to elicit the reasons they did not apply for either JARC or New Freedom funds. A copy of the survey instrument is included as Appendix A.

An invitation to participate in the survey was sent via email by TBP staff to 32 agencies for which email addresses were available. A total of 5 responses was received.

Three agencies reported seeking sources of funding, while two were looking to partner with another organization for a project, and one agency sought new sources of funding for an existing project. Of the responses received, 2 agencies each, or 40% each indicated one of the following:

- My organization did not have an applicable project
- My organization will apply in another selection cycle

One organization, 20% of responses received indicated:

- Finding enough funding for the required project match was too challenging for my organization
- My organization has other priorities to which it is dedicating its time and resources

One agency said it was very likely to apply, two are likely, and two are very unlikely in the future to apply. In terms of making organizations more likely to apply, one said that the matching fund options should be made more flexible.⁸ A respondent also shared that it would be helpful if the funding were available for longer periods of time.

In addition, consultant staff followed up by contacting two agencies by telephone to discuss this issue. The two agencies (identified by TBP) were: The Goodwill of Greater Washington and SW Action Team (SWAT).

The Goodwill of Greater Washington

The Goodwill of Greater Washington attended two pre-application conferences, one in 2009 and one in 2010, but did not apply for either JARC or New Freedom funding. Two obstacles were identified that prevented them from applying. These included (1) difficulty in identifying the required match, and (2) finding the right project to be a good fit, as well as a feasible project, for the JARC and New Freedom funding sources.

The Goodwill did look into both JARC and New Freedom, and considered two projects, one for each funding program. Both would have offered reverse commuting for employment, one for a population with disabilities, and one for a training program to serve residents of the District of Columbia to more outlying construction sites. The organization expressed some concern at being able to fill the van and identify the appropriate pick-up and drop-off locations to make the program a success.

⁸ As reported in Chapter 1, match requirements are established through federal legislation and are beyond the control of TPB.

SW Action Team - SWAT

A member of the all-volunteer SW Action Team - SWAT, attended two pre-application conferences, one in 2009 and again in 2010. Unlike the Goodwill of Greater Washington, the SW Action Team had a project in place for which they were seeking additional funding. The project was a community bus that provided a connection to Metrorail, a grocery store, pharmacy, and bank, while major construction was underway in the neighborhood that severely limited access to these locations. Operating in the morning and evening, with midday trips two days a week, the 12-passenger van with spaces for 2 wheelchairs was in service for nearly nineteen months before it did not have the funding to keep it running. While it was in place, it had a ridership of 45,000 people, and often times there was standing-room only on the bus.

The bus was originally funded through the District government and developers building in the area, but as both faced financial challenges, they scaled back their support of the service significantly. SW Action Team – SWAT was interested in both JARC and New Freedom funding, since the service met transportation needs of both target populations, but found the 50% match expectation to be prohibitive. Additionally, the need to provide a 50% match for not one, but two years compounded the financial challenges in making a JARC/New Freedom application feasible. The organization is unlikely to apply in the future if the match levels remain at 50% for operations. A match requirement of 20% is considered more feasible.

Proposal Review Process

In response to the Call for Projects, JARC and New Freedom project applications are submitted to TPB. Staff looks them over for completeness, and to be sure the application is consistent with federal guidelines. Once the applications are deemed complete, TPB staff forwards them to the selection committee.

A selection committee is assembled, which is facilitated by the TPB member who chairs the Human Service Transportation Coordination Task Force. Typically the committee includes five to seven members who are assigned responsibility for reviewing and scoring each project. Members of the selection committee include representatives from the Task Force together with representatives from national organizations headquartered in Washington DC, such as the Community Transportation Association of America (CTAA) and the Taxicab, Limousine and Paratransit Association. The committee reviews each application and scores it against the eight selection criteria included in the Coordinated Plan and corresponding application. These criteria and possible points include:

Strategies (16 points): How the project responds to four identified strategies, which include:

- Tailor transportation services to the individual needs of low-income workers and people with disabilities
- Provide user-friendly information in appropriate format to customers, caregivers, social service agencies about programs that are available to low-income workers and people with disabilities
- Develop services and programs that improve the reliability of existing paratransit or fixed-route services, or that provide alternatives for people who rely heavily on public transportation.

- Develop and implement new programs and services to provide additional transportation options that address specific unmet needs for people with disabilities and workers with limited incomes.

Coordination (16 points): How the project demonstrates coordination among local jurisdictions

Innovation (11 points): The extent to which new ideas, technologies, or other characteristics make it an innovative solution that can be replicated elsewhere

Regional Need (11 points): How project meets a regional transportation need

Private Sector Partners (10 points): How private sector partners are involved or have contributed

Estimate number of People Served (11 points): Represents number of persons served or number of trips provided each month

Ongoing funding (11 points): Presents ongoing funding sources to support the project

Feasibility (14 points): Agency's ability to manage the project

The selection committee considers these criteria, each of which is assigned a point value; together, they total 100 possible points. As mentioned previously, the Task Force identifies priority projects that the region would like to see started. The priority projects are included in the Call for Projects; however, the review process focuses on whether the application meets the stated criteria and not on the type of project.

The selection committee meets again to jointly review and discuss the preliminary scores assigned to each application. After initial review and scoring of applications, there may be questions for applicants, and their responses are included as part of their application. The Selection Committee Chair submits funding recommendations from the selection committee to the TPB officers for concurrence on the selection process and results. Once all three officers concur, the funding recommendations are presented to the TPB for approval and inclusion in the Transportation Improvement Program (TIP).

3 OVERVIEW OF FUNDED PROJECTS

INTRODUCTION AND KEY FINDINGS

As part of the assessment project, the study team analyzed the entirety of the funded projects. This analysis looks at the location of funded projects, the types of project sponsor (i.e. private non-profit, private for-profit, governmental entity, etc.), the amount of funding by project, and the types of projects funded.

As detailed earlier (see Figures 1-1, 1-2, 1-3), the region has so far dedicated nearly \$10 million in federal and local funds to the JARC and New Freedom programs. To date, 35 projects have been funded through four cycles and a solicitation for a fifth funding cycle was just completed. This section reports on the types of projects funded, their sponsors, and other relevant information.

Key findings include:

- There have been 35 projects funded under the auspices of 20 unique sponsors; several sponsors have received multiple grants, or their original project was continued beyond the original grant cycle.
- The majority of project sponsors include private non-profit agencies (43%) and public agencies other than transit agencies (43%).
- Three of the public agencies are County or DC Department of Transportation agencies that oversee local transit services.
- There is a range in types of projects funded (7 identified types of projects), and the number of projects and amount of funding is fairly evenly distributed among these types.
- To date, 17% of the projects have been completed. Another 25% are at least 50% completed (as determined by funding spent).
- There is a wide range in the grant amount received: 20% of the projects received over \$500,000 while most were smaller in scale.
- Virtually all the projects rely at least partially on in-kind resources as matching funds. The two most common sources of match funds include local agency funds, and in-kind match (or some combination of the two). No other (non DOT) federal agency funds are used as match.
- Projects funded with JARC funds were more focused on services as compared to New Freedom projects, which were more likely to utilize funds for capital purposes.
- Geographically, projects are widely disbursed throughout the region, as illustrated in Figure 3-1, showing the office locations of each of the recipients. It is important to note that the service area of each project generally extends far beyond the city or town in which its office is located.

The following figures provide more detailed information.

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Figure 3-1 JARC and New Freedom Projects Funded in Metropolitan Washington Urbanized Area 2006-2010



Project Sponsor Type

The 35 projects reflect a diversity of sponsorship, with the private non-profit agency being the category with the most funded projects. Public agencies, like Area Agencies on Aging, affiliated with a local government, make up about one-quarter of the projects. Six projects have been sponsored by public transit providers, which are the District Department of Transportation, Montgomery County RideOn, and the Prince George's County TheBus service, which are affiliated with local governments. One public transit operator, WMATA, has received funding for a joint JARC and New Freedom project. Four private, for profit companies have also had projects funded, which were all related to the Accessible Taxicab 2008 New Freedom project.

Figure 3-2 Project Sponsor by Type

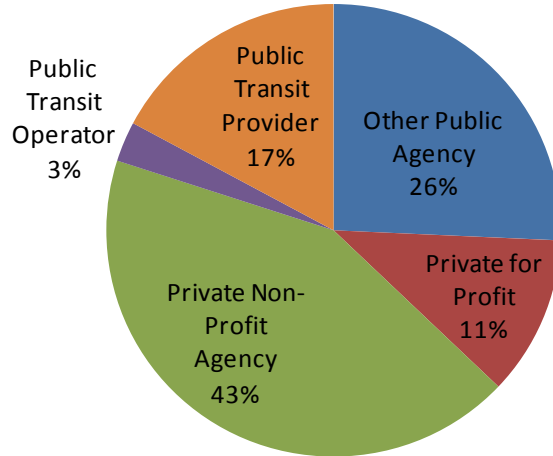
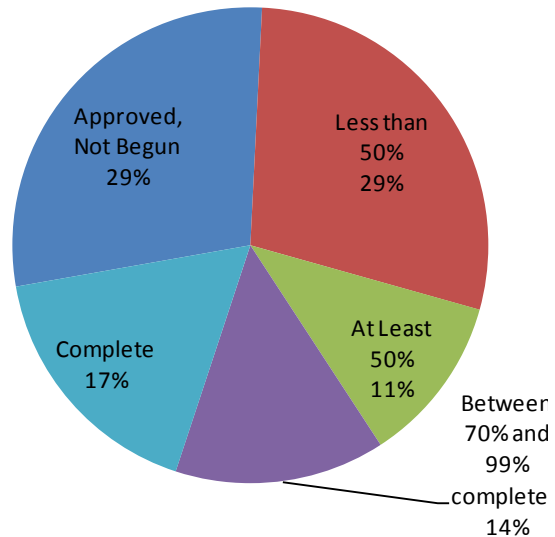


Figure 3-3 Project Level of Completion



Project Level of Completion

Of the 35 funded projects, seventeen percent, or six projects, are complete, and the rest are in varying stages of completion. Ten of the 35 projects have been approved, but not yet begun, four at least fifty percent complete, and ten less than fifty percent completed. For the purposes of this analysis, projects for which 50% or more of the budgeted total has been expended are considered far enough along to be reviewed by comparing the goals stated in their application, their reported performance measures. Forty-two percent of the projects or fifteen projects fall into this group (six completed and nine at least 50% complete).

Funded Projects

Funded projects for both programs were categorized into seven types:

- **Fixed Route or Demand Responsive** (23%) service, provide new or extended bus routes or shuttle service that serve targeted populations, or a transportation service in which pickups are requested by eligible riders;
- **Planning and Promotional Activities** (17%) that involve human service and transportation coordinated planning or marketing of existing transportation services, such as the Regional Transportation Information Clearinghouse;
- **Transportation Vouchers**— Projects that provide a coupon for people to use taxis or other alternative transportation resources (17%)
- **Car Loans** (14%) projects support the needs of individuals to purchase their own personal vehicle to ensure access to employment
- **Travel Training** (11%) provides guidance to individuals on how to use transportation options, especially Metrobus and Metrorail.
- **Tailored Transportation Services** (9%), or projects that were designed to operate transportation services to specific markets or services, such as door-through-door passenger assistance;
- **Accessible Cabs** (9%) are a means of increasing the mobility of persons with disabilities who utilize wheelchairs, by ensuring that several taxicab companies in the District of Columbia have fleets that can accommodate individuals in wheelchairs unable to transfer to a sedan.

Figure 3-4 Percentage of All Projects by Type (Number of Projects)

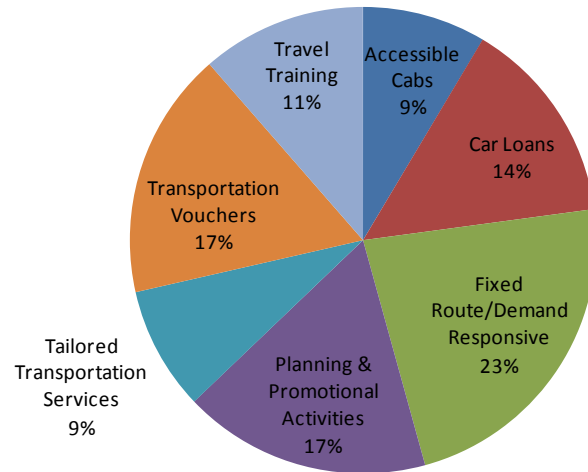
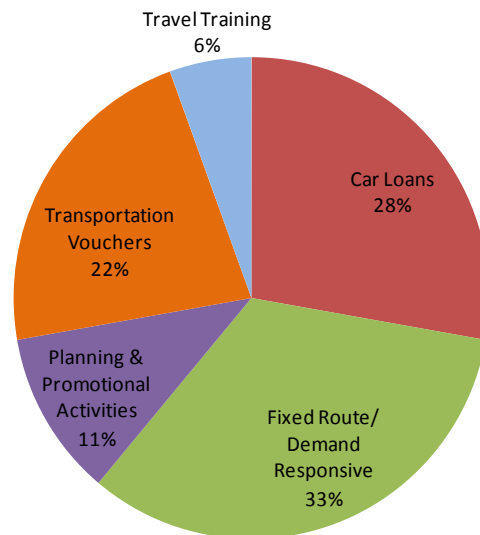


Figure 3-5 JARC Projects by Type



These categories are based on those defined by TPB staff and used in its Coordinated Plan Update from 2009.

Programs funded with JARC funds were more focused on services (55%) as compared with New Freedom (39%) (See Figure 3-4 and Figure 3-6). In the TPB region, both JARC and New Freedom funds were used for capital purchases.

Overall, the funding allocated to different project types is similar to the distribution of project types. An exception to this is that Transportation Vouchers, which accounted for 17% of all funded projects, but received 8% of the program funding. Travel Training projects also accounted for 11% of projects funded, but received 18% of all funding. Among New Freedom projects, there is a pattern in which some categories with fewer projects, such as Accessible Cabs and Tailored Transportation Services, receive a larger slice of the funding, while Planning and Promotional Activities, and Transportation Vouchers, for which a greater number of projects were funded, receive a smaller portion of the funding.

Figure 3-6 New Freedom Projects by Type

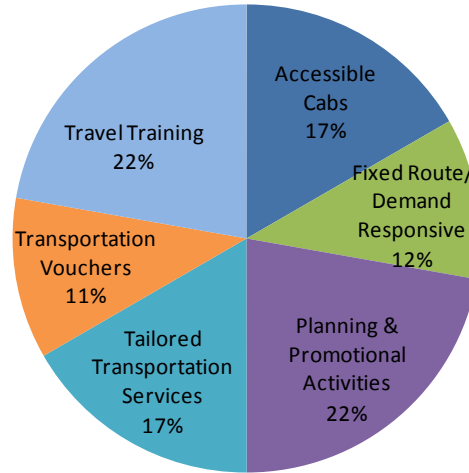
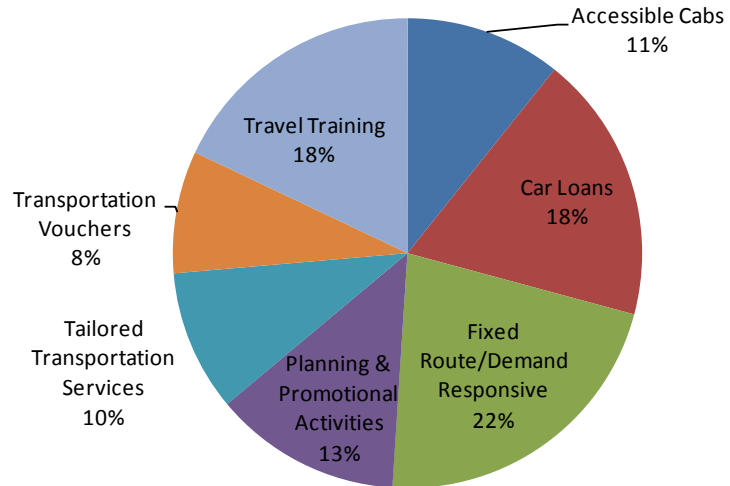


Figure 3-7 All Project Types by Funding Amount



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Figure 3-8 JARC Projects by Funding Amount

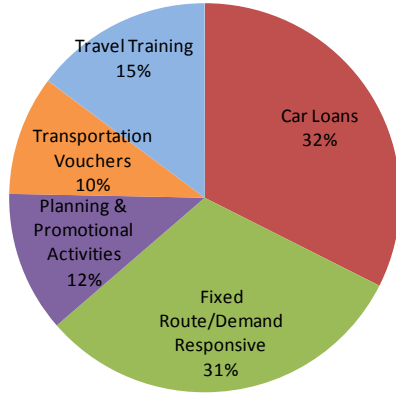


Figure 3-9 New Freedom Projects by Funding Amount

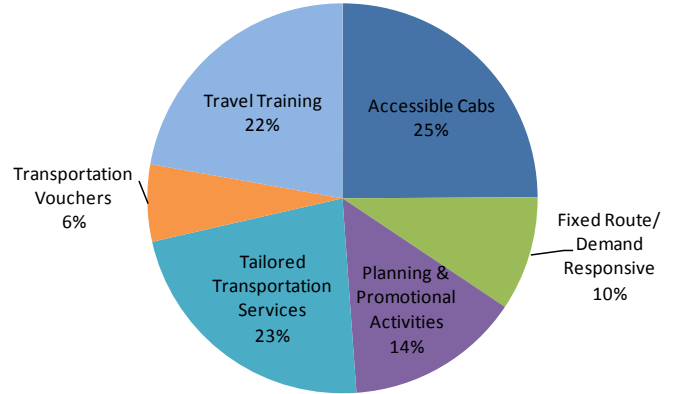
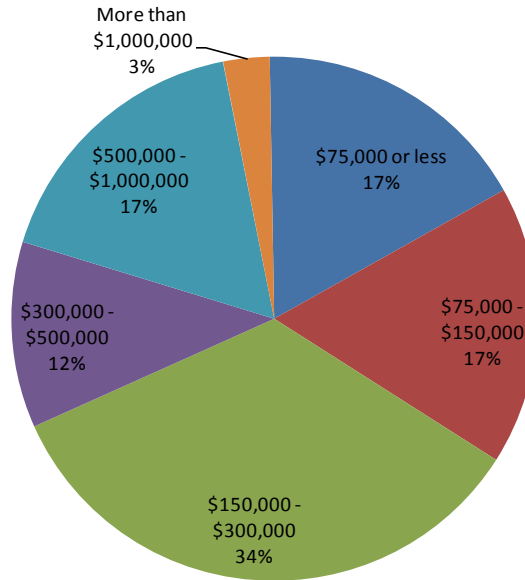


Figure 3-10 Projects by Funding Amount Category



Grant amounts range from a low of \$33,000 to a high of more than one million dollars. About one third of the projects fall within the budget range of between \$150,000 and \$300,000.

Figure 3-11 illustrates match funds generated by agency type. Social service agencies account for 34% of match funds generated, private for profit entities account for 24%, transportation agencies for 28%, and non-profit agencies for 14%. Match funds received for 16 projects totaled \$1,371,730.

Figure 3-11 Match Funds Generated by Agency Type

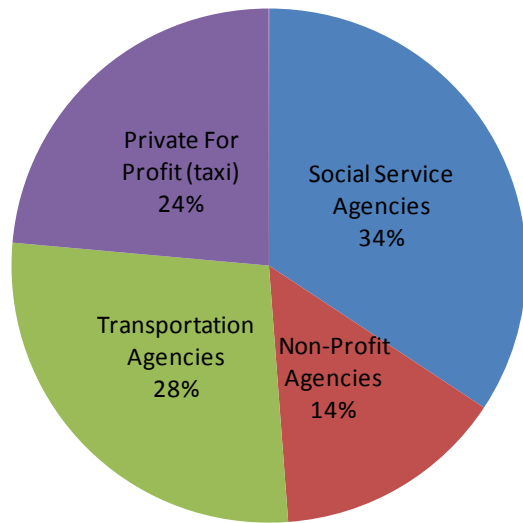
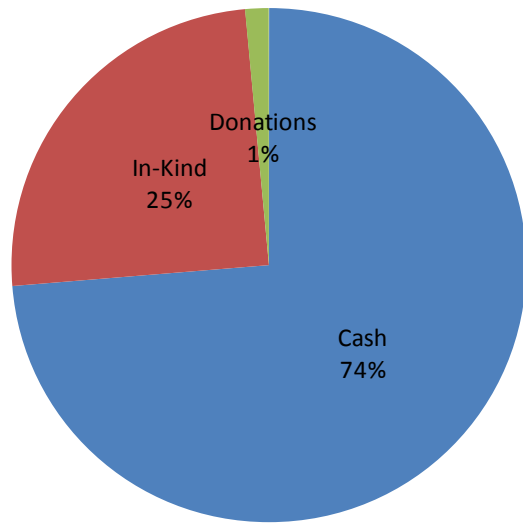


Figure 3-12 illustrates that 74% of match funds are provided with agency funds, while 26% are either "soft" (in-kind) match or donations.

Figure 3-12 Match Funds by Type



4 JARC AND NEW FREEDOM PROJECT ASSESSMENT

OVERVIEW AND KEY FINDINGS

A key objective of this assessment is to examine the performance of the projects funded. Namely, have they accomplished what they set out to do? Have they resulted in best practices that could be replicated elsewhere? What has the region learned as a result of investing more than \$10 million (\$3,500,000 for the 15 projects that are completed or approaching completion) in pilot projects? Most importantly, have they resulted in improved mobility for low-income persons and for persons with disabilities? As this chapter will indicate, some of these questions can be answered, while others cannot.

Local project sponsors cited numerous examples of successful projects. In some cases, a particular planning or operational element was highlighted as a reason for the project's success. For example, the first phase of a project sponsored by Prince William County Area Agency on Aging resulted in a comprehensive plan that enabled it to be well positioned for program implementation. For other projects, success emerged through a high level of stakeholder collaboration or newly established partnerships; for example, WMATA's relationship with three Centers for Independent Living. Other funded projects created new services that improved mobility in unique ways (i.e. car loan and donated vehicle programs). This chapter reports on program findings and outcomes as a whole.

Overall, the following findings resulted from this review of completed projects:

- Fifteen of the 35 projects funded are considered far enough along to document their quantitative results. The others are less than half completed (as evidenced by funding expended), and therefore it is premature to draw conclusions about their results. This is especially true because many projects have "up-front costs" which may inflate the actual cost per unit of service.
- None of the 15 reviewed projects can accurately compare the project outcomes compared to the primary original project goal of services anticipated to be provided (i.e. number of persons served, number of trips provided, etc.) as included in their project applications, primarily because data is missing or has not yet been reported. It should be noted, however, that some project applications referenced multiple goals and objectives; in many cases some of these other objectives have been met.
- In some cases, quantifying services provided is very difficult if not impossible to document; for example, the number of new trips taken on a fixed route service intended to benefit low-income people. In some cases, estimates were prepared in consultation with the project sponsor and utilizing other program documentation, such as surveys.

- For those who have reported data, most projects' actual outcomes did not meet the estimated number of trips or persons served as stated in the application.
- Some project sponsors reported on more qualitative factors resulting from their services, in an ad hoc manner, since project sponsors were not asked to report on this aspect of their project.
- Cost metrics are not reported because doing so could present information that is misleading or inaccurate. Many projects were slow in starting, or needed time to maximize service delivery; additionally, cost reports do not accurately reflect true operating costs in that they do not distinguish between capital, overhead, or other administrative costs.
- It is inappropriate to compare one project to another, as doing so would compare "apples to oranges" in that project services vary significantly, ranging from fixed route trips, to escort services for frail elderly, to travel training, etc.

EVALUATION CRITERIA

Establishing consistent criteria is challenging for any program, but it is especially true for funding programs such as JARC and New Freedom, which are specifically designed to support innovative and in some cases, untested ideas. Some programs are designed to work in areas where traditional public transportation services are not financially feasible. In addition, the programs are comprised of a diversity of projects that include capital purchases, individual training, service operation and marketing programs. In fact, both JARC and New Freedom guidelines encourage a variety of mobility solutions to fill gaps identified through the Coordinated Plan; these solutions may be unique to a particular community or population group. While new or expanded fixed route services can—and do—meet the transportation needs of many low income communities, it does not make sense nor is it financially feasible to operate fixed route transit in all cases. Many of the gaps identified through the planning processes may be better served by projects that complement fixed route service.

Because JARC and New Freedom projects are usually not considered "traditional" transportation projects, they are not always appropriately compared to typical public transportation performance indicators, such as cost per rider, farebox recovery ratio, or trips per hour. Many projects by definition are not considered highly efficient because they are dictated by non-traditional needs and may be providing services during off-peak hours when ridership is lower, or otherwise operating under specialized circumstances. Additionally, the Washington metropolitan area itself is very diverse. As a result, the transportation operating environments within the counties differ considerably. For example, low-income communities served by projects within the District of Columbia tend to be located in dense urban neighborhoods, whereas low-income and/or disabled populations in outlying counties are more scattered or dispersed. Therefore it is difficult, if not impossible, to establish the same performance criteria for all projects when determining which have proven "most" successful. Ideally, each project's outcomes should be compared to its own original expectations, and compared to the broader program goals and objectives rather than to pre-established productivity objectives.

Throughout this planning process, project sponsors have stressed the importance of considering the qualitative aspects of program outcomes as well as measuring quantitative outcomes. While qualitative aspects—such as customer satisfaction, enhanced independence and mobility, and improved financial stability—are more difficult to document and quantify, these are frequently mentioned as program benefits. Furthermore, the benefits can be exponential in nature, meaning

they continue to grow over time. For example, each person who is successfully travel trained can be expected to take many trips over time, also resulting in cost savings for the transit agency not providing more expensive paratransit services; likewise, a low-income person who is provided a loan for an automobile will not only be able to access job sites, but is also better positioned to have more options that may result in obtaining a higher paying job. These qualitative benefits are also far reaching in that other family members or caretakers may also indirectly benefit as cited in some examples below.

The study team identified two quantitative and four qualitative measures:

Quantitative measures:

- Ability of projects to meet local established priorities
- Program outcomes for assessed projects compared to original primary service goal as stated in the project application

Qualitative measures:

- Opinions and experiences of project sponsors
- Ability of TPB to encourage participation by wide range of project sponsors
- Benefits to direct users of the programs
- Other program outcomes for projects analyzed compared to original goals as stated in the project application

QUANTITATIVE FACTORS

Data for the quantitative assessment was conducted using data provided by TPB, including the annual performance reports.

Ability of Projects to Meet Local Established Priorities

As part of its planning process, TPB facilitates discussions with the Task Force to identify priority projects that are then communicated to potential project applicants. A number of priority projects were first identified in the Coordinated Plan adopted in 2007, and the projects are now updated on an annual basis. The list of recommended priority projects is indicated below, along with an indication of whether such a project has actually been funded. This assessment indicates that more than half of the recommended priority projects have been funded (sometimes by more than one sponsor, and that an estimated 80% of grant funds have been dedicated to funding priority projects. Of the 13 priority projects listed below, 8 are specific to New Freedom projects, and 5 are specific to JARC.

Figure 4-1 Recommended priority projects as identified by Task Force and included in Coordinated Plan and Updates

Priority Project—New Freedom	Funded?
Accessible taxi service subsidy pilot	Yes
Sensitivity and Customer Service Training	Yes
Door through Door Service	Yes
Range of travel training to older adults and persons with disabilities	Yes
Volunteer driver program	No
Same day paratransit service pilot	No
Accessible infrastructure support for transit stations	No
Develop transportation ombudsman position	No
Priority Project—JARC	Funded?
Loan program for low-income workers to purchase cars	Yes
Shuttle service or vanpools to employment sites	Yes
Expanded guaranteed ride home program/vouchers for low-income workers	Yes
Expanded transit in underserved neighborhoods	No
Brochure for low income workers	No

Program Outcomes for Assessed Projects Compared to Service Goal as Stated in Application

This criterion proved most difficult to quantify and as a result, it is not possible to draw an accurate conclusion. Through this project, the actual project outcomes were compared to the primary service goal expressed in the original application. Although 35 projects have been funded, most of them have not yet been completed and in fact some have only recently started. Furthermore, some projects were delayed in getting started or have taken time to become fully operational. Therefore, it is premature to consider the outcomes of all the projects that have been funded; this assessment more appropriately focuses on the outcomes of those projects that are completed, or can be considered 50% completed based on their total program expenditures as of December 31, 2010. Even for those projects still underway, it is not possible to accurately predict the final outcomes.

Since 2007, fifteen projects have either been completed or have expended at least 50% of their budget, indicating that they are close to completion. These projects are examined in more detail, below, and include:

- Montgomery County Ride On
- Prince George’s County Department of Public Works & Transportation UPS Employment Shuttle
- Northern Virginia Family Service Ways to Work Program (3 separate projects)
- District Department of Transportation, Georgetown Metro Connection Shuttle

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- Boat People SOS: RISE Employment Support Project
- Jewish Council for the Aging Travel Training
- Arlington Agency on Aging: Door-through-Door Service Pilot
- Diamond Transportation: Wheelchair Accessible Taxi Project Education and Training
- Yellow Cab Company: Wheelchair Accessible Taxi Project
- Liberty Cab Company: Wheelchair Accessible Taxi Project
- DC Office on Aging: Caregivers Respite Escort Service for Transportation
- Melwood Horticultural Training Center: Route Optimization Project
- Prince William County Area Agency on Aging: Mobility Management Plan

For these projects, performance reports and annual report, if available, were reviewed. In some cases, no performance measures have been reported (in some cases because they had not been operating long enough to require one). There is also variation in completing the Annual Performance Measures Report, with some agencies providing detailed quantitative outcomes from their project, while others focusing on more qualitative results. It should be noted, however, that not all projects can effectively report on quantitative aspects of their project, i.e. the Melwood Route optimization project. Other important goals or desired outcomes that are more qualitative in nature include the level of coordination by the project sponsor and other organizations, meeting identified regional need, partnership with private sector partners, and innovation.

The complete list of projects funded, and their level of completion as of December 2010, is indicated in Figure 4-2.

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Figure 4-2 Project Completion by Percentage of Budget Expended

Year Funded	Sponsor	JARC Project	Project Category	% Completed
2010	Northern Virginia Family Service	Vehicles for Change	Car Loans	0%
2010	Columbia Lighthouse for the Blind	Taxi Voucher Program	Voucher	0%
2010	Boat People SOS	Continuation-Road to Independence through Savings and Education (RISE) Employment	Fixed Route/Demand Responsive	0%
2010	SkillSource Group	Transportation Voucher project	Voucher	0%
2010	Prince George's County Department of Public Works & Transportation	Shuttle from Southern Ave. to National Harbor Convention Ctr.	Fixed Route/Demand Responsive	0%
2010	Metropolitan Washington Council of Governments	Regional Transportation Information Clearinghouse Update	Planning & Promotional Activities	0%
2009	Northern Virginia Family Service	Ways to Work Program	Car Loans	88%
2009	Family Matters of Greater Washington	Ways to Work Program	Car Loans	32%
2009	Doorways for Women & Families	Taxi Voucher Program	Voucher	46%
2009	Prince George's County Department of Public Works & Transportation	UPS Reverse Commute Shuttle	Fixed Route/Demand Responsive	37%
2008	Northern Virginia Family Service	Ways to Work Program	Car Loans	70%
2008	District Department of Transportation	Georgetown Metro Connection Shuttle	Fixed Route/Demand Responsive	100%
2008	Boat People SOS	Employment Support Project (RISE)	Fixed Route/Demand Responsive	92%
2008	Metropolitan Washington Council of Governments	Regional Transportation Information Clearinghouse	Planning & Promotional Activities	15%
2007	Northern Virginia Family Service	Ways to Work Program	Car Loans	100%
2007	Montgomery County Ride On*	Isolated Communities Taxi Voucher Program	Voucher	30%
2007	Prince George's County Department of Public Works & Transportation	UPS Employment Shuttle	Fixed Route/Demand Responsive	100%

* Although only 30% of the project funds were expended, this project is considered complete as the project sponsor ended the program

Projects in gray are complete or more than 50% complete

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Year Funded	Sponsor	New Freedom Project	Project Category	% Completed
2010	Prince William County Area Agency on Aging	Taxi Voucher Program	Voucher	0%
2010	Columbia Lighthouse for the Blind	Door to Door Agency Transportation for Youth	Fixed Route/Demand Responsive	0%
2010	Prince George's County Department of Public Works & Transportation	Voice Annunciation Bus Pilot and Rider Survey	Planning & Promotional Activities	0%
2010	DC Office on Aging	Purchase 2 Wheelchair Vans and Taxi Voucher Program	Voucher	0%
2009	Prince William County Area Agency on Aging	Mobility Management Plan	Planning & Promotional Activities	54%
2009	Columbia Lighthouse for the Blind	Travel Training Project	Travel Training	34%
2009	Boat People SOS	Travel Training Project	Travel Training	44%
2009	DC Office on Aging	ADRC Promotion Project	Planning & Promotional Activities	26%
2009	Melwood Horticultural Training Center	Route Optimization Project	Fixed Route/Demand Responsive	52%
2008	DC Office on Aging	Caregivers Respite Escort Service for Transportation	Tailored Transportation Services	62%
2008	Arlington Agency on Aging	Enhanced Transportation Project	Tailored Transportation Services	10%
2008	Yellow Cab Company of DC	Wheelchair Accessible Taxi Project	Accessible Cabs	85%
2008	Liberty Cab Company	Wheelchair Accessible Taxi Project	Accessible Cabs	74%
2008	O'Donnell + Company	Coordinated Taxi Marketing	Planning & Promotional Activities	0%
2008	Diamond Transportation Education and Training	Wheelchair Accessible Taxi Driver Training	Accessible Cabs	67%
2007	Jewish Council for the Aging	Travel Training for Seniors with Disabilities	Travel Training	83%
2007	Arlington Agency on Aging	Door-through-Door Service Pilot	Tailored Transportation Services	100%

Projects in gray are complete or more than 50% complete

Year Funded	Sponsor	JARC and New Freedom Project	Project Category	% Completed
2009	WMATA	Comprehensive Individualized Level of Travel Training Project	Travel Training	44%

This section provides the data as reported by each project sponsor for projects considered more than 50% complete as indicated in Figure 4-2. A brief description of each project is provided, along with summary information, if available, to compare the original primary service goal to actual program outcomes, as well as any other goals identified in the application. The information was assembled by reviewing the original application document along with the quarterly reports.

JARC Projects Completed: Description and Outcomes

2007 – Montgomery County Ride On

The Montgomery County Department of Transportation, Transit Services Division, put together the Isolated Communities Taxi Voucher Program. The goal of this program was to provide the residents of Tobytown, a neighborhood with no access to public transportation, with taxi vouchers to the nearest bus (Ride On) or Metrorail station. According to the application, transportation service had long been sought for this area, but the isolation of the community made public transit infeasible. Through this project, the sponsors anticipated meeting an identified need and expected to serve approximately 100 to 150 residents with transportation to employment, medical services, and/or quality of life trips. Administration of the program involved selling subsidized taxi coupon books. In its application, the project sponsor indicated that coordination would be taking place between the Montgomery County DOT and a private management services program which was responsible for verifying eligibility of participants and this activity did take place. This company also served as a private partner for the project. The sponsors suggested that this project was potentially replicable in their application.

For a number of reasons, there was not full participation in the project. One notable fact is the economy; even though the vouchers were subsidized, residents were still unable to pay for them. Accomplishments of this project included the initiation of a marketing campaign that increased participation in the program by 50%. Lessons learned included: start up was slower than anticipated, and project sponsors underestimated the need for marketing, a challenge which the project sponsors were able to address through the campaign mentioned above. Montgomery County Ride On expended 30% of its budget, and the project is considered completed.

2007 – Prince George’s County Department of Public Works & Transportation UPS Employment Shuttle

The Prince George’s County Department of Public Works & Transportation used JARC funds to expand its existing Call-A-Bus and TheBus service from the Greenbelt Metrorail, Prince George’s Community College, and the United Parcel Service Facility in Laurel, MD to provide service earlier in the day. The project was also selected for funding in 2009, and expended slightly more than 35% of that budget as of December 2010. The goals and planned implementation of that project were the same as those described in the 2007 application.

The application describes that there are 1,900 individuals receiving welfare benefits and/or with low income in the region who might benefit from this service. Under the service conditions prior to the benefit of JARC funding, the average annual ridership for the entire public transit system was 12,600 daily passengers, with approximately 3% of those as Temporary Assistance to Needy Families (TANF) recipients. The application identifies the projected number of monthly one-way trips as 1,050 and described the significant need that this service has been and would be meeting, by extending the hours of public transit serving this location. The route had been developed as a

partnership between the Department of Public Works and Transportation, the Department of Social Services, and the United Parcel Service, a private partner in the project.

The FY2009 Annual Performance Measures Report, sharing information from nine months of service in 2008 and 12 months in 2009 is limited in its reporting of program outcomes. While it describes how increased ridership and requests for additional service hours indicated the success of the project, it does not provide hard numbers to support those statements. Also mentioned is a favorable service per passenger operating cost, but that number is not identified. The report does describe how the service is meeting an important need and provides access for persons with low incomes to jobs that they otherwise would not be able to reach. In correspondence with the project sponsor, 9,105 trips were provided in FY2007 and 8,186 were provided in FY2008.

2007, 2008, 2009 – Northern Virginia Family Service Ways to Work Program

Northern Virginia Family Service has received JARC funding for its Ways to Work Program, which assists with low-interest loans to purchase cars or maintenance services. This program has been funded in 2007, 2008, and 2009, and has completed its program for 2007, is 70% complete for 2008, and has expended 88% of its budget for 2009. In 2009, the funding was used to support car repair grants for working families with low income. In 2010, the organization received JARC funding for a related program, Vehicles for Change, through which NVFS will purchase vehicles and provide the cars to program participants for a small fee, and support them in seeking to maintain these vehicles.

According to its 2007 subgrant contract, the JARC funding was intended to support 48 loans to agency clients for the purchase of vehicles and/or their maintenance. In 2008, the subgrant agreement indicated that money would support 96 such loans. In 2009, the subgrant agreement noted the change in structure of the program, to provide car repair grants to participants, and anticipated that it would the program would serve between 50 and 55 clients during its one-year project period.

In its 2009 application, NVFS describes some of the ways the project has meet other criteria for JARC projects. A Loan Advisory Committee utilizes interagency cooperation to monitor and ensure success of the project, highlighting the coordination among partners for the project. A private partner has included a bank and the Ways to Work national program which provides inexpensive car repair to project participants. The project also has proven successful in meeting a regional need for access to jobs through personal transportation options.

NVFS also provided detailed information from its own annual and mid-year reports to illuminate the impacts of this program.

2008 JARC District Department of Transportation: Georgetown Metro Connection Shuttle

In 2008, the District Department of Transportation (DDOT) received JARC funding to support the Georgetown Business Improvement District's Georgetown Metro Connection Shuttle. The shuttle was intended to provide 10-minute frequency bus service between the Rosslyn and Dupont Circle Metrorail stations and the businesses in Georgetown, so that individuals with low-income could access employment there.

Based on its application, DDOT estimated that 600 individuals with low-income would compose the daily ridership and would utilize this service. The application also anticipated 16,380 one-way trips per month, and 196,560 one-way trips annually. DDOT conducted an on-board survey, and

also analyzed the ridership usage based on farebox categories (i.e. discounted fares for elderly and disabled passengers); however, documenting a realistic number of new passengers who used the service as a result of this grant is not possible. The application also describes how this service meets a need of bringing persons with low incomes to jobs in Georgetown, as well as how several different partners have been part of the service, including the District of Columbia, Arlington County, and the Georgetown BID, as well as private partner Veolia Transportation.

Though it appears, from results described above, that estimates for actual ridership that are lower than the application anticipated, it is likely that the bus did connect individuals with low income to employment. From the survey, 50% of respondents indicated that they ride the bus 5-7 days per week, and with nearly 70% identifying work trips as the purpose, the bus clearly is a key mode in bringing people to their jobs. Additionally, nearly 30% of respondents said that they did not have a car, and this segment of users likely includes a significant portion of persons with low income.

2008 – Boat People SOS: RISE Employment Support Project

Boat People SOS is a national organization dedicated to supporting Vietnamese-Americans, with an office in Falls Church, Virginia. That office has received TPB funding for three projects, two JARC and one New Freedom. The organization's 2008 JARC project, which provided transportation support for its Road to Independence through Savings and Employment project, is nearly complete, and has received additional support through a second JARC award for 2010. In its 2010 application, the project sponsor describes the organization's participation in Access for All, as part of its coordination activities, and its partnering with SkillSource Centers that provide referrals to the RISE service. That application also identifies how this project has met a significant need in connecting participants with interviews and jobs.

According to its subgrant contract, the program "will prepare low-income Vietnamese refugees and immigrants with employment training and assistance and place them in jobs," and will provide "job training, vocational ESL, resume preparation...and transportation to job interviews." After successful job placement, Boat People SOS will continue to provide transportation for three months, so that the individuals amass savings to purchase a car. For this project, Boat People SOS received funding to purchase a 15-passenger van, along with money to provide vouchers for gas to encourage carpooling among neighbors, as well as provide training on various transportation modes to best meet participants' needs.

According to the contract, the organization would select 15 workers to receive vouchers and will begin service for 45 individuals a day, and increasing that service to 75 individuals per day. According to the FY2009 Annual Performance Measures report, with the service in place for nine months, they had completed 120 one-way trips and had been able to achieve 40 targeted jobs. The planned implementation of the 2010 project was the same as those described in the 2008 application, with a goal of serving at least 200 participants in the first year, and providing an average of 140 one-way trips each month.

New Freedom Projects Completed—Description and Outcomes

2007 – Jewish Council for the Aging

The Jewish Council for the Aging (JCA) provides a variety of services for older adults in the Greater Washington area. The project was funded in 2007 to sponsor a travel training program. The goal of the project was to teach 30 seniors with disabilities, aged 70 or older, to use public

transportation, including regional bus services, Metrobus, and Metrorail. JCA pursued partnerships with one community-based organization in each Washington, DC, Montgomery County, MD, and Fairfax County, VA, and planned to provide training to ten individuals at each location. Other partners in coordination included WMATA, the Fairfax Connector, and Ride-on Buses, and the application describes the critical need for this training among older adults with disabilities, particularly those resulting from advancing age that no longer allow them to operate cars.

According to their FY2009 Annual Performance Measures Report, which includes activities for eight months in 2008 and twelve in 2009, the program exceeded its goal of training 30 individuals by training more than 250 adults above the age 65. The report describes that group trainings have been very successful; however, the challenge lies in encouraging people to use fixed route transit on their own. As the program has continued, however, more participants reported being comfortable with public transit. While the report does not offer numeric estimates of how many rides these trained older adults have taken after learning more about the public transit, it does indicate that "public transit ridership among older disabled adults seems to have increased."

2007 – Arlington Agency on Aging: Door-through-Door Service Pilot

The Arlington Agency on Aging received funding in 2007 for a Door-through-Door Service Pilot, which, according to the subgrant contract, provides "personal care attendants to clients with disabilities who need assistance using paratransit to get to medical appointments." The Arlington Agency on Aging partnered with the Alexandria Agency on Aging and Home Care Partners to provide this service. This program was supported again with funding in 2008 to continue its passenger assistance. It also expanded the services provided funding for a disability awareness course for taxi cab drivers, as well as a mobility manager at Home Care Partners to assist with coordinating appointments and provide information about transportation options and services. The 2007 project is completed, while the 2008 program has expended only 10% of its budget as of December 2010.

The application identifies meeting an important regional need in providing this type of assistance to individuals with disabilities. It also provides letters of support and involvement from the STAR call center, Red Top Cab and Diamond Transportation Service, the American Red Cross (Arlington Chapter) and Senior Services of Alexandria.

According to the 2007 application, the Arlington Agency on Aging assumed that participants in the program would have two medical appointments per month, and also assumed that each trip would take four hours, allowing the aides to assist two participants per day. The estimate in the application is that the program would serve 120 people in its first year, and provide assistance on 240 one-way trips per month. According to the FY2009 Annual Performance Measures Report, the program has provided 661 one-way trips in 2008, with six months of service, and 1,614 in 2009, with 12 months of service. These trip numbers average 110 in 2008 and nearly 135 in 2009. The project was broadened in 2009 to include sensitivity training for drivers; to date, 38 drivers have been trained.

In its report, the most significant accomplishment of the program is identified as the providing clients with the ability to travel safely to medical appointments, allowing family members and friends to know that the participant will not be waiting for transportation to an appointment alone, and will have assistance once at the appointment.

2008 – Wheelchair Accessible Taxi Project—Yellow Cab Company and Royal Cab Company

Previous to initiation of this project, there were no accessible taxi cabs available for wheelchair users in Washington, D.C. despite the fact that disability advocates had asked for accessible taxi service for DC for many years. The city tried to get accessible taxis, but the unique regulatory structure of the city's taxi industry proved a significant challenge. Complex federal procurement procedures were considered a barrier discouraging private contractors from purchasing vehicles directly, and local stakeholders also recognized the need for a coordinated marketing effort to support the roll out of the new accessible vehicles.

Given the lack of an obvious oversight agency to administer a project of this nature, the TPB took the initiative in 2007 to sponsor a pilot project using New Freedom funds, working with several local organizations. The TPB facilitated planning meetings with the two taxi companies, the DC Taxicab Commission and the DC Office of Disability Rights to develop parameters for the accessible taxi service and coordinate the components necessary to start accessible taxi service in D.C. The TPB also purchased 20 vehicles which have been made available to two taxi companies, Yellow Cab Company and Royal Cab Company. This project has met several New Freedom goals, in increasing the mobility options for persons with disabilities and utilizing coordination to implement the projects, with both public and private partners playing key roles.

This service began a testing phase in early 2010, with only 5 taxis. Twenty ramp-equipped taxi vehicles are now available for service, operated by Yellow Cab of D.C. and Royal Cab. The mini-van taxi vehicles are designed to serve people who use wheelchairs and scooters and who cannot use traditional taxi sedans.

Because it was not being fully promoted for more than a year, the statistics currently available do not fully reflect the results of a project that has been in the public eye for 50% of its existence. To date, it has expended approximately 85% of its funding because of the significant start-up costs due to purchasing the vehicles. The project established monthly performance review to ensure that the number of wheelchair rides is increasing and wait time is minimized. A survey research firm conducts quarterly phone interviews with customers to ensure the project is getting feedback from users. The number of trips between February 2010 and March 2011 increased 7 fold, and the average wait time for a wheelchair accessible cab to arrive has been between 22-38 minutes (as of April 2011).

2008 – Diamond Transportation: Wheelchair Accessible Taxi Project Education and Training

The Diamond Transportation Wheelchair Accessible Taxi Project Education and Training was conducted as a complement to the Wheelchair Accessible Taxi Project. Through this project, taxi drivers of accessible cabs received training in how to accommodate wheelchairs in the vehicles, as well as how to provide good customer service to persons with disabilities. Funding to support this activity was set aside by the selection committee as part of the selection process to support the accessible taxi project, and then an RFP was issued to find qualified training consultants.

There have been five training classes for this project, starting in December 2009, and continuing until March 2011. A final training class will be in the late summer of 2011. An average of between seven and eight people have been trained at each session, with a high of ten at the first training, and a low of four at another. With each driver participating in the full training day, there have been 228 hours of training total. An evaluation component is also included in this project; drivers

that complete the class fill out an evaluation and an overall evaluation report created. The quarterly customer satisfaction phone survey also asks for feedback on the drivers customer service. In facilitating the Wheelchair Accessible Taxi Project and providing a higher quality of service for passengers with disabilities, this project has met several program goals.

2008 – DC Office on Aging: Caregivers Respite Escort Service for Transportation

The DC Office on Aging (DCOA) Caregivers Respite Escort Service for Transportation, working with Home Care Partners, provided passenger assistance for persons with disabilities to get to medical and other essential appointments utilizing Washington Elderly Handicapped Transportation Services. In its application, the project anticipates that 80 individuals will be served by the program, with 1,920 trips provided. The FY2009 Annual Performance Measures indicated that approximately 206 trips were provided for 12 individuals. The partnership with two other organizations for project implementation and in working with the Senior Service Network, composed of 22 agencies to help publicize the project, highlights the coordination activities for this endeavor. By facilitating the safe transport of a variety of passengers with disabilities, this program meets an important regional need.

One of the interesting things that the sponsors of the CREST program found is that clients tend to use the service repeatedly, particularly if they are undergoing regular medical treatment such as chemotherapy, dialysis or physical therapy. As a result, the number of unduplicated clients that can be served is reduced.

2009 – Melwood Horticultural Training Center: Route Optimization Project

This project focused on providing direct trips for employees to their employers, rather than having them gather at the initial facility in the morning and afternoon. As a result, less time was spent getting to and from work. By having the hardware and software needed to better route their vehicles through this project, Melwood is able to better serve its participants, ensuring they spend more time at their jobs and less time in transit and transferring. This project continues to meet the same regional need it had been doing, but does so in a more efficient manner

According to the application, this project was anticipated to serve 100 people, and provide 4,000 trips. Performance Measures for this project have not been received by TPB, and therefore any additional metrics cannot be derived. A review of the most recent quarterly report from Melwood, for April through June 2011, found that the project sponsors indicates significant challenges in terms of tracking the number of clients and trips served through this project. Reconciling various pieces of information, including work days and payroll, would provide this data, but is time consuming, and the organization is short on staff time to handle this task.

2009 – Prince William County Area Agency on Aging: Mobility Management Plan

The Prince William County Area Agency on Aging received funding to develop a Mobility Management Plan intended to conduct an assessment of mobility needs for older adults, persons with disabilities, and individuals with low income within Prince William County. This project involved numerous partnering stakeholder agencies, and has provided a clear path forward for the prioritization of projects that service the target population. An important element of this project was to complete a demand analysis, which stratified demand estimates to differentiate trip types and trip patterns on order to gauge how many of the trips not currently being made because

of mobility limitations could potentially be made by existing public transportation services vs. trips that could not.

Data gathered on providers included trip purposes and areas of need for improvement, as well as general information about providers' fleets and rates. Among consumers, needs identified were increases in the operating hours and service area, frequency and connectivity of public transit, as well as service on the weekends. Faith-based organizations, service organizations, and independent living centers were also targeted, indicating their fleet information as well as availability of vehicles for other uses and whether they would be interested in coordinated transportation.

The plan has resulted in a variety of preliminary conclusions, including:

- There are private providers in the area available and interested in expanding service hours, but their prevailing market rates are financially prohibitive for would-be users if they are required to bear the entire cost.
- A call center is considered a necessary step to move forward with improved transportation
- Service organizations may be a resource for volunteers; however, use of volunteer organizations as both an immediate and ongoing resource was not deemed feasible. Therefore, the design of a voucher program was considered more viable.

An outcome of this project was the prioritization of a voucher program, for which the Prince William County AAA received additional New Freedom funding. The next phase of this project includes interviews with the managers implementing that pilot program. Other recommendations from the Plan include developing an information exchange program and training for call takers, developing a travel orientation program, and providing training for groups that would like to start a volunteer driver program. Currently, a voucher program design study is currently underway, which will prepare a set of recommendations for a sustainable voucher program.

JARC Projects in Progress and Status to Date

2008 and 2010 - TPB Regional Transportation Information Clearinghouse

The TPB is a recipient of JARC funding for the Regional Transportation Information Clearinghouse, for 2008, and the Maintenance Funding, for 2010, to provide both a call center and website for persons with disabilities, older adults, persons with low income, and people with limited English proficiency to access information about transportation services. This project, known as "Reach a Ride," is intended to be a one-stop point of access for information throughout northern Virginia, southern Maryland, and Washington, DC, provided in both English and Spanish.

WMATA first approached the TPB to lead this project, with support from the Task Force, since TPB's jurisdiction spans two states and D.C. The TPB was considered a likely project sponsor because of its regional role, and its ability to leverage financial and planning participation from three Departments of Transportation. The application was for Mobility Management JARC funding, with WMATA provided the largest portion of the match, and with additional funding from the Maryland Transit Administration, the Virginia Department of Rail and Public Transportation and the District Department of Transportation. The project arose out of a need

for better information, which was one of the needs identified in the coordinated plan, and a lack of information for the multi-state region showing the full spectrum of transportation resources.

The project has involved a major data collection effort, which TPB contracted out to KFH Group, a consulting firm, to gather information about operation details, eligibility, and similar information regarding transit agencies, social and human service agencies, and private nonprofit providers. Building a robust online searchable database, with multiple search variables, such as trip types, user needs and provider service area, has also been a focus of the project. A critical part of the project has been to ensure that the website is highly accessible to people with visual impairments. TPB has contracted with AFB Consulting, a firm that specializes in accessible websites, for testing and technical support.

TPB launched the site in October 2011. In order to keep information current, the goal is to put together a plan that will allow for quarterly updates for a portion of the providers, so that each record is updated at least once per year. Maintaining current records is a challenge for this project, and raises the question of longer-term funding.

The successes of this project include positive feedback from those who have reviewed the prototype website. A Clearinghouse Working Group was established to oversee the implementation of the project and this group oversaw the development of the website's functional requirements and needs analysis. Focus groups have been held to review the site, and several outside groups have reviewed site improvements. Maintaining and generating enthusiasm for the project will make it a success once it is launched.

The challenges include getting all of the information needed from the hundreds of transportation providers in the region and a reluctance to participate by some providers, who expressed concern about their ability to take on a higher volume of riders. Another challenge has included people's understanding of the project, recognizing that the project is not intended for trip scheduling. Finally, finding the funding to maintain the website has been a challenge.

2009 - Doorways for Women & Families - Taxi Voucher Program

This project, sponsored by a nonprofit organization committed to ending homelessness and family and intimate partner violence, provides taxi vouchers for residents of its family homeless shelter, domestic violence shelter, and transitional housing program. These taxi vouchers are used by residents to attend training programs, go to job interviews, and provide a transportation resource to maintain employment. Residents who have a disability or chronic health condition limiting their transportation options are the primary target recipients, with those who have no other transportation alternatives to reach job sites also as a potential beneficiaries of the program. Serving approximately 100 adults each year, the organization planned to utilize the vouchers to serve approximately 35 individuals intensively with taxi vouchers over a period of two months, or a larger group of people with less frequency of voucher use.

2009 - Family Matters of Greater Washington - Ways to Work Program

Ways to Work, which is a national program with approximately 40 sites in 21 states, provides small, low interest loans to individuals to go towards car purchase or repair so that can access a new worksite or maintain employment. This project, serving individuals living in Washington, DC, southeast of the Anacostia River and Prince George's County south of Route 214, not only increases transportation options, but also includes financial literacy education and support for

personal credit repair. The application anticipated that 180 loans would be made to participants in the project.

2010 - Prince George's County Department of Public Work & Transportation - Shuttle from Southern Avenue to National Harbor Convention Center

This project is designed to provide augmented fixed route service connecting a Metrorail station and residential neighborhoods with poverty levels between 16 and 25% (2000 Census), with the Gaylord National Hotel and Convention Center at National Harbor, a major regional employer. With the JARC funding, the route can operate earlier, between 6:00 and 8:00 AM, and can serve the Oxon Hill area, which is a community of great need that previously was unserved. Partnering with Veolia Transportation, the operator of Prince George's County's TheBus service, the sponsor's application notes that there are approximately 1,900 individuals receiving welfare or otherwise considered as having a low income. The service area for this program currently has a weekday/weekend ridership average of 22,470, of which approximately 3% of riders are low wage earners.

2010 SkillSource Group - Transportation Voucher Project

The SkillSource Group operates One Stop Employment Centers in northern Virginia, including Fairfax, Loudon, and Prince William Counties. These centers provide job training and placement for individuals with low income. The project provides participants with either a taxi or gas card voucher so that they can search for a job, and continues to offer this transportation support four to six weeks into a new position. Because many positions are outside of traditional work schedules or are in suburban locations, public transportation is not an option, and workers need the other transportation options. Based on the contract, the project sponsor anticipates issuing 250 vouchers over the two year project period, in proportion to the number of individuals served at each Employment Center.

2010 Columbia Lighthouse for the Blind - Taxi Voucher Project

Columbia Lighthouse for the Blind provides vocational training to individuals who have low vision or are blind to assist clients with employment options. The project is planned to provide clients with vouchers that they can use to obtain transportation to and from work as well as training sessions. Based on their application, the organization anticipates serving approximately 25 adults.

2010 Northern Virginia Family Service - Vehicles for Change Program

This project, sponsored by Northern Virginia Family Service, provides purchased vehicles to families with incomes of up to 200% of the poverty line, living within Arlington, Fairfax, Loudon, and Prince William Counties, as well as the Cities of Alexandria, Fairfax, Falls Church, Manassas, and Manassas Park. The sponsor will provide 168 vehicles to participating families for a program fee, and will include a vehicle warranty for a six month period after the car purchase. Financial literacy and saving education are included as part of the program.

New Freedom Projects in Progress and Status to Date

2008 O'Donnell + Company - Coordinated Taxi Marketing

Complementing the Wheelchair Accessible Taxi Project, this project is focused on increasing awareness of the existence of these transportation resources. Included in this effort is the development of a marketing plan and marketing materials as well as researching and developing a contact database. Working with subcontractor Arch Street Communications, the sponsor planned a dedication event marking the public opening of the service. Working with subcontractor CIC Research, O'Donnell + Company has also put together a customer feedback survey, completed a large number of interviews of customers, and submitted a draft report to the project team.

2009 DC Office on Aging - ADRC Promotion Project

The DC Office on Aging received funding to market its Aging & Disability Resource Center (ADRC), which provides referral resources for clients through an intake process, and assists these individuals in determining the best transportation services for their needs. A media consultant, whose services were procured as part of this project, organized an outreach campaign to guide the project. The DC Office on Aging has established agreements with a variety of radio and television stations, as well as for print ads to share information on Metrobus to publicize the ADRC. The sponsor has set a target of assisting one hundred persons with disabilities above the age of 18 through this effort.

2009 Boat People SOS - Travel Training Project

Through this funding, Boat People SOS, an organization that serves the Vietnamese community in the Metro Washington area, is providing individualized travel training to up to three hundred older Vietnamese individuals with disabilities. The project will utilize two types of transportation, taxi service and public transit. The only two Vietnamese-speaking cab drivers in the DC Metro area will be trained to identify older adults with special needs, and will refer these individuals to Boat People SOS for transportation resource assistance. Through these referrals, participating adults will receive vouchers for taxi fare, companions for travel, and will receive training on utilizing public transit.

2009 Columbia Lighthouse for the Blind - Travel Training Project

Columbia Lighthouse for the Blind, which provides services to blind and low vision individuals, will for this activity, hire Orientation and Mobility Specialists to provide travel training to two hundred individuals. This training will include adjustment services and orientation to surroundings, and provide guidance on how to access several modes of transportation, including Metrobus and Metrorail, as well as taxis, buses, and other forms of transportation. Additionally, support will be provided to participants so that they know how to utilize guide dogs and optical aids, as well as how to use a variety of signs and maps within the public transportation system. For the first year and into the first quarter of the second year of this project, 109 individuals have been trained, in 940 hours of training.

2010 DC Office on Aging - Purchase 2 Wheelchair Vans and Taxi Voucher Program

The DC Office of Aging, through its Washington Elderly Handicap Transportation Service (WEHTS), provides transportation to medical appointments and adult day care services for older

adults and persons with disabilities. As the WEHTS fleet has aged, and older vehicles need to be replaced, and this funding will be used to purchase two wheelchair accessible vans, to provide transportation for older adults riding to two new senior wellness centers, in Ward 1 and Ward 6. Where public transit access is limited, taxi vouchers will be provided to program participants so that they might utilize the new wheelchair accessible taxicabs.

2010 Prince George's County Department of Public Work & Transportation - Voice Annunciation Bus Pilot and Rider Survey

For this project, the Prince George's County Department of Public Work & Transportation (Prince George's County DPW&T) received funding to install Voice Annunciation Systems on twenty-two buses to assist people with a variety of disabilities in utilizing public transit. Based on the application, the Prince George's County DPW&T anticipates serving approximately 34,000 individuals with disabilities through this service. Details regarding the Rider Survey were not included in the application or award notification.

2010 Columbia Lighthouse for the Blind - Door to Door Agency Transportation for Youth

The Columbia Lighthouse for the Blind will utilize this 2010 funding to contract with transportation provider "It's About U Transportation" to provide transportation for children and youth who are blind or have low vision to a variety of youth programs in Prince George's and Montgomery Counties. Based on the contract, Columbia Lighthouse for the Blind plans on serving one hundred participants per year of the two-year program.

2010 Prince William County Area Agency on Aging - Taxi Voucher Program

After receiving funding in 2009 to put together a Mobility Management Plan, the Prince William County Area Agency on Aging (the Prince William County AAA) received funding to create a project to address needs identified in the plan. Partnering with Independence Empowerment Center, Inc., who is managing and coordinating financial resources, the Prince William County AAA is providing a taxi voucher program to ensure eligible persons receive access to medical appointments, and as funds allow, other destinations. Providers include local taxi companies as well as ambulance-type services for those who can't use taxis.

Combined JARC and New Freedom Projects in Progress and Status to Date

2009 - WMATA Comprehensive Individualized Level of Travel Training Project

The Washington Metropolitan Area Transit Authority (WMATA) partnered with a Center for Independent Living (CILS) each in Maryland, Washington, DC, and Virginia, to provide a travel training program teaching people with intellectual disabilities, some of whom are low income and attend vocational programs, on how to use WMATA's fully accessible Metrobus and Metrorail service. While WMATA has its own travel training program, that program is designed to educate individuals who need relatively little instruction about how to use the system. This jointly-funded JARC and New Freedom project is intended to provide more personalized and intensive instruction to participants who need stronger guidance and more support that the WMATA program offers. People with intellectual disabilities have traditionally been considered to be part of a population needing a higher level of travel training assistance.

For this project, WMATA views itself as the administrative partner for the project, familiar with FTA reporting requirements and having the capacity to take on the significant administrative responsibilities for the project. This arrangement is designed to free the Centers for Independent Living and the program's travel trainers from reporting burdens, so they can focus on providing service to the project's participants. The goal of the project, according to WMATA, is to help people live more independent lives by knowing how to use public transit. While one of the benefits of the project is that there might be fewer ADA trips, which in turn can help the program pay for itself, the priority is to mainstream individuals who might not otherwise have the same mobility as persons without disabilities.

An objective of the project is to identify challenges associated with establishing a travel training program for people with intellectual disabilities and to craft solutions for those challenges while delivering meaningful travel training results. One of the challenges identified was difficulty in finding and retaining good travel trainers, particularly as the project was starting. Additionally, participants with intellectual disabilities were found to need greater assistance than anticipated in becoming comfortable with the system, and as a result, fewer participants have been trained than planned in the application. The staffing issue was resolved by an intensive recruiting effort, and the customer instruction issue was solved through improved screening to make sure participants are good candidates for travel training instruction. Other individuals who expressed interest in participating were found to need more baseline mobility instruction, such as how to walk with a cane, before they can benefit from this program, and they were provided appropriate referrals. Additionally, it was found that some persons with more significant disabilities may not be capable of participating in or benefiting from the program.

In addition to the travel training instruction, the program also has an evaluation component, which assesses the level of knowledge and comfort level with transit of the participant prior to the training, at the end of the training, and three months following the completion of the training. As of December 2010, a total of 22 people had completed the training. Fully 92% of those travel trained reported that they were "very confident" or "confident" in their ability to travel independently. Three months later, 78% continued to report that they were "very confident" or "confident" in their travel independently. Travel training has also provided travel independence. Prior to travel training, only 23% reported ever riding bus or rail services independently. Three months later, that population has risen to 72%.

The project is on schedule for on-time completion. The project includes an independent evaluation of the program to capture the benefits of increased use of fixed route and travel independence and to document the issues and solutions found that other transit providers may wish to replicate.

QUALITATIVE FACTORS

Information specific to identifying qualitative program information was gathered primarily in two ways—in-person interviews with project sponsors, and two group meetings held with customers. A meeting was also convened with members of the Task Force that provide program oversight to TPB.

Opinions and Experiences of Project Sponsors

In-person interviews were conducted with nine project sponsors, as indicated below. The sponsors were asked to describe their project, the need it responds to, experiences in carrying out

the project, benefits to project customers, and any barriers or difficulties encountered in either applying for or administering the project.

Figure 4-3 JARC and New Freedom Project Sponsors Interviewed

Interviewee	Agency Represented	Fund Source
Sharon Legrande	Northern Virginia Family Services	JARC
Laura Pennycuff	Doorways for Women and Families	JARC
Ken Sloate and Deanna Archley	Montgomery County Department of Transportation	JARC
Sarah Henry	Prince William County Area Agency on Aging	New Freedom
Roy Spooner	Yellow Cab	New Freedom
Marla Lahat	Arlington County on Aging, DC Office on Aging	New Freedom
Jack Weiner, Glenn Millis and Rikki Epstein	WMATA	JARC and New Freedom
Kim Alfonso	Columbia Lighthouse for the Blind	New Freedom
Loan Hanlon	Boat People SOS	JARC and New Freedom

Key themes emerging from these interviews are as follows:

- Flexibility in funding a variety of projects is important—transit is not an option in some rural or suburban areas, and other solutions are needed.
- Sponsors also universally appreciated the availability of these funding programs. Nearly all sponsors said transportation is one of the most commonly cited concerns of their clientele. They also said without JARC and New Freedom funds, transportation services for their clients could not have been provided.
- All sponsors interviewed consider that their projects are successful in that they have improved mobility for low-income persons and for persons with disabilities.
- Some sponsors expressed that the timing of the grants has been difficult, and that projects had difficulty getting off the ground for a variety of reasons, including lag time from when grant was approved and funding was available, the need to hire staff, or staff turnover.
- Some expressed difficulty in submitting FTA-required quarterly reports and would like more time. Some indicated that the reporting requirements are out of magnitude with the funds awarded, while others indicated preparing quarterly reports is not difficult.
- Universally, stakeholders reported that TPB staff are helpful and available to answer their questions or provide technical assistance.
- All sponsors reported that their largest challenge is coming up with the required match.
- Sustainability of projects is a major concern; most projects cannot continue beyond the grant cycle unless they are provided additional JARC and/or New Freedom funds.
- Having projects be self sustaining over the long term is not considered a viable option, especially in the current economic climate.

- Some reported that program outcomes differed from what was expected; for example, some sponsors with taxi voucher programs found they couldn't group trips as they had anticipated, and others were overly ambitious when establishing their goals.
- Several indicated that, since these projects are considered "pilot projects" or intended to test new service delivery mechanisms, the learning curve is higher. Additionally, they indicated that the results are useful, even if not consistent with original program expectations.

Administrative Responsibilities

Sponsors with at least 50% of the budget expended were asked to share details regarding the time needed to administer grants received. Significant differences were reported by project sponsors as to how much of a burden the reporting placed upon them for receiving JARC or New Freedom funding. Estimates of the time spent on administrative tasks related to receiving funding came in several forms, including the number of hours dedicated, a percentage of the total budget, or a dollar value of time expended. Of the sponsors who provided information, at least two found a great difference between the amount of administrative time they planned for in the budget and what the time they actually spent on managing the project, which could be double the amount they estimated.

Ability of TPB to encourage participation by wide range of project sponsors

One goal of the assessment process was to assess how well TPB is doing at attracting a new and diverse group of project sponsors. Findings suggest that TPB is able to attract a wide range of project sponsors and a broad spectrum of project types, but that there may be room for improvement. The list of program sponsors includes a variety of agencies and agency types ranging from private non-profits to transit agencies and public agencies. The sponsors also represent a diversity of service goals, such as homelessness, refugee resettlement, independent living, employment support and training, and older adults. Project sponsors also include large and small agencies.

Benefits to Direct Users

The study team convened two customer focus groups to hear directly from customers who participated in JARC or New Freedom funded programs. One such meeting was hosted by the Northern Virginia Family Service, which has sponsored an auto loan program, and one meeting was hosted by Independence Now, in Silver Spring, MD, which sponsors a travel training program for persons with disabilities on behalf of WMATA. A summary of each focus group is described below.

Northern Virginia Family Service (NVFS) Focus Group

Five individuals participated in the NVFS focus group meeting. All five participants were low-income women who received an automobile either through the Ways to Work Program (auto loan program), or Vehicles for Change (donated vehicle program) Ways to Work Program participants are required to repay the loan, and cover the cost of insurance, registration, maintenance and other related expenses. In the Vehicles for Change program participants are given the vehicle for a small sum (\$795) and must pay for all ancillary expenses.

In addition to the focus group, several phone interviews were conducted with other participants in the program, and their input is included as well.

Without exception, the program participants expressed their improved financial status and family stability as a result of having an automobile. Some specific comments and experiences expressed are below:

- Two women lost their jobs because their cars were inoperable and they had no reliable source of transportation to and from work. Getting a car allowed them to re-enter the workplace.
- Several women reported limitations to job opportunities if they had relied on public transportation, because the bus did not go to all job locations. One interviewee shared that she had to be at work at 5:45 AM, but public transit did not accommodate that schedule. With her own car, she is able to make it to work on time, and no longer had to borrow other people's vehicles to get to work. Additionally, the cost of using public transportation on a daily basis was cited as a barrier.
- Several women reported with a vehicle they were able to find and hold higher pay jobs. One woman reported that initially she took a job at her son's day care center out of convenience and to make sure he got to day care. Once she had a car, she was able to find a higher paying job.
- The participants reported other, less tangible benefits, such as establishing a credit record by repaying the loans.
- They also appreciated the training they received in money management, and reported they were well prepared and understood ahead of time the program requirements, which were communicated with them. "There were no surprises."
- For the most part, participants learned about the program through their caseworkers, but one heard about it from a neighbor, and another through an internet search.
- All expressed strong support for the program, and recommended it be continued.

Independence Now Focus Group Discussion

A focus group meeting was hosted by Independence Now, a Center for Independent Living (CIL), in Silver Spring, Maryland. It was attended by four people—three persons with disabilities, plus the mother of one participant. Independence Now is one of three CILs that provide travel training on behalf of WMATA. The overall purpose of the program is to enable persons with disabilities to use fixed route transit for some or all of their trips. Some specific comments and experiences as expressed by meeting participants are related below:

- Even if they can use the fixed route service, some persons who use wheelchairs or have other mobility devices experienced problems with the infrastructure and lack of accessible bus stops. This is a big deterrent to using the buses.
- Travel training is not necessarily a one-time occurrence; rather, it takes place in phases. One trainee traveled first went with his trainer, then traveled on his own, but with his trainer "trailing" him to be sure he was able to navigate independently.
- Training is sometimes needed on multiple occasions in order to learn new trips, or if the route or bus stops change.
- All expressed appreciation for the skills and compassion shown by the trainers.

- One participant reported greatly improving his mobility status by being able to take the bus to his job and to school. Previously, he relied on family members to take him places.
- The same participant's mother also reported her appreciation that she doesn't need to miss work in order to arrange for transportation for her son.
- All participants did relate difficulties, fears, or problems they have encountered in using public transit. Some of these included elevators not working at rail stations, getting a wheelchair stuck in the train car's gap, unhelpful or rude drivers, or difficulty getting to or from a bus stop or rail station. To some extent, these perceived or real barriers prevent use of transit, even if people are trained and can use it.

Other program outcomes for assessed projects compared to original goals as stated in the project application

In addition to reviewing project performance compared to the estimated number of persons served, projects should be assessed in light of other equally important qualitative criteria as described in their project applications. As noted in the individual write-ups of the 15 projects that are completed or at least 50% complete, all projects met important and identified regional need, either in helping persons with low incomes access jobs, or providing transportation service or support that facilitates transportation for persons with disabilities. All projects incorporated coordination activities, some with just one other organization and agency, and some with many, spanning the public, private, and nonprofit sectors. Projects addressed strategies in the Coordinated Plan, and all were feasible projects, some which were quite innovative. While there are challenges to identifying these outcomes, since they cannot be easily quantified or measured, it is clear that all projects were successful in meeting these other goals.

5 PEER REVIEW

INTRODUCTION AND PEER REVIEW AGENCIES

This chapter summarizes information gained from contacting nine peer programs throughout the country that administer funding for Job Access and Reverse Commute (JARC) and New Freedom (NF) programs (FTA Sections 5316 and 5317). The purpose is to learn more about how other programs administer JARC and NF programs and the challenges they face by comparing TPB's programs with the experience of other similar sized and positioned programs. Appendix B includes summaries of interviews with the nine peer agencies.

The choice of peer agencies to interview was a collaborative process between the consultants and TPB staff. The consultant researched other agencies that were similar to TPB in population, geographic area, and number of jurisdictions. The consultants also reviewed information on websites to determine the type of JARC and NF programs the other agencies were implementing. Besides the list of potential peer agencies presented to TPB by the consultants, TPB staff added additional names of other agencies with which they were familiar. The final selection was based on the diversity of funded projects—both the types of projects and the types of recipients—as well as the robust process of solicitation and review carried out by the nine agencies chosen as peers.

Two of the peer agencies are public transit operators, one is a Council of Governments (COG), and one is a state Department of Transportation (DOT). The remaining five peer agencies are Metropolitan Planning Organizations (MPOs); however one also operates transit services. The nine agencies included in the peer review are as follows:

- Atlanta Regional Commission (ARC)
- Boston Region Metropolitan Planning Organization
- Regional Transportation Authority (RTA-Chicago)
- North Central Texas Council of Governments (NCTCOG-Dallas)
- Delaware Valley Regional Planning Commission (DVRPC)
- Metropolitan Council (Minneapolis)
- Tri-County Metropolitan Transportation District of Oregon (TriMet-Portland)
- Metropolitan Transportation Commission (MTC-San Francisco Bay Area)
- Washington State Department of Transportation (WSDOT)

Phone interviews with the staff responsible for the oversight of the JARC and NF programs were conducted in April and May 2011. A summary of each interview was prepared and sent to the interviewee to confirm its accuracy.

Figure 5-1 summarizes each peer program's service area characteristics (size and population of service area) and the JARC and NF apportionments, in comparison to the TPB. The apportionments are for 2010, with the exception of DVRPC and ARC, which are the 2011

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apportionments. All peer agencies, except for the Chicago RTA and WSDOT, prepare the regional Coordinated Human Services Transportation Plans. However, two of the agencies—Boston MPO and DVRPC—are not designated recipients of JARC and NF funds.

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Figure 5-1 Summary of Peer Program Service Characteristics

Agency	Service Area Characteristics	JARC Apportionment	New Freedom Apportionment	Designated Recipient?	Prepare Plan?	Type of Agency
TPB	District of Columbia, portions of Virginia and Maryland; 3 states ⁹ , portions of 8 counties, 13 cities	\$1 million	\$900,000	yes	yes	MPO
ARC	10 counties; population 5.1 million; air quality data collected for 20 counties	\$1,593,132	\$751,574	yes	yes	MPO
Boston MPO	101 cities; population 3.16 million	\$3,470,098	\$2,264,720	no	yes	MPO
Chicago RTA	6 counties; population 8 million; 7 counties included in JARC/NF process	\$4,266,492	\$2,638,359	yes	no	Transit
North Central Texas COG	16 counties; population 6.7 million	\$3,925,681	\$170,200	yes	yes	COG
Delaware Valley RPC	9 counties; population 5.5 million	\$550,000 (NJ) \$6.4 million (PA) includes total match from PennDOT	\$450,000 (NJ) \$1.4 million (PA), includes total match from PennDOT	no	yes	MPO
MN Metropolitan Council	7 counties; population 2.8 million	\$914,801	\$640,876	yes	yes	MPO/Transit
Portland TriMet	3 counties; population 1.8 million	\$709,187	\$425,000	yes	yes	Transit
Metropolitan Transportation Commission (San Francisco)	9 counties, San Francisco Bay Area, population 7.4 million (5 large urbanized areas administered by MTC in 7 of 9 counties, 7 small urbanized areas administered by Caltrans in 5 of 9 counties)	\$2.5 million (large urbanized areas)	\$1,780,000 (large urbanized areas)	yes	yes	MPO
Washington DOT	State of Washington	\$1,635,130 (excluding urbanized areas)	\$979,173 (excluding urbanized areas)	Yes (small urbanized and rural areas)	no	DOT

⁹ Including District of Columbia

PEER PROGRAM REVIEW KEY FINDINGS

All except one of the peer agencies administer the selection process. The selection process in the MTC region occurs at the county level.

Not all peer agencies apply for the federal funds or have oversight responsibilities. The peer review reflected a range of involvement among the agencies assigned to oversee the program. Some are not involved beyond the selection process. Some apply for some of the funds, and other agencies (DOT or transit agency) apply for the remainder. Others have responsibilities for reporting and compliance oversight.

The majority (six out of nine) of agencies employ quantitative scoring in the selection process, based on criteria in the Coordinated Public Transit-Human Services Transportation Plan (HSTP). The remaining three judge the projects according to criteria derived from the HSTP, but do not assign points or percentages to the criteria.

Only two peer agencies indicated they evaluate the success of funded projects. These are milestones, such as number of trips or vouchers provided, vehicle miles traveled, progress on infrastructure improvements, cost per passenger, or progress toward goals stated in the application. Others may conduct site visits for compliance, but do not render judgment on the success of the project.

Peer agencies award JARC and NF funds to a wide variety of projects; however, fixed route and demand response operating funds and shuttles are on almost all agencies' list of projects. Only DVRPC reported that it spends most of its JARC funds on fixed route projects; the other agencies included a mix of projects in their federal award programs. TriMet did not report funding fixed route operations with these grants.

Most of the agencies allocate at least half of the JARC funds to fixed route and demand response transit projects. The only exception is Boston MPO, which awarded the highest amount to Mobility Management projects. All other peer agencies range from a low of 50% to a high of 90% (DVRPC) of the funds awarded to fixed route and demand response transit projects.

All agencies except one solicit projects for both JARC and NF concurrently. MTC in the San Francisco Bay Area has a separate grant period for each of the programs.

Few schools or tribal governments have been awarded grants by the peer agencies. Only two agencies awarded to for-profit agencies. Public transit operators and other public agencies, social service agencies, and non-profit organizations all received grants from most of the peer agencies. TriMet contracts with a community college to operate a shuttle service.

Peer agencies are not concerned about the source of the matching funds, as long as it is not from federal transportation dollars. A notable source of the match is from the Pennsylvania Department of Transportation, which provides the entire local match for DVPRC applicants in Pennsylvania. In the State of Washington's process, applicants are given a higher ranking if they provide their own match, although it is not required. All other peer agencies reported a variety of match sources, such as state and local operating assistance, city and county general funds, motor vehicle excise taxes, sales taxes, employers, private donations, rental income, capital improvement bonds, foundation grants, and in-kind administration.

Figure 5-2 summarizes the responsibilities of the peer agencies. The first column indicates which agencies use quantitative scoring in their selection process. The second column shows which

agencies are responsible for reports to the FTA on compliance with JARC and New Freedom requirements. The third column depicts peer agencies that are involved in evaluating whether the funded projects are considered successful by tracking the milestones stated in the applications.

Figure 5-2 Peer Program Responsibilities

Agency	Quantitative Scoring	Responsible for FTA Reports	Track Milestones to Determine Success
TPB	Yes	Yes	Yes
ARC	Yes	Yes	Yes
Boston MPO	No	No	No
Chicago RTA	Yes	Yes for its projects	No
North Central Texas COG	No	Yes for its projects	Yes
Delaware Valley RPC	Yes	No	No
MN Metropolitan Council	Yes	Yes	No
Portland TriMet	No	Yes	No
MTC-San Francisco	No	Yes	No
Washington DOT	Yes	Yes	No

CHALLENGES

The main challenges mentioned by the peer agencies had to do with the FTA programs themselves:

FTA rules, regulations, and processes are difficult to understand. Non-transit entities have difficulty understanding the FTA process, according to RTA. This difficulty was echoed by the Minnesota Metropolitan Council interviewee, who noted that small cities have difficulty understanding or responding to the program requirements, and therefore, don't apply. As a result, the Council's 2009 New Freedom funds have not all been allocated. Some potential applicants are deterred by uncertainty about whether funding for the JARC and NF programs will be continued by Congress, and potential promising projects have not been funded because sponsors are reluctant to apply in the first place.

Timelines can be cumbersome. The RTA noted that timeline of three years to obligate funds is not conducive to developing a strong project. Both the Boston MPO and the North Central Texas COG stated that the lengthy process led to delays in implementation by project sponsors. The Minnesota Metropolitan Council and WSDOT also discussed the staff time necessary to carry out the process and the subsequent oversight.

Finding matching funds is difficult for many sponsors. The requirement for 50% matching funds for operating projects was cited by multiple peer agencies as a deterrent which prevented a more robust pool of applicants. In fact, some sponsors are reluctant to apply for funds, preventing some projects from reaching fruition.

Other challenges mentioned include:

- The need for more funding to permit adding new projects in addition to existing ones;
- The need for adequate funds to attract a larger pool of applicants;
- The time and ability to build relationships with non-transit agencies;
- Consistency with regional objectives and coordination with multiple program administrators when project selection occurs at a sub-regional level; and
- The existence of multiple governmental boundaries, which make it difficult to create a regional project.

Best Practices Projects

The following projects are highlights of the Best Practices cited by peer agencies as exemplary projects in their regions. Additional projects are described in the agencies' profiles in Appendix B.

Of the best practices cited by the peer agencies, the projects that demonstrated a high level of coordination are particularly noteworthy. These projects stood out because of the complexity involved in achieving partnerships among many different organizations.

- Ride-in-Kane, funded by the RTA in Chicago, provided funds for a coordinated demand response service in Kane County outside of Chicago. Currently 17 private, non-profit organizations and local units of government participate in the program – both by contributing funding and also using the service.
- A Mobility Management Program sponsored by the Community Council of Greater Dallas engaged 120 partners to provide local mobility management services. Mobility management is also the cornerstone of Mystic Valley Elderly Services in the Boston area, where a one-call center has been provided in conjunction with transportation service providers, including its volunteer driver program.
- A New Freedom project funded by MTC will create a web-based mobility management tool to coordinate human service transportation. The web-based tool will include agency profiles, agency member registration, trip reservation and billing functions, volunteer driver programs, gas cards, agency fleet inventories, and GIS mapping of key locations.

One unique project funded by the RTA is a low-cost shuttle to jobs for previously incarcerated individuals. At a program cost of only \$11,000, the Safer Foundations leases a Pace van to transport these individuals to food service jobs at the Navy Base. RTA considers this an ideal example of a JARC program aimed at low-income people with unusual challenges.

Another population-specific shuttle is one funded by MTC. A Parents Shuttle transports parents of elementary school children in a low-income area with little pedestrian access. Providing transportation has resulted in improved participation by the parents in school activities, such as parent-teacher conferences, literacy classes, and volunteer work.

MTC also funds a Bicycle Program which provides bicycles that have been donated to the program for low-income residents of East Oakland. Training is provided on bicycle safety, as well as how to access and use public transit by bicycle.

Two capital projects funded by MTC's New Freedom program to benefit the visually and hearing impaired consist of (1) a series of tactile and large print maps, called strip maps, designed to provide route information for four major Bay Area transit providers, and (2) rolling text-based,

LED signs to be mounted inside the interior of a large bus operator's fleet. The signs will display bus stop location information, helping hearing-impaired passengers, as well as the general public, with general navigation and alighting decisions.

Some projects are a perfect fit with the federal guidelines. For example, DVRPC pointed out a vanpool run by a small local organization from central Philadelphia to job opportunities in the suburbs as one that matches the examples given in FTA Section 5316 about the JARC program. Similarly, the travel training programs funded by RTA and the Atlanta Regional Commission (ARC) are examples of projects listed in the FTA Section 5317 New Freedom guidelines.

SUMMARIES OF INTERVIEWS WITH PEER AGENCIES

Details of each of the peer agencies' programs are provided in Appendix B.

6 KEY FINDINGS

INTRODUCTION

This chapter summarizes key findings and observations emerging from this assessment, and reiterates findings that were previously discussed and considered especially relevant. It is important to remember that providing, or even supporting through funding, transportation for low income individuals, reverse commute trips and individuals with disabilities is challenging. Indeed, both JARC and New Freedom programs are designed to serve transportation markets that traditional forms of public transportation cannot always successfully meet. Consequently, key goals of the JARC and New Freedom programs are to encourage innovation and develop new ideas to help address these challenging transportation needs. As a result, JARC and New Freedom sponsored services typically do not favorably compare in cost-effectiveness with other fixed-route public transportation services and in many cases, if the markets could be easily served, they would be served by traditional services.

As described below, the FTA regulations, requirements and restrictions have proven difficult for project sponsors to navigate, especially private non-profit agencies whose primary mission does not focus on direct delivery of transportation services. Likewise, other agencies, whether they are private or public in nature, have difficulty in obtaining the match or in meeting other federal requirements. It is against this backdrop that the results from the combined program assessment efforts and identified findings are presented. These findings are intended to establish a baseline for developing recommendations for program improvement.

Federal Program Requirements

The JARC and New Freedom programs are administered by the FTA; as such, use of these funds is subject to the same federal rules, regulations and guidelines as other federal transportation programs. Although entities other than public transit providers--such as private non-profit agencies, local jurisdictions, or other public agencies—are eligible to use JARC and New Freedom funds, the procedures to access the funds are challenging. Some of these challenges are described below.

First, JARC and New Freedom funds are provided on a reimbursement basis, requiring multiple steps. A project sponsor must incur project expenses up-front, and submit a request for reimbursement to the TPB. The TPB in turn seeks reimbursement from FTA before the sponsor is paid; these arrangements can be time consuming and difficult for small agencies with a limited cash flow.

Procurement procedures for purchasing capital equipment or vehicles are also cumbersome and time-consuming, sometimes discouraging potential project sponsors from applying for JARC and New Freedom funds.

Program guidelines are not always flexible or responsive to program needs. For example, JARC funds can only be used for job access services for low-income persons, and New Freedom funds are limited to new services for persons with disabilities. Neither fund source can be used to purchase transit fares, although the need to provide fares has been cited through planning efforts.

Finally, meeting the match requirements to support the service (50% for an operations project, 20% for a capital or mobility management project) was the challenge mentioned most frequently by sponsors—or potential sponsors—and also emerged as a key factor in the peer review.

TPB Program Administration and Oversight

As discussed in more detail in Chapter 2, the TPB is responsible for a range of activities related to program administration and oversight. These include developing the coordinated plan, determining an annual set of priority projects, soliciting for project sponsors, providing technical assistance, guiding the project award process, overseeing an ongoing program assessment process and actively managing grantees.

A hierarchy of goals guides how the TPB administers the JARC and New Freedom programs. At the highest level, the programs are guided by the federal funding guidelines; goals are then reflected in the locally developed coordinated plan, and finally a series of priority projects are set annually by the Task Force. The goals are consistent with each other, reflect broad input from a variety of stakeholders and incorporate current needs. The hierarchy works well for the TPB because it ensures the agency works within the federal guidelines but also allows the process to be responsive and flexible to changing needs.

Key findings related to TPB's oversight of the program include:

- Compared to most of its peers, TPB takes a more pro-active role in program administration.
- The region has allocated all of its JARC and New Freedom funds, which is not necessarily a common practice. In other parts of the country, MPOs and states have been challenged to obligate federal funds, especially for New Freedom. Administration of the JARC and New Freedom grant process is straightforward, clear and effective. No significant changes are called for at this time.
- TPB's funded projects meet federal program guidelines and are consistent with the coordinated plan.
- One relatively unique aspect of TPB's management of the JARC and New Freedom programs is that the agency functions as both the recipient of the funds (and program manager) and a project sponsor. The rationale for TPB's assuming a more pro-active role in sponsoring the Regional Clearinghouse Information Project and the Wheelchair Accessible Taxi Project is described in more detail in Chapter 4.

Project Solicitation and Selection Process

This assessment explored the TPB's role in attracting and working with project sponsors, and administering the project selection process. One goal was also to assess how well TPB is doing at attracting a new and diverse group of project sponsors.

The project selection process employed by TPB is similar to what is used by its peers. A project selection committee comprised of Task Force members and outside agency personnel reviews and scores all the applications according to criteria included in the application. A member of the TPB serves as chair of the committee. Again, while no major overhaul is called for in the project selection process, it is important that the process continue to be transparent, and that funding decisions continue to be based on clear rationale that can be articulated to others.

About half of the priority projects identified through the planning process have been funded, and about 80% of program resources have been dedicated to these projects. The unfunded priority projects include a variety of strategies, ranging from relatively low-cost projects such as developing marketing materials and establishing volunteer programs to higher-cost strategies such as establishing vanpools. In all cases, however, the priority projects are established strategies that have successfully been implemented elsewhere.

Key findings related to the project solicitation and selection process include:

- The TPB is able to attract a wide range of project sponsors and a broad spectrum of project types, but there may be room for improvement, especially in attracting sponsors for priority projects that have not yet been funded.
- There may be opportunities for TPB to build on the pre-proposal conference to include more technical information and potentially peer-to-peer exchanges.
- The project selection process is straightforward and clearly defined in the project application process.
- About half of priority projects established by the Task Force have been funded. However, these projects account for approximately 80% of JARC and New Freedom resources .
- Compared to its peers, the TPB has not focused on providing expanded fixed route or paratransit services; rather, the focus of the grants has been to fill niche markets that traditional transit programs cannot serve well.

Project Reporting and Monitoring

As mentioned, TPB plays an active role in ongoing program management, which is achieved through a combination of structured and unstructured methods. The structured methods include the contracting process, FTA-required quarterly and annual performance reporting process. The unstructured methods include informal contact with the program sponsors that may include advice and suggestions about program management, marketing and reporting.

Tracking Project Performance

As revealed in this assessment, the FTA structured reports are not adequately or accurately capturing program results. The review of the quarterly and annual reports suggest that some program sponsors are not able to collect the required data and/or are unwilling to report project progress. Currently, TPB's program management procedures do not include a mechanism to follow up with program sponsors when they submit an incomplete report, nor is there a process for how to work with program sponsors that are not achieving their stated goals.

A companion finding to the challenges associated with tracking program performance is in the qualitative findings. Qualitatively, program sponsors are able to articulate their challenges and successes in meaningful ways. In many cases, the sponsors have achieved considerable success with their project and still not been able to demonstrate their success in the program because performance reports are not able to effectively capture and report on this success. This suggests a

potential mismatch in either the reporting requirements and/or grantee understanding of the reporting requirements. The review also suggests there may be a need to document the ad hoc qualitative findings.

It is interesting to note that this theme is not uncommon among the TPB's fellow agencies. According to the report *A Review of Human Services Transportation Plans and Grant Programs* as prepared on behalf of the National Highway Transportation Research Program, (July 2011), "study respondents expressed a strong desire and need for additional federal guidance on performance measures that look beyond basic service indicators and consider the effectiveness of funded projects in promoting job sustainability; effectiveness of the providers in supplying these services against the baseline conditions (such as unemployment, senior/disabled population, and distribution of customers and destinations); and measuring the number of customers graduating from the need for JARC transportation. Quantitatively, relatively few interviewees mentioned performance measures playing a significant role in evaluating the effectiveness."

Ability to Realize Estimated Service Goal in a Timely Manner

Building on the previous finding, the assessment process also highlighted the fact that it is not readily known whether programs have met their primary goal for number of services or persons served) anticipated to be provided; indeed, many of the funded programs in TPB's portfolio apparently have not achieved this goal in the time originally estimated in the grant application; however, because many applications reference multiple project goals and objectives, other goals have been met.

This finding suggests a variety of things, but does not necessarily imply the project is not successful or is deficient in any way. For example, project sponsors may be overstating their likely accomplishments in the grant application. They may do this out of a lack of experience or documented needs assessment, a desire to compete well through the selection process, or by because sponsors know that they will not be held accountable to their stated goals. TPB may consider clarifying expectations for documenting project goals and outcomes in a consistent manner, as well as the implications for not meeting goals and/or how to effectively estimate likely project goals.

Several funded projects took several weeks or months to get started. Indeed, even projects being implemented internally by TPB have faced challenges getting initiated. Reasons cited for delayed implementation include the availability of funding, mismatches between grant and agency cycles and/or staff turnover. According to TPB staff, about one-third of the projects have requested and received timeline (no additional cost) extensions because it has taken longer to complete the project than originally intended.

Key findings and observations related to project outcomes include:

- Projects are considered "pilot projects" or intended to test new service delivery mechanisms. Therefore, the learning curve is higher.
- Many projects are labor intensive and not meant to be "efficient."
- Comparing one project to another is comparing "apples to oranges" because they differ greatly in services provided.
- Grant data on costs and trips provided is lacking or not consistently reported.
- Current FTA reporting mechanisms do not capture qualitative benefits—there is a need to consider both qualitative and quantitative measures

- Most project sponsors are not realizing goals originally anticipated in their applications.
- About 1/3 of project sponsors have requested time extensions (at no additional cost); the majority of projects are still in progress so final outcomes are not known.
- There are no consequences or opportunities for a "mid-course correction" for those sponsors who are not meeting original objectives stated in the grant application
- Peer agencies also report on the difficulty in performance tracking and reporting.
- The FTA reporting requirements do not adequately capture relevant project outcomes.

Opportunities for Technical Support

TPB currently provides considerable support to potential grantees during the application process. Indeed, stakeholders were appreciative of technical assistance provided by TPB, and did not indicate a high level of administrative difficulty in managing projects.

Comments provided by the program sponsors, however, suggest there is a need for additional and/or different types of technical support such as:

- **Project marketing and outreach information** - several funded programs experienced challenges with marketing their services (and subsequently efficiently spending down their grants). In some cases sponsors were able to develop effective marketing campaigns but only after they were challenged to find participants. If TPB sponsored technical advice on marketing and outreach, they might be able to improve participation rates and to use grant funds more efficiently. There may be opportunities for peer-to-peer training for this type of technical support.
- **Program management** – many program sponsors faced challenges filling out the quarterly and annual reports, either because they did not know how to collect the data, did not understand the reporting requirements or they were reluctant to report results. Providing sponsors with clarification on both the process for collecting the data and the outcomes associated with reporting accurate data would help improve the quality of the program data.
- **Reporting** – although all funded program sponsors prepared FTA-required quarterly reports, these are focused primarily on financial reporting, with wide variation in how much attention and detail is provided regarding the sponsor's progress in meeting project milestones. Many project sponsors did not complete FTA- required annual reports, and if they did, many of the reports were incomplete, suggesting a lack of understanding or technical ability. To improve the quality of the information received from grantees and subsequently improve program administration, TPB may consider providing technical support on reporting and follow up, at least initially, to ensure they are completed and submitted in a timely and consistent manner.
- **Assistance with match resources** – nearly all programs sponsors reported challenges with finding matching resources, including ways to use non-DOT federal sources to match federal resources as well as guidelines and methods to effectively use in-kind resources as match.

It is important to reiterate that match requirements are established through federal legislation and are beyond the control of the TPB. It is also important to note that, according to the peer and literature review, many other areas of the country struggle with the match requirements, especially during the current economic downturn.

Despite these challenges, there are agencies and organizations that have achieved some level of success matching DOT and non-DOT funds, such as Medicaid Non-Emergency Transportation funding, those available through the Veteran's Association, etc. Providing an opportunity for TPB partner agencies to work with or learn from these agencies would likely be beneficial.

Lessons Learned: Challenges, Program Benefits and Best Practices

The project evaluation demonstrates that the combined experience of the TPB and its program sponsors demonstrates several successful programs and projects. Many of these lessons learned could be more universally disseminated among the broader program to expand regional expertise and experience. The following section highlights the more salient lessons learned as articulated by program sponsors; they are organized by topic.

Program Challenges

Program sponsors offer the following "lessons learned" with regards to implementing JARC or New Freedom projects:

- FTA guidelines sometimes present challenges; for example, JARC cannot be used to subsidize transit fares, and New Freedom funds must be used for "new" projects. Other FTA requirements regarding reporting requirements and the need to allow for adequate cash flow prior to program reimbursement also pose challenges. Procurement requirements are also considered cumbersome and time-consuming.
- Given the current economic climate, it is difficult or impossible to sustain projects beyond the initial grant cycle unless projects are provided additional grant funds.
- Ensure awareness of geographical area served, as it can be difficult to serve participants in a large area. In most cases, programs would be better off to serve a smaller area and expand based on demand and success.
- Keeping track of clients, depending upon their relationship to the sponsor, can also be difficult. Developing strategies to keep track of the clients and beneficiaries, however, is an important element to being able to report on program success.
- Working with state agencies (such as the DMV for a voucher program) can be hard. These challenges need to be considered during project planning.
- The lag between project approval and start-up can be long and conditions can change that affect implementation. Opportunities to discuss these challenges and allow for mid-program changes are needed.
- Limitations on service should be made clear to potential users, particularly for passenger escort services.
- Flexibility in implementation is important, as more staff may be needed than anticipated. During program start-up, it is especially important to allocate sufficient staffing resources.
- Agencies implementing similar projects as those previously completed should consult with predecessors and utilize techniques developed previously, so each agency does not have to "reinvent the wheel". The TPB can support this through technical training and the "program templates" developed as part of this project.

- Sponsors receiving grants to continue projects among multiple funding cycles indicated that the projects are evolving and changing over time. They also indicated that the level of effort and learning curve to administer and oversee these projects diminished over time.

Program Benefits

Despite the lack of quantifiable data, project sponsors confirmed in a number of ways that their projects have proven successful in that they have resulted in improving mobility—both in the short and long term—for their client groups. Some examples are mentioned previously in this report, but warrant repeating:

- Several travel training projects have been funded. All report on the success of these programs, to improve access and awareness of public transportation options for persons with disabilities as well as low-income persons seeking job opportunities.
- Travel training provides benefits that accrue and grow over time. When successfully trained for one trip, a customer can expand his or her horizons and take even more trips on public transit to a variety of destinations.
- Every trip taken by public transit potentially reduces the cost of providing more expensive paratransit.
- Providing door-through-door escorted service for some customers, while labor intensive, can enable that person to remain in their home, avoiding more costly supportive services.
- Low-income persons who have received loans to purchase an automobile reported on how having reliable transportation has increased their quality of life, and has resulted in their ability to seek and retain jobs in locations not served by public transit.
- For the first time, District residents and visitors who use wheelchairs are able to use the same taxi cab service as other members of the public, rather than having to rely on (and reserve ahead of time) paratransit service.

Program Administration and Planning

- At least one project sponsor (WMATA) included in its application an element intended to evaluate and document project outcomes. As part of this effort, it retained an independent research firm for purposes of assessing the quantitative aspects of its travel training program. Likewise, Northern Virginia Family Services programs are routinely evaluated, including the projects funded through JARC.
- Some project sponsors indicated that advanced planning helped refine project goals and objectives; for example, the Prince William County Area Agency on Aging, through a mobility management grant, conducted a comprehensive plan to evaluate mobility options for its clientele; as a result of this study, an additional grant was allocated for program implementation of a taxi voucher program.
- One key to success is that project sponsors have the organizational capacity to take on the oversight of JARC and New Freedom projects. For the most part, project sponsors are not professional transportation providers, and must either contract with providers or arrange for services to be delivered in-house, which may not be a core function of the agency's overall mission. It is important that staff be dedicated to ensure the project runs smoothly, reports are submitted in a timely manner, etc.

7 RECOMMENDATIONS

INTRODUCTION

This JARC and New Freedom assessment culminates with the development and presentation of recommendations intended to improve the ways in which JARC and New Freedom projects are funded within the greater Washington, DC metropolitan area, as well as how they are administered and delivered by the TPB and its grant recipients. In particular, the TPB staff has suggested it would be helpful for the consultant team to:

- Suggest any improvements for the TPB's JARC and New Freedom solicitation and selection process to enhance customer benefits;
- Recommend innovative and effective JARC and New Freedom projects for consideration in future solicitations;
- Identify necessary project elements to ensure successful pilot projects that can be replicated and expanded;
- Develop several templates for different innovative project types that applicants can use to submit an application;
- Identify challenges with federal JARC and New Freedom requirements and make suggestions for consideration during the next reauthorization; and
- Recommend appropriate performance measures for various project types.

This chapter identifies recommendations intended to improve the oversight and administration of the program as a whole, as well as recommendations intended to enhance the effectiveness of project delivery for current and potential future project sponsors. It builds upon findings emerging from earlier steps in the project, especially the key findings discussed in Chapter 6.

The TPB's Human Service Transportation Coordination Task Force was briefed on the findings from the assessment at its November 2011 meeting. Based on the findings, recommendations were drafted and then the recommendations were reviewed, with the Task Force at its December 2011 meeting before being finalized. The Task Force had no concerns and about the recommendations and found them to be feasible to implement.

Project templates have been prepared as a tool for TPB staff and others to use as a method to provide guidance to potential sponsors, especially new sponsors who may not be familiar with program requirements and/or steps needed to plan for and implement new services. The templates are included as Appendix C to this document.

To ensure resulting recommendations are relevant, appropriate and meaningful, the study team adhered to the following principles:

- Recommendation should **respond to an initial finding** and either builds upon an existing program strength, or responds to a perceived shortcoming

- Recommendation should be **feasible to implement**; meaning that they have support from the range of stakeholders responsible to plan for, fund and implement projects; is not overly cumbersome or complicated to implement; and is does not result in significant new costs
- Recommendation should **improve program oversight, administration, and/or service delivery**
- Recommendation, when implemented, should **benefit the customer** or end user of the service

PROGRAM ASSESSMENT KEY FINDINGS

Chapter 6 discussed in detail a series of key findings that were identified as a result of the assessment of the JARC and New Freedom projects. These findings establish the framework for developing recommendations as presented in this chapter. The most relevant of these findings include:

- Compared to its peers, TPB takes a more pro-active role in program administration. The agency is responsible for developing the coordinated plan, annually determining a set of priority projects, soliciting for project sponsors, providing technical assistance, guiding the project award process, overseeing an ongoing program assessment process and actively managing grantees.
- TPB currently provides considerable support to potential grantees during the application process. Stakeholders were appreciative of technical assistance provided, and did not indicate a high level of administrative difficulty in managing projects.
- Once the application is funded, however, there is less program oversight or technical support available to the project sponsors.
- Since only six projects have been completed, and nine projects are at least 50% completed, the project results are not yet available. As a result, the TPB is not yet able to fully document the success and challenges of funded projects in a comprehensive manner.
- The current FTA-performance reporting mechanisms do not always capture project benefits or qualitative results of the project.
- It is not readily known whether programs have met their stated goals; indeed, for a variety of reasons, many of the funded programs in the TPB's portfolio apparently have not achieved their stated goals.
- The TPB does not have a clear policy or guidance for how to treat funded programs that do not achieve their estimated primary service goal
- Some projects are not yet completed; therefore, it is premature to draw conclusions for these projects or for the program as a whole.
- About half of the priority projects identified through the planning process have been funded. This also means that about half have not been funded.

RECOMMENDATIONS

TPB Program Administration and Oversight

As evidenced by this assessment, there are many positive outcomes resulting from the implementation of the 15 JARC and New Freedom projects in the Washington, DC metropolitan area. Some of these include:

- A diverse range of projects has been funded and implemented by various types of sponsors.
- The services and programs funded have responded to documented unmet needs.
- New partnerships and collaborations have developed between human service agencies and transportation providers.
- Significant short-term and long-term qualitative benefits have been expressed by project sponsors and customers alike.
- All JARC and New Freedom funds have been obligated in accordance with federal guidelines.
- Local projects are consistent with federal program objectives.
- Numerous local best practices have been identified.

Any subsequent revisions to the program should continue to recognize and articulate the best practices (as well as lessons learned) to share with others, and to better inform potential project sponsors of elements that have worked well. One way to do this could be to distribute project templates developed as part of this project and included as Appendix C of the report. Over time, the program will continue to evolve and, as more projects are completed, additional lessons learned will come to light.

There is no indication that a major overhaul or restructuring of program administration, project selection process or project implementation is called for at this time. There are, however, numerous steps that could be taken to improve service delivery as indicated further in this chapter.

Update Task Force Membership

One of the TPB's primary roles is to staff and facilitate discussions among members of the Task Force, which provides program and policy oversight for TPB's activities related to human service planning and grant funding, and it consists of some 40-45 members representing program interests. In particular, Task Force members include representatives from two states and the District of Columbia, as well as transit agencies, human service agencies, and consumers representing low-income individuals, and persons with disabilities

Not surprisingly, some members are more active than others, and there is not always consistent participation among all committee members. As a result, it would behoove the TPB and its stakeholders to ensure that the Task Force membership is "refreshed" to make sure there is a good balance among the respective interest groups representing those served by JARC and New Freedom projects.

Recommendation: *The TPB should build on identified program strengths, and continue to articulate best practices to local stakeholders and future potential project sponsors. This may be*

achieved through a series of technical training sessions where existing program sponsors offer their experiences to newly funded projects or new sponsors.

Recommendation: *Update Task Force membership to ensure there is a good balance of Task Force members representing low-income persons, and persons with disabilities.*

Project Solicitation and Selection Process

Encourage New Sponsors

It is in the region's best interest to recruit a robust pool of qualified entities available to serve as project sponsors for JARC and New Freedom funds. While the program currently is served by a variety of project sponsors, including private non-profit agencies, private for-profit entities, and public agencies, there is less emphasis on funding expanded fixed route or paratransit services than reported by TPB's peers.

There may be a benefit to solicit sponsors for such projects because transit agencies are likely to offer the infrastructure and institutional capacity to carry out projects. In addition, a number of priority projects have been identified (i.e., expanded transit in underserved neighborhoods, testing of same day paratransit service). It is important to note, however, that subsequent applications will need to be evaluated through the competitive process, and consideration given to the potential cost of providing such service compared to other applicants. It is important to note that many human service agencies also directly provide client-based transportation, and may be suitable sponsors for broader-based community services.

Additionally, several agencies, while attending the pre-proposal conferences, did not submit applications. The most common reasons mentioned were difficulty in identifying matching funds, and lack of an identifiable project. In addition, some potential sponsors are reluctant or unwilling to submit applications because of concern that projects cannot be sustained in the long-term. It may prove useful to conduct additional outreach to those agencies that could potentially sponsor identified priority projects to encourage their participation, or to otherwise address barriers preventing them from applying.

Recommendation: *The Task Force should explore the possibility of actively recruiting public transportation providers and human service agencies that directly provide transportation to apply for public or community-based transportation services; suggest specific projects which could respond to priority project needs, such as providing additional service in underserved neighborhoods, serving key employment sites with use of JARC funds, or providing same-day paratransit service by using New Freedom funds.*

Recommendation: *Conduct targeted outreach to other potential agencies that could sponsor other identified priority projects and provide technical assistance, if needed, to encourage their application.*

Encourage Applications for Priority Projects

Federal regulations require that projects funded by JARC and New Freedom be derived from a Coordinated Public Transit-Human Services Transportation Plan. Each year, the Task Force updates priority projects it has identified as most likely to respond to local unmet transportation needs. This process should be continued as it ensures the Plan is current and relevant, and it directly ties the planning process to project selection. As pointed out in Chapter 2, however, only

about half the priority projects have actually been funded. It is recommended that more proactive steps be taken to solicit and fund priority projects. Such steps could include conducting outreach to targeted agencies, or weighting the selection process with points awarded for these projects.

Presently, seven of 35 projects, or 20 percent, are considered to be mobility management projects. There could be an opportunity to fund more projects in this category; the advantage to this approach is that a lower match threshold is required. In addition, some identified priority projects not yet funded could potentially be considered mobility management; for example, "Develop transportation ombudsman position."

Recommendation: *Revise the project selection process to favor projects that would result in implementation of priority projects.*

Recommendation: *Seek to recruit or work with sponsors to structure more mobility management projects, which require a lower match.*

Recommendation: *Use existing (or create new) project templates to articulate the priority projects. The templates could be included with the "call for projects" issued by TPB with a note explaining the prioritization process and new program scoring (if implemented). Templates are being prepared to support applications for Travel Training (New Freedom), Auto Loan (JARC), Vanpooling and Ridesharing (JARC), and Volunteer Driver Programs (New Freedom).*

Seek Balance in Funding New and Continuation Projects

A difficult policy question facing the TPB, as well as many of its peers, is whether to give preference to projects that would like to continue beyond the initial grant period. This is a difficult question because, on one hand, continuing to fund the same projects limits the potential for new projects to start up. On the other hand, as evidenced by this assessment, many projects take time to reach fruition, and are likely to become more effective over time. Furthermore, there is less disruption for participants if projects are allowed to continue. Arguably, the advantages of continuing to fund existing projects outweigh the disadvantages; however, such projects should be required to demonstrate they have met original program goals and are worthy of continuation.

While it is not recommended in the short term that a formula be established for funding new or continuing projects, the TPB may wish, over the long run and in consultation with the Task Force, to discuss how best to balance resources in order to sustain and continue successful projects while encouraging new ones.

Recommendation: *Continue to fund both new and continuation projects; however, require that continuation projects demonstrate or document their performance in a more systematic manner before receiving continuing funds.*

Rotate Selection Committee Membership

The project selection process employed by TPB is straightforward and similar to what is used by its peers. A project selection committee comprised of Task Force members and outside agency personnel reviews and scores all the applications according to criteria included in the application to provide an independent and arms-length selection process. Again, while no major overhaul is called for in the project selection process, it is important that the process be transparent, and that funding decisions continue to be based on clear rationale that can be articulated to others.

The TPB is fortunate in that a number of national transportation organizations or advocacy groups are situated in the Washington, DC area, and in the past have participated in the local project selection process. Such representatives are able to provide policy and program expertise but do not represent a conflict of interest in that they are not applying for funds. This practice should be continued; however, it is recommended that turnover be encouraged to ensure there is fresh perspective and adequate representation from population groups served by the projects. Though some "institutional memory" may be lost and there is effort involved in educating new committee members, such an approach will avoid a perception of unfairness, or of "business as usual."

Recommendation: *Ensure Selection Committee members are rotated and that there is adequate representation by organizations that serve both low-income persons and persons with disabilities. At the same time, allow for continuity and consistency of approach.*

Refine Funding Cycle Timelines

Currently, the cycle for selecting projects is nearly a year-long process. Having a predictable schedule is important for project sponsors, and is also more likely to result in better planning and the program as a whole. However, considerable staff time involved with project solicitation and selection. The TPB should consider a funding cycle that would take place every two years. This approach would allow for a more robust funding "pot," and would free staff time for more time on follow-up and evaluation activities during the off year. The two-year cycle would have to be considered in such a way that the FTA Fiscal year funds can be obligated by the deadline.

Recommendation: *Maintain predictable schedule with established steps; however, explore opportunities to conduct project selection process every two years rather than on an annual basis taking into account future extensions and reauthorization of the surface transportation program*

Recommendation: *Use longer funding cycle to provide increased technical support to program sponsors after funding has been allocated. The approach may result in fewer, but more targeted and more successful programs.*

Project Reporting, Monitoring and Evaluation

As described below, numerous opportunities exist to improve the way projects are monitored, and how sponsors report on their progress for the duration of their projects. Virtually none of the projects included in this assessment met the primary service objective as stated in the grant application for funds. This information is presented with the caveat that not all projects are completed, which is important because many projects will evolve and/or adapt to circumstances over time, or require longer time frames to achieve stated goals. Even if the primary service goal has not have been met, this is not necessarily an indication of an unsuccessful project. Rather, that some sponsors have experienced difficulty in accurately predicting or anticipating program usage. One step to mitigate this situation would be for project sponsors to provide stronger needs assessments, based on surveys or other program documentation that would better estimate program usage.

Existing FTA-performance reports do not always accurately reflect actual program outcomes; they should be tailored to be more appropriate for the type of project. For example, a performance report for a travel training project may be structured differently than for a project that provides information and referral services, such as the Clearinghouse Project. It is also important that

performance indicators consider both quantitative and qualitative aspects. Although it may prove difficult to measure qualitative aspects of the project, as discussed numerous times in this report, these results are compelling, and need to be considered together with quantitative measures.

The expectation that project sponsors report on project outcomes should be articulated from the beginning of the process by including information in the application, in the subsequent funding agreement, and in quarterly and annual performance reports.

Public transit operators or other agencies eligible to receive FTA funds directly, and therefore submit quarterly reports only to FTA, should also provide reports to the TPB so that the TPB has a comprehensive overview of all projects it funds, and can consider the program outcomes more holistically.

Finally, it would behoove the TPB and the Task Force to review the project outcomes and qualitative experiences reported by the sponsors on a regular basis. Such a review should go above and beyond what is submitted on quarterly and annual reports. This review should compare the outcomes to original expectations, and document in more detail barriers or challenges experienced by the sponsor, as well as qualitative outcomes and lessons learned.

It is envisioned that this type of program evaluation could occur during the year projects are not solicited (assuming the TPB decides on a two year funding cycle). Even if only a random (or representative) sample of grants were included in such an evaluation, the results could help inform the TPB and its selection committee in its deliberations and could result in new lessons learned to share with others.

Recommendation: *Provide technical assistance on the application by offering workshops or peer support, to assist project sponsors better prepare a statement of need and to estimate resulting services. Require sponsors to provide a rationale and methodology used to estimate project outcomes.*

Recommendation: *Modify existing FTA-required performance reports so they better document actual program outcomes. Tailor them for the type of project, and include both qualitative and quantitative outcomes.*

Recommendation: *Clearly document expectations for performance measuring in the project application and subsequent subgrant agreement. For projects that do not meet original project objectives in the subgrant agreement and are not meeting their milestones, require a mitigation plan, and provide technical assistance to help the sponsor achieve the revised goals.*

Recommendation: *Conduct ongoing evaluation activities either in-house (through the TPB) or by retaining outside consultant assistance. Use evaluation results to inform upcoming funding cycle(s).*

Suggest Revisions to JARC and New Freedom Regulations

As mentioned in the introduction to this report, funding to support the JARC and New Freedom programs was authorized by the passage of SAFETEA-LU, which was originally signed into law in 2005; it expired on September 30, 2009 and is now operating under a series of continuing resolutions until new legislation is enacted. Unfortunately, the current economic downturn has resulted in many transportation and human service agencies throughout the country having to reduce services or eliminate programs. The political uncertainty of the JARC and New Freedom Programs' future will require ongoing vigilance on the part of the TPB and its partners to carefully track potential changes to the programs or, indeed, potential elimination of the programs.

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Assuming the programs are reauthorized under similar program guidelines, the following recommendations are suggested specific to the federal guidelines. As mentioned throughout this report, federal guidelines, procedures and policies have been identified as significant program challenges for local project sponsors. The following recommendations are intended to address the most significant of these challenges.

Recommendation: support a reduced match requirement for JARC and NF operating projects to be 20 % for all projects.

Recommendation: Streamline and reduce administrative requirements designed for larger program structures (such as procuring vehicles) on focused programs.

Recommendation: Expand the eligible activities for JARC funding. Eligible JARC activities are limited, and do not adequately address the transportation concerns of lower-income workers, particularly those with young children. As an example, JARC funding cannot be used to purchase transit passes. The restriction on using JARC funds to purchase transit passes should be eliminated. Transportation costs related to childcare for low-income workers should also be an eligible expense.

The recommendations are summarized in Figure 7-1 below.

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Figure 7-1 Summary of Program Recommendations

Program Area	Recommendation
TPB Program Administration and Oversight	<p><i>The TPB should build on identified program strengths, and continue to articulate best practices to local stakeholders and future potential project sponsors. This may be achieved through a series of technical training sessions where existing program sponsors offer their experiences to newly funded projects or new sponsors.</i></p> <p><i>Update Task Force membership to ensure there is a good balance between agencies representing low-income persons, and persons with disabilities.</i></p>
Project Solicitation and Selection Process	<p><i>The Task Force should explore the possibility of actively recruiting agencies providing public or community-based transportation services to participate in the program; suggest specific projects which could respond to priority project needs, such as providing additional service in underserved neighborhoods, serving key employment sites with use of JARC funds, or providing same-day paratransit service by using New Freedom funds.</i></p> <p><i>Conduct targeted outreach to other potential agencies that could sponsor other identified priority projects and provide technical assistance, if needed, to encourage their application.</i></p> <p><i>Revise the project selection process to favor projects that would result in implementation of priority projects.</i></p> <p><i>Seek to recruit or work with sponsors to structure more mobility management projects, which require a lower match.</i></p> <p><i>Use existing (or create new) project templates to articulate the priority projects. The templates could be included with the "call for projects" issued by TPB with a note explaining the prioritization process and new program scoring (if implemented). Templates are being prepared to support applications for Travel Training (JARC and/or New Freedom), Auto Loan (JARC), Vanpooling and Ridesharing (JARC), and Volunteer Driver Programs (New Freedom).</i></p> <p><i>Ensure Selection Committee members are rotated and that there is adequate representation by organizations that serve both low-income persons and persons with disabilities. At the same time, allow for continuity and consistency of approach.</i></p> <p><i>Maintain predictable schedule with established steps; however, explore opportunities to conduct project selection process every two years rather than on an annual basis.</i></p> <p><i>Use longer funding cycle to provide increased technical support to program sponsors after funding has been allocated. The approach may result in fewer, but more targeted and more successful programs.</i></p>

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Program Area	Recommendation
Project Reporting, Monitoring and Evaluation	<p><i>Provide technical assistance on the application by offering workshops or peer support, to assist project sponsors better prepare a statement of need and to estimate resulting services. Require sponsors to provide a rationale and methodology used to estimate project outcomes.</i></p> <p><i>Modify existing FTA-required performance reports so they better document actual program outcomes. Tailor them for the type of project, and include both qualitative and quantitative outcomes.</i></p> <p><i>Clearly document expectations for performance measuring in the project application and subsequent subgrant agreement. For projects that do not meet original project objectives in the subgrant agreement and are not meeting their milestones, require a mitigation plan, and provide technical assistance to help the sponsor achieve the revised goals.</i></p> <p><i>Conduct ongoing evaluation activities either in-house (through the TPB) or by retaining outside consultant assistance. Use evaluation results to inform upcoming funding cycle(s).</i></p>
Suggest Revisions to JARC and New Freedom Requirements	<p><i>Support a reduced match requirement for JARC and NF operating projects to be 20 % for all projects.</i></p> <p><i>Streamline and reduce administrative requirements designed for larger program structures (such as procuring transit capital) on focused programs.</i></p> <p><i>Expand the eligible activities for JARC funding. Eligible JARC activities are limited, and do not adequately address the transportation concerns of lower-income workers, particularly those with young children.</i></p>

APPENDIX A

Survey of Non-Applicants

On-Line survey distributed via email link to 33 agencies that attended TPB's Pre-Proposal Conferences, but did not submit an application for JARC or New Freedom funds.

1. What was the reason for your attendance at the JARC/New Freedom Information Session?
 - a. My organization was seeking sources of funding for a new project
 - b. My organization was seeking new sources of funding for existing project
 - c. My organization was looking to partner with another organization for a project
 - d. Other (please specify)
2. Why did you choose not to apply for JARC/New Freedom funding? (Select all that apply.)
 - a. The application paperwork too much of an administrative burden for my organization
 - b. If the project had been selected for funding, the ongoing administrative reporting and federal requirements would be too much of a burden for my organization
 - c. My organization was seeking sources of funding for a new project
 - d. My organization was seeking new sources of funding for existing project
 - e. My organization was looking to partner with another organization for a project
 - f. Other (please specify)
3. How likely is your organization to apply for JARC/New Freedom funding in the future?
 - a. Very Likely
 - b. Likely
 - c. Very Unlikely
4. Is there anything that could be done to make you more likely to apply?
5. Do you have any other thoughts you would like to share regarding the JARC/New Freedom program?

APPENDIX B

Summaries of Interviews with Peer Agencies

Atlanta Regional Commission

Agency Background, Process and Appropriations

The Atlanta Regional Commission (ARC) is one of 12 regional commissions in the state of Georgia. It is the regional planning and intergovernmental coordination agency for the 10-county Atlanta area, but is also the Metropolitan Planning Organization (MPO) for all or portions of 18 counties and produces and collects data for a larger, 20-county area for air quality purposes. The population in the ARC service area is 5.1 million.

ARC and the Metropolitan Atlanta Rapid Transit Authority (MARTA) are the designated recipients of JARC and New Freedom funds. Because MARTA also applies for the competitive grants, ARC manages the selection of recipients and the amounts received. A staff selection committee of 8-10 people scores the proposed projects according to criteria spelled out in the Coordinated Human Services Transportation (HST) Plan. The selection committee represents different departments within ARC, including transportation planning, Area Agency on Aging, workforce development, transportation demand management, community outreach, and governmental services. With different departmental perspectives and expertise, the selection committee operates on consensus, using weighted criteria as follows:

- 25% improve accessibility and mobility for the transportation disadvantaged
- 20% improve customer service for HST users and providers
- 15% improve coordination between HST programs
- 15% maximize project cost effectiveness
- 20% statement of need/organizational capacity
- 5% project budget

Portions of the proposals may be funded, they may be funded in their entirety, or the proposer may be asked to submit a revised budget. After there is agreement on the selected projects, the list is forwarded to ARC management, who then incorporates it into the Transportation Improvement Program, which is approved by the Board of Directors. Although this process is working, ARC performs an annual or biennial review of the process to take into account changes that may have occurred in the region, in state priorities, or in FTA guidance.

Recipients are public transit operators, city or county departments of transportation, city or county social service agencies, other public agencies, and private non-profit agencies. ARC will accept any proposal that is eligible under FTA regulations (therefore, all projects and programs on the TPB list are eligible). There is no typical percentage given out for a type of project, as projects vary from year to year. Any type of non-DOT fund for local match is acceptable, such as government general funds, taxes, private donations, grants, and farebox revenue. ARC applies directly to FTA for the selected non-profit and for-profit agencies, while MARTA applies to FTA for the government agencies that have been selected. Both agencies also submit required quarterly reports to FTA.

In 2009 more than \$2.5 million of federal funds were distributed in JARC and New Freedom funds. The largest grants, over \$800,000, were to MARTA and Cobb County Department of Transportation for JARC bus routes. Cobb County DOT also received a grant for pedestrian access improvement and travel training. Grants of around \$100,000 or less were made for

transportation voucher programs for older adults and persons with disabilities operated by non-profits and senior centers.

The 2010 awards, announced in May 2011, amounted to more than \$2.3 million in JARC and New Freedom funds distributed to 10 recipients. MARTA and Cobb County DOT each received \$525,395 for JARC bus routes, and Cobb County again received a grant for pedestrian access improvements and travel training, but at a smaller amount than the previous cycle. Two non-profit agencies received JARC grants to serve low-income families. The remainder, in amounts ranging from \$50,000 to \$160,000, went to non-profit agencies serving seniors, people with disabilities, and adult daycare participants.

Oversight and Evaluation

Agencies that receive funding are required to submit quarterly reports to ARC outlining the milestones they have achieved and explaining how they will achieve milestones not yet met. These milestones are derived from the measures of success in their proposals, such as number of trips or vouchers provided, vehicle miles traveled, progress on infrastructure improvements, etc.

Challenges

One challenge that ARC cited is the difficulty in attracting a robust pool of applicants when the funding is insufficient to carry out a project. Another challenge is the multiplicity of boundaries within the ARC service area, making it difficult to design a truly regional project.

Project Illustrating Best Practices

A funded project that illustrates best practices is travel training combined with a mobility voucher. Travel training reduces the demand on paratransit while empowering the individual with a choice that is familiar and safe to use. The voucher allows an individual a level of independence to travel at a reduced rate for quality of life trips without a reservation via a network of providers and volunteers at a reduce rate.

Boston Metropolitan Planning Organization

Agency Background, Process and Appropriations

The Boston MPO region serves 101 cities and towns in a region of 3.16 million people. It is one of five MPOs in the Boston Urbanized Area that compete for JARC and New Freedom funds administered by the Massachusetts Department of Transportation (MassDOT). The FFY2010 funds available through MassDOT were \$3,470,098 for JARC grants and \$2,264,720 for the New Freedom program. These funds include carry-over funds from previous years. Matching funds are commonly state and local operating assistance and in kind funding for administration. One recipient listed rental income as the match.

Proposals submitted to the Boston MPO must meet the strategies and priorities detailed in the MPO's Coordinated Human Services Transportation Plan. Three MPO staff members rate the projects according to these adopted criteria:

- the needs, goals and objectives;
- the implementation plan;
- management capability;
- project budget;
- coordination and program outreach (the project must collaborate with at least one other group);
- program effectiveness and performance indicators; and
- innovation (e.g., ideas that could be applied elsewhere).

Ranked projects are then submitted by MPO staff to the MPO's standing working committee, the Transportation Planning and Program Committee (TPPC). The TPPC is comprised of 14 MPO voting members representing the cities and towns, MassDOT, and the City of Boston and to the Regional Transportation Advisory Council (RTAC) which also votes. The TPPC decides on which projects will be recommended to MassDOT for funding.

Since 2008, 36 proposals submitted by the Boston MPO's TPPC have been funded. The category receiving the most funding is Mobility Management. This category primarily includes studies, such as how to coordinate services in the region; the best model for a volunteer driver program for elderly who give up their cars; and the best model for a one-call center for transportation services. Other top categories include demand response capital and operating funds, followed by ITS-related hardware or software investments and shuttles. Projects for accessible taxis and fixed route operating funds have also been funded. Recipients have been public transit operators; private for-profit providers of public transportation; private non-profit agencies; and local government and state authorities.

Oversight and Evaluation

MassDOT applies to FTA directly for JARC and New Freedom funds. MassDOT also performs oversight through the quarterly updates that the recipients are required to submit to it. Although the Boston MPO is not currently involved in oversight, it is proposing to set up its own evaluation process for the projects that are funded in its region. The evaluation process will analyze the success of the funded projects and help determine what types of projects should or should not be recommended in the future.

Challenges

The challenges faced by the recipients include the lengthy process and the subsequent delay in getting the contract signed to go forward.

Projects Illustrating Best Practices

Examples of successful projects are those awarded to Mystic Valley Elderly Services, which is working in conjunction with transportation service providers. Its mobility management projects are for a one-number call center and a volunteer driver program. The projects were submitted in phases with milestones identified. The MPO can see what has been accomplished in the study phase and how that phase will merge into implementation in the next phase.

Delaware Valley Regional Planning Commission

Agency Background, Process and Appropriations

The Delaware Valley Regional Planning Commission (DVRPC) serves 5.5 million people in the nine counties located in the Delaware River Valley: four counties in suburban New Jersey, the City and County of Philadelphia, and four counties in suburban Pennsylvania. As a result of this bi-state composition and the different agencies acting as Designated Recipients, DVRPC manages separate processes for each state. DVRPC is not, however, the designated recipient of the funds: New Jersey Transit on the New Jersey side and Southeastern Pennsylvania Transportation Authority (SEPTA) on the Pennsylvania side are the recipients.

Approximately 90% of the JARC funds are spent on fixed route projects of the transit agencies and the county Transportation Management Associations (TMAs). Many of these provide extra late night or early service runs and last mile extensions of service into employment areas. Some funding also supports fixed route and closed door shuttles or vanpool projects. New Freedom funds are split between capital projects, including ADA related improvements near train stations, and operating projects such as travel training programs. Project applications for individual vehicles, accessible taxis, car-sharing, and ITS hardware and software have not been historically funded because they have not been identified as regional priorities. Recipients include public transit operators, city or county transportation departments and social service agencies, and private non-profit TMAs.

Pennsylvania selection process

The Pennsylvania selection committee includes a staff representative from each of the five counties, an advocate for the low-income population, an advocate for people with disabilities, and a representative from the DVRPC Regional Citizens Committee. The applications must first be vetted through the relevant County staff and address the strategies or goals for unmet needs identified in the regional Coordinated Human Services Transportation Plan.

JARC projects are submitted and scored every year, while New Freedom projects are on a two year cycle. JARC submittals are scored according to the following criteria. New Freedom criteria are the same, with minor wording changes.

- 1-5 points
Project Background and Funding Program Relevance (service days and hours match JARC program goals; number of low-income in target population; number of jobs accessed; number of rides provided)
- 1-5 points
Sustainability and Capacity (continuation beyond current round of funding)
- 1-5 points
Management and Organizational Structure (ability to implement)
- 1-5 points
Enhanced Coordination (complements existing transportation)
- 0-5 points
Unmet Needs of the Target Population (meets high priority goals = 5 points; medium priority = 3 points; low priority = 1 point; none = 0)
- 0-5 points

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Budget (identification of local match: 0% = 0; 1-10% = 1; 11-20% = 2; 21-30% = 3; 31-40% = 4; 41-50% = 5)

- 1-5 points

Cost per Rider (cost per rider ratios will be rank ordered by DVRPC, divided into quintiles, with 1 to 5 scores assigned each category, low to high)

Each Pennsylvania county also submits a ranked list of the top three JARC projects, based on individual county priorities. These three are assigned additional points and added to the individual application score totals.

The Pennsylvania Department of Transportation (PennDOT) provides the required local match and over the last few years has provided an overmatch to the declining federal dollars. Projects which provide some local match are given additional points, as shown under the Budget criterion. Because the demand for projects outstrips the available funding, there are low ranked projects which are not recommended for funding. In the last funding cycle, the total amount, which includes the PennDOT matching contributions, was \$6.4 million. Of this, the Federal JARC program was only \$2.4 million. The last selection round for New Freedom applications recommended projects for two years, with approximately \$1.4 million allocated for FY 2011, and approximately \$1.7 million allocated for FY 2012 (both totals include FTA and PennDOT funds).

A challenge of the Pennsylvania process is reaching consensus when there are fewer dollars than those requested. The situation is exacerbated because some applicants consider the grants "free" money since there is no requirement for matching funds. For example, in the most recent cycle, 28 submittals were recommended out of 35 applications. While the federal money is decreasing, the projects' operating costs are increasing.

New Jersey selection process

New Jersey's process differs from Pennsylvania's in a couple of ways; one way is that any application must be part of the priorities in the Coordinated Human Services Transportation Plan of each county. The amount of money is less in New Jersey, and there has historically only been enough money to fund each county's top project priority, and then only to the extent that a match can be secured. Agencies submitting applications are generally service agencies in their respective counties and are active participants in coordinating groups such as United We Ride. Combined with smaller population and less available funding, fewer applicants apply for JARC and New Freedom funds than in Pennsylvania. The applicant group is also smaller because they must come up with their own local match, unlike applicants in Pennsylvania.

The selection criteria are outlined below:

Need for Project 20 points

- Project is a continuation of a previously funded SUCCESSFUL JARC service (5 pts.)
- Project serves an IDENTIFIED disadvantaged, low income area (5 pts.)
- Project enhances employment opportunities (0 to 10 pts.)
- Project serves an Employment Area— 1- 10 pts
- Project does not enhance employment opportunities— 0 pts

Benefits Received 45 points

- Relationship of Benefits Received (0 to 10 pts.)
- Project provides Transportation Service directly to user (Operations) –10 pts

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- Project has "Indirect Service" directly to user (e.g., planning, mobility mgmt.)—5 pts
- Project has indirect benefits – 0 pts
- Service area eligibility (0 to 10 pts.)
- Inter-County Service/Inter-County Riders—10 pts OR IntCoServ& Intra CoRiders 7pts
- Intra-County Service – 5 pts (for above, consider degree distance across "border")
- Intra-municipal service – 0 pts
- Project reaches wide range of low income individuals – (0-5 pts.)
- Estimate % of employment type trips (10 pts.)
- Estimate % of trips for low income individuals (10 pts.)

Project Sustainability and Coordination 35 points

- A portion of matching funds from additional agencies or sources (other than government State/County/Casino/TIF/TANF...). Examples: employers, foundations...(5 -10 pts.)
- Quality of application and Level of Detail- Reviewer Discretion 0-10 (Bonus Points) (0-10 pts.)
- Project provides access to/coordination with /use of other services (5 pts.)
- Project budget is realistic(0- 10 pts.)

In the most recent application cycle (2011), the amount for JARC and New Freedom projects in DVRPC's New Jersey counties was approximately \$550,000 for JARC and \$450,000 for New Freedom.

Oversight and Evaluation

SEPTA and New Jersey Transit are the designated recipients and directly submit projects to the FTA. They track projects via invoices and as appropriate according to internal, state, and FTA requirements. The project sponsors submit monthly budget reports and quarterly reports to the transit agencies, and the transit agencies submit the required reports to FTA. SEPTA tracks historical cost data and rates of project expenditure as general evaluative tools. New Jersey Transit periodically requires that sub-recipients survey riders as part of its evaluation of the projects' success.

DVRPC acts as the facilitator of project selection in both states. It makes adjustments to this process in order to maintain transparency and build consensus between the stakeholders, designated recipients, and state governments. DVRPC has no role in evaluating the funded projects and will defer to the transit agencies for any changes to the process or evaluation.

Challenges

The application and selection process in both states is highly competitive. There are many more applications for funding than can be met with the available funding. As the money has decreased over the last couple years, the number of funded projects has decreased and the means of evaluation have grown more procedural. This has been the case particularly in Pennsylvania, where Counties have sought increasing documentation of the process in order to limit backlash from previously funded projects being denied funding.

Projects Illustrating Best Practices

One example of a best practice in Pennsylvania is that of a small local organization running a vanpool from central Philadelphia to job opportunities in the suburbs. This project fits the very definition of the JARC program.

Another example is an evaluation program put into place by Chester County in southeastern Pennsylvania. The County provides some matching funds and wants to ensure that its projects will continue to get funding. For this reason, it sends County employees to ride JARC routes to evaluate the success of the routes. Its proactive approach is a best practice in evaluation.

Metropolitan Council (Minneapolis and St. Paul)

Agency Background, Process and Appropriations

The Metropolitan Council is the regional planning agency serving the Twin Cities seven-county metropolitan area of about 2,975 square miles with 2.8 million people. Besides planning, the agency provides services such as wastewater treatment, affordable housing, and parks, and also operates the region’s largest bus system, Metro Transit and Metro Mobility (the ADA provider).

The Council is the designated recipient for JARC and New Freedom funds, and also uses some of the funds itself as a subrecipient for its transit functions. The biennial solicitation, which occurred in January 2011, has the following available funds:

Federal Fiscal Year of Allocation	JARC Apportionment
2010	\$914,801
2011	\$980,000 (estimated)
Solicitation Total	\$1,894,801

Federal Fiscal Year of Allocation	New Freedom Apportionment
2009 Remaining Unspent Funds	\$652,995
2010	\$640,876
2011	\$680,000 (estimated)
Solicitation Total	\$1,973,871

The solicitation process includes a Selection Recommendation Committee to score the applications and make a recommendation to the 17-member Metropolitan Council. The committee is made of five staff members representing Metro Mobility, the Transportation Accessibility Advisory Committee; Minnesota DOT, the Metropolitan Council, and two at-large members, usually from the suburban transit providers. Although there are seven criteria, each member is given only about three criteria to score. The reason is to avoid skewing a project’s total score, since some of the Selection Committee members may also be applicants. The scores from all members are then totaled and the projects are ranked. The final approval is by the Metropolitan Council, after which the list becomes an amendment to the Transportation Improvement Program.

The project selection criteria are weighted according to the following areas of focus:

- 10% Application and Project Clarity (completeness and understandability of the application and project)
- 25% Populations and Destinations Served (ability to serve targeted population groups and destinations, including specific sites)
- 20% Service Coordination, Gaps, and Outreach (project cohesiveness with other transit programs and its ability to fill regional transportation needs and gaps)
- 10% Effectiveness and Performance Measures (project cost effectiveness and ability of applicant to measure performance and provide summaries)

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- 10% Project Sustainability (long-term project outlook for continuing service and funding beyond FTA grants)
- 20% Implementation Plan (applicant staff plan, organization, timeline, and processes in place to ensure a successful project implementation and ongoing management)
- 5% Innovation (new or innovative approaches to expand transportation access for the targeted populations)

The projects must serve a gap in transit service identified in the Public Transit Human Services Transportation Coordination Action Plan. However, the plan does not identify priorities, which is a change the Council staff has discussed making this year in its update, upon input from the Solicitation scoring committee. The types of projects funded are shown in the following matrix:

Project Type	yes	no	Estimated % of total
Vehicle for individual		x	
Accessible taxi		x	
Vanpools	x		17%
Car-sharing		x	
ITS-related hardware or software investments		x	
Fixed route capital		x	
Fixed route operating	x		33%
Demand response capital	x		3%
Demand response operating	x		14%
Shuttles	x		17%
Pedestrian or bicycle improvements: Accessible Pedestrian Signals	x		6%
Mobility Management (Explain) Coordinate services and develop individualized transportation plans	x		2%
Other (Explain) Purchase transit rides (part of Mobility Management above)	x		3%
Other (Explain) Client screening and case management for vehicles loans	x		17%

Matching funds are typically city, county, state and local grants; private foundation grants; State appropriations; motor vehicle excise tax; and capital improvement bonds.

Oversight and Evaluation

The Council applies directly to FTA for the funds and passes them through to the selected project sponsors. Although the Council staff first reviews their quarterly and annual reports, the project sponsors are responsible for submitting the reports on the FTA website. The project sponsors must also submit a detailed invoice to the Council staff, who review the expenses against the budget in the contract. There are no additional evaluations of how successful the projects are.

Challenges

A key challenge is the fact that the Council has not received enough applicants for New Freedom funding. It is awarding the 2009 unspent funds in the current funding cycle and has to decide if it

will have another solicitation round in the Fall. If the 2010 funds are not allocated, they will be lost. There are several reasons for the lack of applicants. First, the State funding aid to the cities has been reduced. As a result, cities' budgets are being cut so they do not have the matching funds for the New Freedom grants. Non-profits face a similar issue with a decline in donations and funding. In addition, with staff cuts, New Freedom applications aren't a top priority for staff members' workloads. And with 184 cities and townships, in addition to Minneapolis and St. Paul, in the Metropolitan Council's region, many staff in smaller cities may not understand the program. For this last problem, the Council staff is considering how they can better get the word out about eligible projects and programs to the suburban cities, townships, and transit agencies.

Although all the JARC funds are being expended, the number of applications has been dropping. One challenge that may be deterring prospective applicants is the need for a 50% match. The Council staff itself faces a challenge in having sufficient time to carry out the process for both JARC and New Freedom grants—soliciting for projects, applying for funding, preparing contracts, checking invoices and paying them.

Project Illustrating Best Practices

AnokAccess is an example of a funded project considered a best practice because it demonstrates human services and transit coordination. The agency provides a coordinator who works with human services clients and the transit provider to meet the clients' transportation needs. The coordinator purchases transit rides through vouchers for the bus, taxis and other private providers.

Metropolitan Transportation Commission (MTC)— San Francisco, CA Bay Area

The Metropolitan Transportation Commission (MTC) serves as the Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area. The total population of the Bay Area is 7.4 million people, and the area encompasses 7000 square miles.

MTC administers its JARC and New Freedom programs separately, as explained below.

JARC

Since Welfare Reform legislation was passed during the 1990's, MTC has played an active role in planning for and funding transportation programs for low-income communities. Currently, MTC administers the Lifeline Transportation Program, which is funded by JARC but is also supplemented by two other state sources of funding. MTC's Lifeline Transportation Program, implemented locally by the nine Bay Area county Congestion Management Agencies (CMA) under policy direction from MTC, funds a variety of transportation projects throughout the region to benefit low-income people and communities. In December 2005, the MTC adopted Resolution 3726, establishing guidelines for an initial three-year Lifeline Transportation Program. These guidelines established the program to support community-based transportation projects that:

- Are developed through a collaborative and inclusive planning process that includes broad partnerships among a variety of stakeholders.
- Address transportation gaps and/or barriers identified through a Community-Based

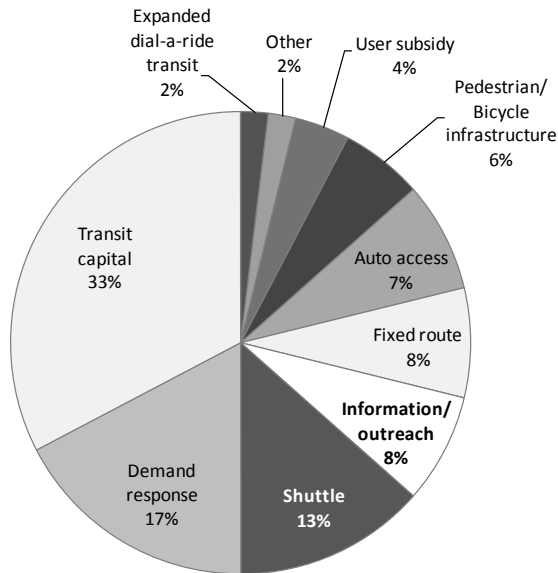
Transportation Plan (CBTP) or are otherwise based on a documented assessment of needs within the designated communities of concern.

- Improve a range of transportation choices by adding a variety of new or expanded services.

MTC has—or will—sponsor community or neighborhood based plans in each of 41 low-income communities. The Lifeline Transportation Program is intended to fund gaps and needs emerging from these plans, and which have suggested local solutions. Funding sources for the program include a combination of state and federal transportation funds for both capital and operating projects, described in more detail below. Projects are selected at the county level and are tailored to local priorities, including fixed-route transit, transit stop improvements, pedestrian and bicycle access improvements, senior and children's transportation, community shuttles, auto loan programs, and mobility management activities.

In 2006, 39 projects were funded through the first interim funding cycle totaling \$18 million. In 2008, MTC completed an interim Lifeline Program Evaluation focusing on the program's administrative framework. This evaluation provided an initial assessment of the selection of the program's administration and oversight, the selection of projects relative to program goals, and an analysis of funding sources available relative to identified needs. A second funding cycle in 2009 has funded an additional 75 projects totaling more than \$50 million to date.

A summary of project types is reflected in the following figure:



Challenges

There are a number of challenges associated with MTC's oversight of the program, as described below:

Multiple Funding Sources

The Lifeline Program has consisted of three funding sources; each has its own conditions, requirements and reporting processes. Some funds, such as JARC and STA, can be used for either capital or operating purposes, while Proposition 1B funds can only be used for capital purposes. JARC requires a local match, where STA and Proposition 1B do not. Only transit operators are eligible to directly receive STA and Proposition 1 B funds. The figure below summarizes the program funding sources and associated requirements. As a result, MTC, CMAs and local project sponsors are sometimes challenged to match projects within the "boxes" of funding sources.

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Fund Source	Program Administrator	Eligible Recipients	Eligible Project	Local Match
STATE OF CALIFORNIA FUNDS				
STA	MTC	Transit Operators	Capital or Operating	None
Proposition 1B	Caltrans	Transit Operators	Capital; no bike or pedestrian projects	None
FEDERAL FUNDS				
JARC	FTA	Transit Operators, Cities, Counties, Tribes, Non-Profits, others	Capital or Operating; Projects must be "derived from" Coordinated Plan	50% for Operating 20% for Capital
CMAQ	FTA	Transit	Capital or Operating (pilot projects limited to 3 years); Must demonstrate air quality improvement; Bike and pedestrian projects	None

Multiple Local Project Administrators

Another challenge facing MTC is that of working with nine separate project administrators, because each is responsible to conduct local community-based planning and to select projects that best meet needs identified in those plans. While MTC has established regional program goals and objectives, it can be challenging to allow for unique program and funding flexibility at the local level, while maintaining regional consistency. Furthermore, although the local agencies carry out the selection process, it falls upon MTC to enter into funding agreements and manage the mechanics of ensuring funds are received by the subrecipients in a timely manner.

Local Match

While only JARC funds require a local match, an operating project requires a 50% match, which can be difficult to identify. STA funds can be used as local match; however, such a strategy further reduces funding available for the overall project. While JARC guidelines allow for in-kind services to be included as part of the match, they must be carefully documented and accounted for.

Funding agreements and Reimbursement Procedures

Although in principal administration of the Lifeline Transportation Program has been delegated to the CMAs, in reality, MTC continues to have a key role in allocating and/or disbursing funds, negotiating funding agreements and managing reimbursement requests.

Best Practices

MTC is currently engaged in conducting a comprehensive program review which may result in programmatic or administrative changes to the program. In general, stakeholders report upon the value of a variety of projects that are funded. Three best practices were identified through the evaluation, including:

1. A Bicycle Program that provides bicycles that have been donated to the program to low-income residents of East Oakland. Training is provided on bicycle safety, as well as how to

- access and use public transit by bicycle. The program is relatively low cost (\$75,000 per year) and can be easily replicated.
2. A Parents Shuttle transports parents of elementary school children in a low-income area with little pedestrian access. Providing transportation has resulted in improved participation by the parents in school activities, such as parent-teacher conferences, literacy classes, and volunteer work.
 3. Family of Services is a program sponsored by a private non-profit agency in San Jose that tailors a specific transportation solution for program recipients. The recipient may receive a bicycle, taxi vouchers, or an auto loan, depending on their circumstances. In addition, each enrollee receives extensive training on how to use public transit, and an individualized transportation plan is prepared for them.

New Freedom

Unlike most other peer agencies, MTC administers New Freedom funds separately from JARC, primarily because JARC funds are dedicated to the larger Lifeline Transportation Program.

New Freedom projects are solicited through a Call for Projects issued by MTC for the urbanized areas on an annual basis. The California Department of Transportation (Caltrans) solicits projects for small urbanized and rural areas. For FY 2010, the MTC region received \$1.97 million in New Freedom funds. Transit agencies are required to receive funds directly from FTA while MTC serves as a "pass through" for other types of agencies (i.e. private non-profits). MTC has recently begun to take 5% (of an allowable 10%) of program funds to administer the program.

Following an initial eligibility screening by MTC staff, eligible projects are evaluated by a panel consisting of Bay Area representatives of disabled population interests and MTC staff.

Applications are evaluated based on the following criteria:

Need and Benefits (maximum 40 points)

Extent to which project addresses critical needs for disabled individuals as identified in the Coordinated Plan

Effectiveness at mitigating or eliminating transportation barriers for disabled individuals

Extent to which project promotes integration of disabled individuals into the work force and their full participation in society

Extent to which project could only be funded by New Freedom Program or federal human service grant programs

Extent to which project provides additional benefits

Coordination, Partnership, & Outreach (maximum 30 points)

Extent of coordination with other affected transportation systems, providers, and services, and with related social service programs

Extent to which project advances the development and implementation of coordinated transportation services

Extent of community support

Thoroughness of plan for marketing the project to beneficiaries

Project Readiness (maximum 30 points)

Reasonableness and completeness of funding plan

Project sustainability beyond the grant period

Thoroughness of implementation plan and reasonableness of project schedule

Ability to use New Freedom grant to leverage additional resources

Sponsor's experience in managing services for disabled individuals

How project fits into a larger program with well-defined goals, objectives, and performance standards

Sponsor's institutional capacity to manage the project

Sponsor's history of managing federal transportation funds

A variety of projects are funded, including:

- Continue and expand the Mobility Ambassador Program; implement a Vehicle Sharing Demonstration Program; update, reprint, and distribute the Senior Mobility Guide; coordinate an information and referral network of call centers; market and promote the development of volunteer ride programs.
- Create a transportation brokerage to serve as the main coordinating entity and one-stop provider of transportation services for Marin's disabled, senior, and low-income populations. Create a new volunteer driver program that will provide door-to-door escorted "safety net" transportation for frail and disabled seniors who for health reasons cannot tolerate shared ride services.
- Provide semi-escorted door through door transportation service for fragile seniors who have disabilities in the tri-city area of Lafayette, Moraga, and Orinda. The service transports passengers to essential errands, a nutrition program, appointments, and occasional social outings.
- Provide classroom and field training to elderly and disabled persons to increase their awareness, knowledge, and skills in using public transportation within their communities, including AC Transit, Union City Transit, and BART.
- Convert an existing comprehensive inventory of transportation services available to seniors and people with disabilities into a web based search tool for agencies and the general public.
- Create a series of tactile and large print maps, called strip maps, designed to provide route and route segment information for BART, MUNI, SamTrans, and CalTrain; and (2)

- Implement an Orientation and Mobility (O&M) Training program to meet the specific transit needs of individuals who are blind or visually impaired.
- Purchase and install 120 Mobile Data Computers (MDCs) with GPS capability on all SF Paratransit vans to allow remote interactive connectivity to the paratransit routing and scheduling system; purchase and install management software at the Paratransit Broker's office to allow for live trip dispatching and trip management.
 - Create a web-based mobility management tool to coordinate human service transportation. The web-based tool will include agency profiles, agency member registration, trip reservation and billing functions, volunteer driver programs, gas cards, agency fleet inventories, and GIS mapping of key locations. (2) Purchase ten accessible taxis, provide them to licensed local taxi companies, and include them in the fleet that is available to the trip reservation function in the web portal.
 - Purchase and install rolling text-based, LED signs to be mounted inside the interior of AC Transit's revenue vehicle fleet. The signs will display bus stop location information, helping hearing-impaired passengers, as well as the general public, with general navigation and alighting decisions.
 - Provide a reimbursement-based taxi program (Para-Taxi) for LAVTA's ADA-certified paratransit patrons making trips to and from Dublin and Pleasanton.
 - Continue and expand Get Up & Go, an escorted transportation and socialization program serving San Mateo County older adults who can no longer drive due to disability or frailty.
 - Provide door through door transportation to and from the Mt. Diablo Center (MDC) Adult Day Health Care program for MDC participants, and (2) provide a nutrition/shopping shuttle for senior/disabled Concord residents during MDC's program hours.
 - Implement Riding to Independence, an expansion of CIL's existing travel and mobility device training program for youth with disabilities and their families, and seniors and adults with disabilities.
 - Ensure that aging-in-place needs are met for homebound seniors, 60 years and older by providing escorted rides for ambulatory seniors to appointments and essential errands and providing transportation information/referral services.
 - Provide enhanced demand responsive/deviated fixed route service to the Oakmont Community in Santa Rosa. The service will deviate approximately 3/4 mile off of the fixed route to pick up or drop off paratransit eligible patrons; (2) Purchase a 30' low floor bus to be used on the deviated fixed route service in Oakmont.

North Central Texas Council of Governments

Agency Background, Process and Appropriations

The North Central Texas Council of Governments (NCTCOG) service area has approximately 6.7 million people, 12,500 square miles, and is composed of 16 counties. The NCTCOG is the designated recipient for two urbanized areas within the region, the Dallas-Fort Worth-Arlington urbanized area, which is significantly larger than the other, which is the Denton-Lewisville urbanized area. Small urban and rural JARC and New Freedom funds are apportioned to the state.

For FY2010, these were the following apportionments for NCTCOG:

Area	JARC	New Freedom
Dallas-Fort Worth-Arlington	\$2,540,015	\$106,443
Denton-Lewisville	1,385,666	\$63,757

Match sources depend upon the entity submitting the project. Typically the transit authorities for the urbanized areas—Dallas Area Rapid Transit (DART), the Fort Worth Transportation Authority (The T) and Denton County Transportation Authority (DCTA)—provide sales tax revenue as a match, while those projects from cities are matched through the city's general revenues. However, there are not many projects from cities. For nonprofits and human services agencies, the match sources can include donor money, funding from another grant or from a foundation. For particularly high-quality projects that would not be possible without an in-kind match, such match is allowed on a case-by-case basis, but the preference is a cash match.

Based on sheer numbers, nonprofits and local human service agencies (often times with a loose governmental affiliation, such as an organization dedicated to addressing mental health issues) are the most common projects. However, based on the dollar amount received, an estimated 45% of the total funding goes to the transit authorities, while 55% goes to smaller transportation providers, nonprofits and other entities.

NCTCOG does a competitive call for projects, laying out the criteria and asking for submittals. Evaluators do consider the Coordinated Public Transportation Plan when they look at projects and make sure those selected are consistent with the goals, policies, and strategies detailed in the plan.

Once they receive project applications, there is a two-step review process:

1. An initial vetting process with an answer of "no" to any question removing that application from further consideration: Is the application complete? Is the entity applying an eligible recipient? Is the project eligible under this funding program? Is the project consistent with the Coordination Plan?
2. Actual evaluation – The NCTCOG does not use a hard quantitative scoring process, but looks at the project holistically and considers how
 - a. well project meets Program goals and objectives
 - b. well thought out and implementable is the work plan
 - c. well does it address goals in the Coordination Plan
 - d. many stakeholders does it involve
 - e. effective the project would be

ASSESSMENT OF JARC & NEW FREEDOM PROGRAMS IN THE NATIONAL CAPITAL REGION
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- f. likely it is to reach stated performance measures
- g. replicable it is
- h. innovative it is
- i. reasonable the budget is

After each project is evaluated by NCTCOG staff, they develop recommendations and take those to the public and technical committee for review and comment. Recommendations are then presented to its policy body, the Regional Transportation Council (RTC), which determines which projects to fund. The Executive Board of the NCTCOG is the fiduciary agent, affirming the RTC's recommendations and giving the staff the ability to enter into contracts with the subrecipients.

There is not a top priority in evaluating applications, but rather a consideration of comprehensive impact of project. The agency has not utilized hard quantitative scoring, but is considering moving to that in the future, or at least incorporating elements of it. It generally funds projects addressing the highest needs in the area. NCTCOG has completed three competitive calls for projects to date and will be doing another this summer.

NCTCOG submits one combined grant application on behalf of all the approved projects, with the exception of those project sponsors receiving Section 5307 funding, as those projects go directly to FTA.

ASSESSMENT OF JARC & NEW FREEDOM PROGRAMS IN THE NATIONAL CAPITAL REGION
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Funded Projects and Recipients

Project Type	yes	no	Estimated % of total
Vehicle for individual		X	
Accessible taxi	X		
Vanpools	X		
Car-sharing		X	
ITS-related hardware or software investments	X		
Fixed route capital		X	
Fixed route operating	X		
Demand response capital	X		
Demand response operating-medical appts.	X		
Shuttles-employment	X		
Pedestrian or bicycle improvements (Explain)**	X		
Mobility Management (Explain)	X		
Other (Explain)***	X		

**Pedestrian and bicycle improvements relates to a New Freedom project that funded fixed-route bus stop accessibility improvements at targeted locations.

Mobility management projects have been two projects focused on more localized and intensive human service public transit coordination planning, with one offering individualized trip planning assistance and the other funding a mobility manager.

***In the "Other" category, the project constituted passenger assistance, with a companion to assist in getting an individual from her door onto a vehicle, to an appointment and back home. There have been two such projects.

Recipients include:

- **public transit operators – in the large urban areas**
- **Rural transit districts**
- **Cities**
- **City/county social service agencies**
- **private for-profit entities – funded a taxi company**
- **private non-profit agencies**
- **other: Dallas-Fort Worth International Airport, which is a public agency**

Oversight and Evaluation

NCTCOG signs project agreements with every JARC/NF subrecipient and makes sure they meet the required FTA rules and regulations. NCTCOG reviews monthly invoices and status reports, and there is a near constant review of subrecipients' compliance. NCTCOG spends a significant amount of resources in the implementation, management, and oversight of projects. They provide technical assistance to all projects, particularly when requested or if one needs help to meet scope.

Because there is an individual review, it can be hard to evaluate the different types of projects. Typically projects are evaluated against performance measures and expectations described in project proposals. For transit projects, it is easier to evaluate with more traditional cost per

passenger metrics, while for others, a reasonableness test can be given- is it meeting stated goals, is it progressing, etc.?

Challenges

Local match is a major hurdle. NCTCOG works to help with identifying funding partners, but that can be biggest stumbling block to project. Meeting FTA rules and regulations can also be difficult. Also, adjusting to the changes in situation from the time of application to implementation- since there is a lag, conditions may change.

Changes NCTCOG is considering include adopting a scoring process, as well as giving some additional consideration to who is involved in the evaluation process. The agency is also considering doing as TPB has done by setting a focus in the call for projects on a particular type of project, such prioritizing funding for voucher programs. It is also considering more performance oriented measures or goals once a project is underway, to include floating targets that adjust based on the progress of the project.

Projects Illustrating Best Practices

The Community Council of Greater Dallas and its work through the Community Transportation Network in engaging partners (120) and both identifying and addressing needs would be a best practice. It has done particularly well with connecting to human service agencies and nonprofits. Other keys to success include organizational commitment to the project, innovation, multiple partnerships, and having mobility management on a more localized level.

Regional Transportation Authority (Chicago)

Agency Background, Process and Appropriations

The Regional Transportation Authority (RTA) is the third largest public transportation system in North America, with financial and budget oversight of the Chicago Transit Authority, Metra commuter rail, and Pace suburban bus services and with responsibility for regional transit planning issues. The RTA service area comprises six counties with a population of 8 million. When acting as the designated recipient for JARC and New Freedom funds, the RTA includes an additional, seventh county, which is within the boundaries of the Chicago Metropolitan Agency for Planning, the MPO for the region.

In 2010, the RTA's apportionment was \$4,266,492 for JARC projects and \$2,638,359 for New Freedom projects. The RTA does not keep statistics on sources of local match; it only documents that the funds are eligible to be used as local match. Recipients were public transit operators, city or county social service agencies, private non-profit agencies, and other public agencies. The types of funded projects are indicated on the following table:

Project Type (To Date)	yes	no	Estimated % of total
Vehicle for individual	x		1%
Accessible taxi		x	
Vanpools		x	
Car-sharing		x	
ITS-related hardware or software investments	x		1%
Fixed route capital		x	
Fixed route operating	x		31%
Demand response capital	x		1%
Demand response operating	x		39%
Shuttles		x	
Pedestrian or bicycle improvements (Bus pads for fixed route—improved accessibility for people with disabilities.)	x		3%
Mobility Management- (The vast majority of this funding is for the operation of call centers.)	x		22%
Other- (Metra-Reverse commuter rail; Ray Graham Association -Training for People with Disabilities; Safer Foundation, Subscription service bringing previously incarcerated individuals to food service jobs at Navy base)	x		2%

All projects included in the JARC and New Freedom Program of Projects must be derived from the Coordinated Human Services Transportation Plan (HSTP) and subject to the RTA competitive selection process.

A Selection Review Committee (SRC), made up of five staff; one from Illinois Department of Transportation (IDOT) and two each from RTA and the Chicago Metropolitan Agency for Planning (CMAP), is charged with developing a recommended Program of Projects by ranking the projects in accordance with the criteria. In addition, the SRC may recommend project approval at an amount and scope less than originally requested. In that instance, consultation will take place with the project sponsors. The SRC may also contact the applicant if clarification is needed on the contents of the application.

The criteria and methods for ranking the projects are designed to affirm project eligibility of the submitted projects and to gauge the relative strengths of the projects with respect to consistency with the Northeastern Illinois HSTP, project readiness and ability to implement, sustainability, need, and efficiency. The criteria and methods for ranking the projects are included in the application.

The first step in the selection process is to screen projects for eligibility—that is, consistency with the FTA guidelines and the Northern Illinois HSTP, the ability to supply a local match, and identification of the unmet needs of the target population, including a description of how the project will address the unmet needs and an estimated quantification of benefits. Projects that are found eligible are then ranked according to the following points:

HSTP Consistency Criteria

Coordination/linkage/resource sharing	0-40 points
<i>(regional coordination =40 points; multi-county = 20 points; multi-municipality but intra-county =5 points)</i>	
Innovation	0-20 points
Proven strategies successful elsewhere	0-20 points
Degree of coordination with existing human service agencies or partnerships with non-transit, non-profit, for-profit organizations	0-20 points

Project Readiness/Ability to Implement Criteria

Ready to implement	30 points
Incomplete but has schedule and milestones	10 points
Have experience with similar projects	5 points
Have managed projects with federal grants	5 points

Sustainability Criteria

If successful, sponsor commits to fund beyond project period	20 points
Plans in place to monitor and evaluate	10 points
Significant support is demonstrated	0-40 points

(Stakeholder letters delineate nature of support and local share commitment = 40 points; letter of support from key stakeholders = 10 points; stakeholders delineate specific participation = 10 points)

Need Criteria

Existing project that achieved projected ridership	40 points
Ridership increased but not achieved projected ridership or has met other significant objectives	20 points
Severity of need addressed by new or expanded project	0-30points
(if none exists =30 points; or 20 points if two of following exist or 10 points if one of following exists:	
Service not in time period	
Service not for specific trip purpose	
Service not for same-day needs)	
Degree of economic opportunities for target populations	1-20 points
Number of low-income/disabled able to access jobs	20 points maximum
Addresses unmet needs of older adults	1-20 points

Efficiency Criterion

Cost per trip	20 points maximum
---------------	-------------------

Oversight and Evaluation

Metra, CTA and Pace are direct recipients for their recommended projects. As such, they have grant agreements with FTA and report directly to it. The RTA assumes responsibility for all grant management activities of the other project sponsors, that is the subrecipients. The RTA follows a FTA-approved program management plan, which includes site visits with the subrecipients. This activity is regulatory in nature, assuring that all administrative responsibilities are being met. There is no other formal evaluation of the success of the projects. Some subrecipients include benchmarks in their applications, but there is no penalty for not achieving them. However, as shown in the criteria, points are awarded to repeat applicants for existing projects that have achieved their ridership or sustainability goals.

The RTA relies on subrecipients to decide whether a project is a success by continuing to provide the local share or by folding the project into their respective budgets after federal JARC/NF funds are exhausted. All current subrecipients are still operating projects with JARC or New Freedom funds, though two grantees are deciding now whether their projects will continue without federal funds.

The JARC and New Freedom programs are subject to an ongoing evaluation process. Each year the RTA convenes stakeholders to assess the programs and suggest changes, and also consults the RTA Board. Typically, changes have been limited to minor revisions in the application or criteria.

Challenges

The RTA considers challenges to the program exist because, by their very nature, these are unique projects. Some grantees may have little exposure to the FTA, or the project may involve multiple agencies. On the other hand, RTA may not have prior experience with the applicant agency and will need to establish a relationship, particularly if the agency is a non-transit entity. As a rule, these types of projects require extensive oversight and considerable up front planning. The process and its inherent time-line, requiring obligation of funds within three years of federal appropriation, is not always conducive to the development of a strong project. In addition, the 50% local match is a deterrent for some otherwise worthy projects, as well as the knowledge that the federal programs may not continue.

Projects Illustrating Best Practices

The RTA cites three current projects as good models of JARC and New Freedom programs. The RTA was able to creatively use available funds by combining awards of both JARC and New Freedom funds for the first two projects.

The Ride in Kane program is now entering its third year of operation. This program coordinates paratransit services in Kane County into a centralized system that optimizes transportation resources for older adults, persons with disabilities, and low-income individuals. Currently there are 17 private, non-profit organizations and local units of government participating in the program. Approximately 100,000 trips were provided through this program in 2009. This program, operated by the Association for Individuals with Disabilities (AID) is a model that is being adopted throughout the region.

The Transportation Safety Program, operated by the Ray Graham Association for People with Disabilities, provides training to people with disabilities and older adults to improve their ability to use transportation services. At \$35,000 it is a low-cost program that teaches people about what services are available and how to use them.

The Safer Foundation is another low-cost program, at \$11,000, which helps previously incarcerated individuals by transporting them in a leased Pace van to food service jobs at the Navy Base. It is an ideal example of a JARC program aimed at low-income people with unusual challenges.

Tri-County Metropolitan Transportation District of Oregon (TriMet)

Agency Background, Process and Appropriations

The Tri-County Metropolitan Transportation District of Oregon (TriMet) is the public transit operator for the Portland, Oregon metropolitan region. The population for the metropolitan area is 1.8 million, and the service area (comprised of most of Multnomah, Clackamas and Washington Counties) is 570 square miles. The process for appropriating JARC and NF funds is different within TriMet.

JARC Program

TriMet has taken a lead role with planning for and implementing projects utilizing JARC funds since 1998. In many ways, it acts in the capacity of the MPO in that it has completed the Coordinated Public Transit Human Services Transportation Plan, administers the selection process for identifying JARC funded projects, and applies for JARC funds on behalf of the region, which are then passed through to sub-recipients.

For FY 2009, a total of \$709,187 in federal funds was available in JARC funding. All funds are currently dedicated for operating projects, and not for capital purposes. TriMet does not directly claim JARC funds; rather, they are passed through to other sub-recipients that include private non-profit agencies as well as a Community College. All of the program match comes in the form of TriMet's fixed route service.

Projects funded include:

- Low-Interest loans to purchase autos (about 7% of total funding)
- Accessible Taxi (<1%) This consists of a taxi voucher program to serve as an Emergency Ride Home program that is administered by social service agencies.
- Demand Response operating (6% of total funding). Commute services designed to bridge the service gap between home or work and TriMet bus and rail service.
- Three shuttles account for 42% of program resources. The three shuttles operate between Multnomah County Community College campuses, from a major transit center (Rose Quarter) to the Swan Island Industrial Area that is otherwise not well served by public transit, and the Tualatin Shuttle, which provides reverse commute service to a neighboring suburb of Portland.
- Bicycle and pedestrian improvement projects account for 14% of the program resources
- Travel training is provided by Ride Connection, Clackamas County Social Services, and Portland Community College, accounting for 30% of program resources.

As mentioned previously, TriMet prepares and updates the region's coordinated plan. It has identified three key areas of need:

- Spatial areas to indicate areas of greatest need (i.e. concentrations of low-income persons)
- Areas where there are high numbers of jobs
- Areas that are underserved by TriMet fixed route services.

Project applications are expected to address one or more of these areas of needs. In addition, applicants are asked to demonstrate that the project is cost effective, that the sponsor is

coordinating with others, and that they can leverage other fund sources. A call for projects is issued every two years.

New Freedom

TriMet's implementation of the New Freedom Program is similar to the arrangement for JARC; that is, TriMet is the direct recipient for all New Freedom funds, administers the competitive funding cycle, and contracts with the (single) sub-recipient for the funds. For FY 2010, TriMet's apportionment of New Freedom funds was \$417,000.

All of the funds are passed through to one sub-recipient: Ride Connection, which is a local private-non-profit agency that provides a wide variety of transportation services for older adults and persons with disabilities within the Portland metropolitan region, including services on behalf of TriMet. Although a variety of projects are funded (see below), TriMet has one contract with Ride Connection to carry out all the projects.

The match is all provided by TriMet in-kind services.

Projects funded with New Freedom for Fiscal Year 2009 fall into 3 main categories:

- Operations (provision of community van service in multiple locations (97%)
- Vehicle purchase and maintenance (7%)
- Technology (2%)

Oversight and Evaluation

TriMet assumes a lead role in project oversight. In this capacity, staff (about .5 FTE is dedicated to the JARC program) receives performance indicators from the sub-recipients and provides them to FTA. Once a year, a site visit or phone call is made to confirm other areas of compliance, and to verify that the scope of work is being completed consistent with the original application.

For the New Freedom program, Ride Connection submits quarterly reporting forms, and TriMet monitors trends, and services of the cost to be sure they are consistent with original expectations.

Challenges

Challenges expressed by TriMet about the JARC Program include the need for more funding; some project sponsors find they are running short and need more funding; and, it is difficult to fund new projects. Most projects are continuing projects and there is little or no room for new ones. TriMet may consider setting aside some portion of its JARC funds (for example, 10%) for new projects.

The challenges of New Freedom include concern about future funding and how to sustain existing services, and the need to have a good plan in place that identifies key project priorities.

Project Illustrating Best Practices

TriMet staff considers the Swan Island shuttle service as a JARC Best Practice. It is administered by the Swan Island Transportation Management Agency (TMA), and the TMA has done a very good job of working with local employers, and tailoring the service to meet those employers' needs. The project has been well managed in that it has come in on-budget, and has a robust, regular ridership.

Washington State Department of Transportation

Agency Background, Process and Appropriations

The Washington State Department of Transportation (WSDOT) is a direct recipient of federal 5310 funds statewide, and for JARC and New Freedom funds for small urbanized and rural areas of the state. Three urbanized area Metropolitan Planning Organizations (MPO) directly claim JARC and New Freedom for their regions. These are the MPOs for the Seattle-Tacoma area, Spokane, and Southwest Washington (Vancouver). These MPOs also conduct their own project solicitation process, which is held concurrently with that sponsored by WSDOT.

Coordinated Plans were prepared, with financial assistance provided by WSDOT specific to each region. There are 14 Regional Transportation Planning Organizations (RTPOs) within the State. WSDOT uses a consolidated application for both state and federal public transportation grants. Applicants are asked to describe their project and provide relevant information. Based on the information provided by the applicant, WSDOT determines the appropriate type of funding when awarding projects. Timelines for all state and federal funding awards follow the state biennium, with applicants submitting grant proposals every two years.

Each RTPO is required, as part of its plan update, to identify priority projects. WSDOT assigns each region, based on a population-based formula, a certain number of A,B,C "slots," which are required to be identified by local stakeholders and included in their plan. As part of the evaluation process, these locally identified priorities are weighted in order to ensure local priorities are validated by the state.

Those entities (transit agencies) who can directly apply to FTA for JARC and/or New Freedom funds are expected to do so. For other agencies, including private non-profits, WSDOT passes funds through a funding agreement. WSDOT also monitors projects, prepares necessary certification that federal requirements are met, and conducts a site visit at least once a year.

The benefits to this process include:

- Validation of local priorities in the statewide scoring process
- Project applicant doesn't have to indicate the funding source; WSDOT assigns based on the project type
- Some state funds are used as local match. The applicant is given a higher ranking if they provide their own match, but it is not required.
- Local RTPAs or MPOs do not have to execute funding agreements or pass through funds
- WSDOT assumes much of the administrative and monitoring requirements
- The process is predictable and conducted on a regular basis
- Local match will be provided with state funds in many cases

WSDOT funds a wide variety of projects, but tends not to fund fixed route or paratransit capital, accessible taxis, loans for cars, or shuttles (Washington State has an extensive vanpool program.)

They give priority for continuing projects; sustaining an existing project gets priority over funding a new one. If an entity is applying to continue an existing grant, they are asked to provide documentation that the project is successful and they are asked to report on past performance measures.

Oversight and Evaluation

WSDOT uses the 10% of total JARC and New Freedom funds to administer the program, and they also get 10% of the urban MPO's funding for this purpose; even so, it has not covered costs and WSDOT intends to rethink this arrangement when SAFETEA-LU is reauthorized.

Challenges

See comment above—an extensive effort is required for program oversight.

Project Illustrating Best Practices

The application process itself can be considered a best practice, in that it is highly coordinated throughout the state, and is held in cooperation with the 3 MPOs. Furthermore, WSDOT assumes a high level of oversight and administrative responsibility on behalf of the MPOs. This results in a high degree of flexibility for the applicants, as well, because WSDOT assigns the appropriate funding source and may use state funds as match. Finally, this process closely considers and weights local priorities in funding projects.

APPENDIX C

JARC and New Freedom Program Templates
(under development)

ITEM 13- Information

January 18, 2012

Review of Outline and Preliminary Budget for the
FY 2013 Unified Planning Work Program (UPWP)

Staff

Recommendation: Receive briefing on the enclosed outline and preliminary budget for the Unified Planning Work Program (UPWP) for FY 2013 (July 1, 2012 through June 30, 2013).

Issues: None

Background: A complete draft of the FY 2013 UPWP will be presented to the Board for review at its February 15 meeting, and the final version will be presented for the Board's approval at its March 21 meeting. The TPB Technical Committee reviewed the outline and budget at its January 6, 2012 meeting.

National Capital Region Transportation Planning Board

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M E M O R A N D U M

January 11, 2012

TO: Transportation Planning Board

FROM: Gerald Miller
Director, Program Coordination
Department of Transportation Planning

SUBJECT: Preliminary Budget and Outline for FY 2013 Unified Planning Work Program (UPWP)

A preliminary FY 2013 budget estimate for the UPWP, the work activity funding changes compared to FY 2012 levels, and an outline of the proposed work activities for FY 2013 are attached.

The budget for the FY 2013 UPWP basic work program is based upon MPO planning funding allocations provided by the three DOTs of FTA Section 5303 and FHWA Section 112 PL funding that is determined by the FY 2012 USDOT budget. Due to the current uncertainty regarding Congressional action on the final FY 2012 USDOT authorization and budget levels, we assume that the FY 2013 funding allocations to be provided by the DOTs will be at the current FY 2012 levels. The estimated funding is shown on the next page. In addition, the budget estimate assumes the level of unobligated funds from FY 2011 will be \$950,000 which is the same as from FY 2010.

The preliminary estimated total budget excluding carryover funds is \$12,089,300, which is the current total FY 2012 budget as amended October 19, 2011. The **basic work program budget is \$10,390,300** without carryover funds, which is the same as the corresponding current FY 2012 budget level.

The **technical assistance program budget is \$1,699,000**, unchanged from the current FY 2012 budget level. Technical assistance program budgets are based upon percentages of the estimated FY 2013 funding allocations which are unchanged from FY 2012.

ESTIMATED PRELIMINARY FUNDING FOR FY 2013 UPWP DRAFT 1/11/12				
	FTA	FHWA	New FY 2013	Current FY 2012
DDOT				
New 2013	\$441,100	\$2,311,600	\$2,752,700	\$2,752,700
Unob.2011				
MDOT				
New 2013	1,087,200	3,527,500	4,614,700	4,614,700
Unob.2011				
VDOT				
New 2013	912,200	2,859,600	3,771,900	3,771,900
Unob.2011				
TOTAL New 2013	2,440,600	8,698,700	\$11,139,300	\$11,139,300
TOTAL Unob.2011			950,000	950,000
FY 2013 Grand Total			\$12,089,300	\$12,089,300

Technical Assistance Totals:

- 1) For DC, MD, VA: 13.5% of total new allocation (\$371,600 + \$623,000 + \$509,200 = \$1,503,800)
- 2) For WMATA: 8% of total new FTA funding (\$2,440,500) = \$199,240
- 3) Total Technical Assistance is **\$1,699,000 or 15.3** percent of total new funding of \$11,139,300 for FY 2013.

TPB FY 2013 WORK PROGRAM FUNDING CHANGES FROM FY 2012

Work Activity	FY 2013	FY 2012	FY13-FY12	% Change
1. PLAN SUPPORT				
A. Unified Planning Work Program (UPWP)	70,700	70,700	0	0
B. Transp Improvement Program (TIP)	240,600	240,600	0	0
C. Constrained Long-Range Plan	588,400	588,400	0	0
D. Financial Plan	64,000	64,000	0	0
E. Public Participation	421,900	471,900	-50,000	-11
F. Private Enterprise Participation	18,300	18,300	0	0
G. Annual Report	80,100	80,100	0	0
H. Transportation/Land Use Connection Progr	395,000	395,000	0	0
I. DTP Management	452,100	452,100	0	0
Subtotal	2,331,100	2,381,100	-50,000	-2
2. COORDINATION and PROGRAMS				
A. Congestion Management Process (CMP)	205,000	205,000	0	0
B. Management, Operations, and ITS Planning	340,300	340,300	0	0
C. Emergency Preparedness Planning	75,400	75,400	0	0
D. Transportation Safety Planning	125,000	125,000	0	0
E. Bicycle and Pedestrian Planning	108,700	108,700	0	0
F. Regional Bus Planning	100,000	100,000	0	0
G. Human Service Transportation Coordination	114,800	114,800	0	0
H. Freight Planning	150,000	150,000	0	0
I. MATOC Program Planning & Support	120,000	120,000	0	0
Subtotal	1,339,200	1,339,200	0	0
3. FORECASTING APPLICATIONS				
A. Air Quality Conformity	563,200	563,200	0	0
B. Mobile Emissions Analysis	640,100	640,100	0	0
C. Regional Studies	516,300	466,300	50,000	11
D. Coord Coop Forecasting & Transp Planning	806,800	806,800	0	0
Subtotal	2,526,400	2,476,400	50,000	2
4. DEVELOPMENT OF NETWORKS/MODELS				
A. Network Development	769,700	769,700	0	0
B. GIS Technical Support	548,800	548,800	0	0
C. Models Development	1,071,200	1,071,200	0	0
D. Software Support	178,900	178,900	0	0
Subtotal	2,568,600	2,568,600	0	0
5. TRAVEL MONITORING				
A. Cordon Counts	250,800	250,800	0	0
B. Congestion Monitoring and Analysis	350,000	350,000	0	0
C. Travel Surveys and Analysis			0	
Household Travel Survey	706,300	706,300	0	0
D. Regional Trans Data Clearinghouse	317,900	317,900	0	0
Subtotal	1,625,000	1,625,000	0	0
Core Program Total (I to V)	10,390,300	10,390,300	0	0
6. TECHNICAL ASSISTANCE				
A. District of Columbia	371,600	371,600	0	
B. Maryland	623,000	623,000	0	
C. Virginia	509,200	509,200	0	
D. WMATA	195,200	195,200	0	
Subtotal	1,699,000	1,699,000	0	
Total, Basic Program	12,089,300	12,089,300	0	0
7. CONTINUOUS AIRPORT SYSTEM PLANNING				
GRAND TOTAL	12,089,300	12,089,300		

PROPOSED WORK ACTIVITIES FOR FY 2013
(July 1, 2012 to June 30, 2013)

1. PLAN SUPPORT

A. UNIFIED PLANNING WORK PROGRAM (\$70,700)

- UPWP will describe work elements and integration of program activities and responsibilities for all aspects of the work program.
- UPWP will discuss planning priorities and describe the transportation planning and related air quality planning activities over next 1-2 years.

Oversight: Technical Committee

Products: UPWP for FY 2014, amendments to FY 2013 UPWP, monthly progress reports and state invoice information, federal grant materials

Schedule: Draft: January 2013 Final: March 2013

B. TRANSPORTATION IMPROVEMENT PROGRAM (TIP) (\$240,600)

- The TIP will be updated every two years and amended each year. The FY 2011-2016 TIP amendments and 2011 CLRP were approved in November 2011.
- Drafts of the FY 2013-2018 TIP and the 2012 CLRP will be prepared and reviewed between January and June 2012 with approval scheduled for July 2012.
- The draft FY2013-2018 TIP amendments and 2013 CLRP will be prepared and reviewed between January and May 2013 with approval scheduled for July 2013.
- Enhance documentation of the current TIP with additional analysis as a part of the CLRP/TIP brochure and the CLRP web site.
- Improve public access to TIP project data with an online searchable database.
- The geographic information system-linked database TIP and CLRP project data and air quality conformity information will be improved to facilitate updating and reporting.
- Annual certification of compliance with regulations on providing transit services to persons with disabilities will be prepared.
- An annual listing of projects for which federal funds have been obligated in the preceding year will be prepared.

- Process amendments and administrative modifications to the FY 2011-2016 TIP.

Oversight: Technical Committee

Products: FY 2013-2018 TIP with amendments and administrative modifications

Schedule: July 2013

C. CONSTRAINED LONG-RANGE TRANSPORTATION PLAN (CLRP) (\$588,400)

As required by the final SAFETEA-LU planning regulations issued February 14, 2007, the major update of the CLRP was approved in 2010.

The following work activities for the 2013 CLRP are proposed:

- Document project submissions for 2013.
- Continue to improve public materials about the plan during plan development and after plan approval so that the materials are more useful to a variety of audiences, less technical and easier for the public to understand.
- Continue to make plan information more visual, and utilize effective visualization technologies. Improve public access to the plan with informative maps and graphics for web and print media, and an online, searchable database
- Document the CLRP via the website and written materials, including:
- Performance of the plan such as changes in transit trips, auto trips, vehicle miles of travel of travel, lane miles of congestion and accessibility to jobs.
- Relationship between the transportation strategies and improvements and the development framework shown in the regional activity centers map
- Evaluate the plan for disproportionately high and adverse effects on low-income and minority population groups.
- The 2012 CLRP and new FY2013-2018 TIP will be approved July 2012.
- The draft 2013 CLRP and FY2013-2018 TIP amendments will be prepared and reviewed between January and June 2013 with approval scheduled for July 2013.

Environmental Consultation

- Continue to consult with the federal, state and local agencies responsible for natural resources, airport operations, freight movements, environmental protection, conservation and historic preservation in the District of Columbia, Maryland and Virginia.
- Building on these on-going consultation efforts, explore what products and outcomes would be the most useful to facilitate the further integration of natural resource, land use, historic and cultural resource considerations into the long-range transportation planning process. Work activities will include continued development of regional natural and historic resource mapping, including areas for potential restoration that can be used to guide advanced mitigation efforts.

Climate Change Adaption

- Continue to monitor local, state and national practices for potential applicability to the region.

Oversight: Technical Committee

Products: draft 2013 plan and documentation

Schedule: July 2013

D. FINANCIAL PLAN (\$64,000)

- Review the results of the financial analysis for the 2010 CLRP for the use in preparing the draft 2013 CLRP.
- Update financial plan for FY2013-2018 TIP amendments.
- In Spring 2013, initiate new financial analysis for 2014 CLRP update. The analysis will be conducted by a consultant with funding in FY 2013 and 2014 UPWPs.

Oversight: Technical Committee

Products: Financial inputs for draft 2013 CLRP and FY2013-2018 TIP amendments

Schedule: June 2013

E. PUBLIC PARTICIPATION (\$421,900)

The Participation Plan which was adopted in December 2008 will guide all public involvement activities to support the development of the TIP, the CLRP, the Regional Transportation Priorities Plan, and all other TPB planning activities.

Work activities include:

- Support implementation of the TPB Participation Plan.
- Provide public outreach support for the development of the new Regional Transportation Priorities Plan. Through a variety of public outreach activities, citizens will discuss the benefits, desirability and feasibility of potential projects and plan components.
- Develop and conduct workshops or events, as needed, to engage the public and community leaders on key regional transportation issues, including challenges reflected in the CLRP and TIP.
- Ensure that the TPB's website, publications and official documents are timely, thorough and user-friendly.
- Develop new written materials, tools and visualization techniques to better explain to the public how the planning process works at the local, regional and state levels.
- Conduct at least one session of the Community Leadership Institute, a two-day workshop designed to help community activists learn how to get more actively involved in transportation decision making in the Washington region.
- Effectively use technology, including social media and other web-based tools, to spread information about regional transportation planning and engage the public in planning discussions and activities.
- Provide staff support for the TPB Citizens Advisory Committee (CAC), including organizing monthly meetings and outreach sessions, and drafting written materials for the committee.
- Provide staff support for the TPB Access for All Advisory (AFA) Committee that includes leaders of low-income, minority and disabled community groups.
- Prepare AFA Committee memo to the TPB with comments on the CLRP related to projects, programs, services and issues that are important to community groups, such as providing better transit information for limited English speaking populations, improved transit services for people with disabilities, pedestrian and bike access and safety, and potential impacts of transit-oriented development and gentrification.
- Conduct regular public involvement procedures, including public comment sessions at

the beginning of each TPB meeting and official public comment periods prior to the adoption of key TPB documents.

Oversight: Transportation Planning Board

Products: TPB Participation Plan with a proactive public involvement process; CAC and AFA Committee Reports.

Schedule: Ongoing, with forums and meetings linked to preparation of the TIP and CLRP

F. PRIVATE ENTERPRISE PARTICIPATION (\$18,300)

The Private Providers Task Force will be supported, and private provider involvement will be documented in the TIP. Quarterly meetings, as requested by the Chair of the TPB Regional Taxicab Regulators Task Force, will also be supported.

Oversight: Transportation Planning Board

Products: Documentation on Private Provider Involvement

Schedule: Annual Public Transit Forum: May 2013
Draft in TIP for Public Comment: June 2013

G. ANNUAL REPORT (\$80,100)

- This issue will describe the main activities completed in 2012.
- Produce the monthly newsletter *TPB News*.
- Write and distribute the *TPB Weekly Report*, a new web-based newsletter featuring a short article every week on a single topic of interest in regional transportation.

Oversight: Transportation Planning Board

Product: *Region* magazine, TPB News and TPB Weekly Report

Schedule: June 2013

H. TRANSPORTATION/LAND USE CONNECTION (TLC) PROGRAM (\$395,000)

This work activity strengthens the coordination between land use and transportation planning. Begun as a pilot in November 2006, the program established a clearinghouse to document national best practices as well as local and state experiences with land use and transportation

coordination, and offers short-term technical assistance through consultant teams to local jurisdictions to advance their coordination activities.

The following activities are proposed for FY 2013:

- Maintain and update the TLC Regional Clearinghouse and website
- Fund at least six technical assistance planning projects at a level between \$20,000 and \$60,000 each.
- Develop tools and activities to facilitate regional learning about TLC issues among TPB member jurisdictions through the Regional Peer Exchange Network. Organize at least one regional meeting to facilitate an exchange of information about lessons learned from past TLC projects.
- Identify recommended implementation action steps in each planning project report, such as further study needs, more stakeholder collaboration, suggested land use or local policy changes, and transportation investment opportunities and priorities.
- Provide staff support for TLC Technical Assistance Projects to be conducted as part of the MDOT Technical Assistance Program and for other projects where additional funding is provided by state or local agencies.

Oversight: TPB Technical Committee

Products: Updated web-based clearinghouse, technical assistance provided by consultant teams to six localities, and implementation toolkit.

Schedule: Technical assistance: September 2012-June 2013

I. DTP MANAGEMENT (\$452,100)

This activity includes all department-wide management activities not attributable to specific project tasks in the work program.

Oversight: Transportation Planning Board

Products: Materials for the meetings of the TPB, the Steering Committee, the Technical Committee, and the State Technical Working Group; responses to information requests from elected officials, federal agencies and media; and participation in external meetings related to TPB work program

Schedule: Ongoing throughout the year

2. COORDINATION and PROGRAMS

A. CONGESTION MANAGEMENT PROCESS (CMP) (\$205,000)

- Undertake activities to address the federal requirement for a regional Congestion Management Process component of the metropolitan transportation planning process.
- Include information from regional Travel Monitoring programs (see Section 5 of the UPWP) addressing congestion and reliability, as well as information on non-recurring congestion as examined in the Management, Operations, and Intelligent Transportation Systems (MOITS) program (see also Task 2.B.).
- Identify and assess strategies that address congestion, in coordination with MOITS, the Metropolitan Area Transportation Operations Coordination Program (see also Task 2.I), the Air Quality Conformity program (see also Task 3.A.), and the regional Commuter Connections Program (see www.commuterconnections.org).
- Analyze transportation systems condition data archives from private sector sources, especially the speed data archive from the I-95 Corridor Coalition/INRIX, Inc. Vehicle Probe Project.
- Compile information and undertake analysis for development on four major aspects of the regional CMP:
 - CMP Components of the Constrained Long-Range Plan (CLRP), portions of the CLRP that specifically address CMP and its subtopics, in the form of interlinked web pages of the on-line CLRP, to be updated in conjunction with major updates of the CLRP;
 - CMP Documentation Form Information addresses federally-required CMP considerations associated with individual major projects, to be included with overall project information submitted by implementing agencies to the annual Call for Projects for the CLRP and Transportation Improvement Program (TIP) (see also Task 1.C), and incorporated into the regional CMP; and
 - National Capital Region Congestion Report, released quarterly on the TPB website, reviewing recent information on congestion and reliability on the region's transportation system and featured CMP strategies, with a "dashboard" of key performance indicators.

Oversight: Management, Operations, and Intelligent Transportation Systems (MOITS) Technical Subcommittee

Products: Updated CMP portions of the CLRP; CMP Documentation Form; National Capital Region Congestion Report; summaries, outreach materials, and white paper(s) on technical issues as needed; supporting data sets

Schedule: Monthly

B. MANAGEMENT, OPERATIONS, AND INTELLIGENT TRANSPORTATION SYSTEMS (ITS) PLANNING (\$340,300)

- Regional transportation systems management and operations are vital considerations for metropolitan transportation planning. Under this work task, TPB will address these as well as coordination and collaborative enhancement of transportation technology and operations in the region, with a key focus on non-recurring congestion due to incidents or other day-to-day factors. The MOITS program includes planning activities to support the following major topics:
 - ITS Data: The collection/compilation, processing, warehousing, and sharing of transportation systems usage and condition data from Intelligent Transportation Systems (ITS) sources
 - Regional Transportation Management: Particularly in conjunction with the Metropolitan Area Transportation Operations Coordination (MATOC) Program (see also Task 2.I.); follow up on MOITS-related recommendations of the COG Incident Management and Response Action Plan developed in response to the disruptive January 26, 2011 snow storm
 - Multi-modal Coordination: Examination of traffic and transit management interactions in daily operations
 - Coordination of day-to-day transportation operations planning with emergency preparedness in conjunction with the COG Regional Emergency Support Function 1 – Emergency Transportation Committee (see also Task 2.C.)
 - Traveler Information: Real-time traveler information made available to the public
 - Congestion Management Process: Technology and operations strategies to address non-recurring congestion aspects of the regional Congestion Management Process (see also Task 2.A.)
 - Maintenance and Construction Coordination: Regional sharing of available maintenance and construction information for coordination purposes
 - Intelligent Transportation Systems (ITS) Architecture: Maintain the regional ITS architecture in accordance with federal law and regulations
 - Traffic Signals: Assist member agencies in the exchange and coordination of interjurisdictional traffic signal operations information and activities
 - Climate Change Adaptation: Monitor local and national practices regarding transportation operational procedures to adapt to climate change effects. Review the COG Regional Climate Adaption Plan to identify transportation operations-related climate change adaptation activities for the region's transportation agencies to consider

- MOITS Strategies: Analysis of strategies designed to reduce congestion, reduce emissions, and/or better utilize the existing transportation system.
- Member Agency Activities: Work as needed with the MOITS activities of the state and D.C. departments of transportation, the Washington Metropolitan Area Transit Authority, and other member agencies
- Coordinate with supra-regional management and operations activities of the Federal Highway Administration, the I-95 Corridor Coalition, and other relevant stakeholders
- Provide staff support to the MOITS Policy Task Force, MOITS Technical Subcommittee, MOITS Regional ITS Architecture Subcommittee, and MOITS Traffic Signals Subcommittee.

Oversight: Management, Operations, and Intelligent Transportation Systems (MOITS) Technical Subcommittee

Products: Agendas, minutes, summaries, outreach materials as needed; white paper(s) on technical issues as needed; revised regional ITS architecture; MOITS input to the CLRP as necessary; review and advice to MOITS planning activities around the region

Schedule: Monthly

C. TRANSPORTATION EMERGENCY PREPAREDNESS PLANNING (\$75,400)

Under this work task, TPB will provide support and coordination for the transportation sector's role in overall regional emergency preparedness planning, in conjunction with the Metropolitan Washington Council of Governments (COG) Board of Directors, the National Capital Region Emergency Preparedness Council, and other COG public safety committees and efforts. This task is the transportation planning component of a much larger regional emergency preparedness planning program primarily funded outside the UPWP by U.S. Department of Homeland Security and COG local funding. Here specialized needs for transportation sector involvement in Homeland Security-directed preparedness activities will be addressed. Efforts are advised by a Regional Emergency Support Function #1 - Transportation Committee in the COG public safety committee structure, with additional liaison and coordination with the TPB's Management, Operations, and Intelligent Transportation Systems (MOITS) Policy Task Force and MOITS Technical Subcommittee. Major topics to be addressed include the following:

- Liaison and coordination between emergency management and TPB, MOITS, and other transportation planning and operations activities.

- Planning for the role of transportation as a support agency to emergency management in catastrophic or declared emergencies, including:
 - Emergency coordination and response planning through the emergency management and Homeland Security Urban Area Security Initiative (UASI) processes
 - Emergency communications, technical interoperability, and capabilities
 - Public outreach for emergency preparedness
 - Coordination with regional critical infrastructure protection and related security planning
 - Emergency preparedness training and exercises
 - Conformance with U.S. Department of Homeland Security (DHS) directives and requirements
 - Applications for and management of UASI and other federal Homeland Security funding.

Oversight: Management, Operations, and Intelligent Transportation Systems (MOITS) Technical Subcommittee

Products: Agendas, minutes, summaries, outreach materials as needed; white paper(s) on technical issues as needed; regular briefings and reports to TPB and MOITS as necessary; materials responding to DHS and UASI requirements

Schedule: Monthly

D. TRANSPORTATION SAFETY PLANNING (\$125,000)

The Washington metropolitan area is a diverse and rapidly growing region, a major tourist destination, and a gateway for immigrants from all over the world. Growth has meant more people driving more miles and more people walking, especially in inner suburban areas where pedestrians were not common in years past. These and other factors, along with heightened awareness of the safety problem, have demonstrated the need for the regional transportation safety planning program.

Under this work task, TPB will provide opportunities for consideration, coordination, and collaboration planning for safety aspects of the region's transportation systems. Safety planning will be in coordination with the State Strategic Highway Safety Plan efforts of the

District of Columbia, Maryland, and Virginia, as well as other state, regional, and local efforts. Coordination will be maintained with the regional Street Smart pedestrian and bicycle safety outreach campaign. Major topics to be addressed in the Transportation Safety Planning task include the following:

- Support of the Transportation Safety Subcommittee
- Safety data compilation and analysis; follow up on recommendations from the regional transportation safety data analysis tool scoping study completed in FY2011
- Coordination on metropolitan transportation planning aspects of state, regional, and local safety efforts, and with transportation safety stakeholders
- Coordination with other TPB committees on the integration of safety considerations
- Maintenance of the safety element of region's long-range transportation plan.

Oversight: Transportation Safety Subcommittee

Products: Safety element of the CLRP; summaries, outreach materials, and white paper(s) on technical issues as needed.

Schedule: Quarterly

E. BICYCLE AND PEDESTRIAN PLANNING (\$108,700)

Under this work task, TPB will provide opportunities for consideration, coordination, and collaborative enhancement of planning for pedestrian and bicycle safety, facilities, and activities in the region, advised by its Bicycle and Pedestrian Subcommittee. An updated Regional Bicycle and Pedestrian Plan was completed in FY2010, and provides guidance for continued regional planning activities. Major topics to be addressed include the following:

- Advise the TPB, TPB Technical Committee, and other TPB committees on bicycle and pedestrian considerations in overall regional transportation planning.
- Maintain the Regional Bicycle and Pedestrian Plan and supporting Bicycle and Pedestrian Plan database on the TPB Web site for member agency and public access.
- Provide the TPB an annual report on progress on implementing projects from the Regional Bicycle and Pedestrian Plan. Provide the public with information on the status of bicycle and pedestrian facilities planning and construction in the Washington region.
- Compile bicycle and pedestrian project recommendations for the Transportation Improvement Program (TIP).
- Coordinate with the annual "Street Smart" regional pedestrian and bicycle safety public outreach campaign (Street Smart is supported by funding outside the UPWP).
- Advise on the implementation and potential expansion of the regional bikesharing system and associated marketing materials.

- Examine regional bicycle and pedestrian safety issues, their relationship with overall transportation safety, and ensure their consideration in the overall metropolitan transportation planning process, in coordination with task 2.D above.
- Examine bicycle and pedestrian systems usage data needs for bicycle and pedestrian planning, and ensure their consideration in the overall metropolitan transportation planning process.
- Coordinate and host one or more regional bicycle and pedestrian planning or design training, outreach, or professional development opportunities for member agency staffs or other stakeholders.
- Provide staff support to the Bicycle and Pedestrian Subcommittee, supporting the regional forum for coordination and information exchange among member agency bicycle and pedestrian planning staffs and other stakeholders.

Oversight: Regional Bicycle and Pedestrian Subcommittee

Products: Compilation of bicycle and pedestrian facilities for the TIP; maintenance of the regional bicycle and pedestrian plan on the TPB Web Site; one or more regional outreach workshops; Subcommittee minutes, agendas, and supporting materials; white papers or other research and advisory materials as necessary

Schedule: Bimonthly

F. REGIONAL BUS PLANNING (\$100,000)

This work activity will provide support to the Regional Bus Subcommittee for the coordination of bus planning throughout the Washington region, and for incorporating regional bus plans into the CLRP and TIP. The Regional Bus Subcommittee is a forum for local and commuter bus, rail transit, and commuter rail operators and other agencies involved in bus operation and connecting transit services. The Subcommittee focuses on bus planning as well as regional transit issues, such as data sharing and technical projects.

The major topics to be addressed in FY 2013 include the following:

- Continued development of a priority list of regional projects to improve bus transit services.
- Development and publication of useful operations, customer, and financial data on regional bus services for TPB and public utilization.
- Coordination and evaluation of CLRP and TIP proposals and amendments with regard to bus transit service plan implementation.
- Provide technical advice and input regarding regional transportation and land use coordination, including the development of transit assumptions for TPB planning

studies.

- Facilitation of technology transfer and information sharing as it relates to regional, state and local bus transit services, including for Bus Rapid Transit (BRT) projects, customer information, and other common issues.
- Coordination with other regional committees regarding bus transit participation in planning and training activities, including but not limited to the Regional Emergency Support Function (RESF) #1 at COG, and the associated regional transit operators group (RTOG).
- Coordination with the TPB Management, Operations, and Intelligent Transportation Systems (MOITS) Policy Task Force and MOITS Technical Subcommittee regarding integrated planning for bus services and street operations.
- Coordination with the TPB Access for All (AFA) Committee to enhance regional mobility for all populations.

Oversight: Regional Bus Subcommittee

Products: Data compilation, reports on technical issues, and outreach materials

Schedule: Monthly

G. HUMAN SERVICE TRANSPORTATION COORDINATION (\$114,800)

In 2009 the TPB adopted an Update to the Coordinated Human Service Transportation Plan for the National Capital Region ("Coordinated Plan"). A Coordinated Plan is required under the final USDOT planning regulations to guide funding decisions for the following three Federal Transit Administration (FTA) programs: 1) Formula Program for Elderly Persons and Persons with Disabilities (Section 5310); 2) Job Access and Reverse Commute for Low Income Individuals (JARC, Section 5316); and 3) New Freedom Program for Persons with Disabilities (Section 5317). The Coordinated Plan describes existing transportation services, unmet transportation needs, strategies to address those needs and priorities for implementation to better serve persons with disabilities, those with limited incomes and older adults. The Coordinated Plan also establishes selection criteria for the competitive selection of JARC and New Freedom projects. The final regulations also require that the CLRP and TIP shall consider the design and delivery of non-emergency transportation services. The TPB became the designated recipient of the FTA's JARC and New Freedom programs in 2006 for the Washington DC-VA-MD Urbanized Area; each program provides approximately \$1 million in Federal funds annually to the Washington region. The goals of these programs are to improve transportation services for low-income individuals and people with disabilities.

The TPB established the Human Service Transportation Coordination Task Force ("Task Force") to develop and help implement the Coordinated Plan which must guide annual JARC

and New Freedom project selections. The Task Force is comprised of human service and transportation agency representatives from each TPB jurisdiction as well as consumers and private providers. Each year, the Task Force establishes priorities for the annual solicitations and assists with outreach.

Proposed work activities include:

Support the activities of the TPB Human Service Transportation Coordination Task Force which will oversee the following work activities;

- Review and implement the recommendations from the report “Assessment of Job Access Reverse Commute (JARC) and New Freedom Programs in the National Capital Region”, conducted by Nelson/Nygaard Consulting Associations, Inc., January 2012;
- Develop priority projects in preparation for the 2014 solicitation for JARC and New Freedom grants and identify potential project sponsors;
- Coordinate special meetings on issues such as Medicaid transportation, low-income transportation needs or MetroAccess as requested; and
- Coordinate the activities of the coordination task force with the TPB Access For All Advisory Committee and the Private Providers Task Force.

Oversight: Transportation Planning Board

Products: Project Priorities in preparation for the 2014 JARC and New Freedom Solicitation

Schedule: June 2013

H. FREIGHT PLANNING (\$150,000)

Under this work task, TPB will provide opportunities for consideration, coordination, and collaborative enhancement of planning for freight movement, safety, facilities, and activities in the region. An updated Regional Freight Plan was completed in FY2010, and provides guidance for continued regional planning activities. Major topics to be addressed include the following:

- Support the Regional Freight Subcommittee.
- Maintain the Regional Freight Plan and supporting information on the TPB Web site for member agency and public access.
- Ensure consideration of freight planning issues in overall metropolitan transportation planning, including:

- Work proactively with the private sector for consideration of private sector freight issues. Identify topics of interest to private sector, often competing trucking and freight stakeholders.
- Continue following up on recommendations from the Regional Freight Forum held in FY2011.
- Advise the TPB and other committees in general on regional freight planning considerations for overall metropolitan transportation planning.
- Coordinate with federal, state, and local freight planning activities.
- Analyze available freight movement data for the region.
- Coordinate with TPB travel monitoring and forecasting activities on freight considerations.
- Examine truck safety issues.
- Develop ongoing freight component input to the Constrained Long Range Plan (CLRP).
- Keep abreast of regional, state, and national freight planning issues.
- Undertake data compilation and analysis on freight movement and freight facilities in the region.
- Undertake freight stakeholder outreach with representatives of the freight community, including carriers, shippers, and other stakeholders, to gain their input on regional freight movement, safety and other issues and to gauge their interest in state and MPO planning and programming processes.
- Publish a periodic e-newsletter on regional freight planning issues.

Oversight: TPB Freight Subcommittee

Products: Data compilation and outreach materials as needed; white paper(s) on technical issues as needed; structured interviews and summarized results

Schedule: Bimonthly

I. METROPOLITAN AREA TRANSPORTATION OPERATIONS COORDINATION PROGRAM PLANNING (\$120,000)

Under this work task, TPB will provide planning support for the Metropolitan Area Transportation Operations Coordination (MATOC) Program, in conjunction with the MATOC Steering Committee, subcommittees, and partner agencies. This task is the metropolitan transportation planning component of a larger set of MATOC Program activities, including operational and implementation activities, funded outside the UPWP. The Metropolitan Area

Transportation Operations Coordination (MATOC) Program's mission is to provide situational awareness of transportation operations in the National Capital Region (NCR) through the communication of consistent and reliable information, especially during incidents. MATOC's information sharing is undertaken in large part through the Regional Integrated Transportation Information System (RITIS). RITIS is an automated system that compiles, formats, and shares real-time traffic and transit data among the region's transportation agencies. RITIS was developed on behalf of the region by the Center for Advanced Transportation Technology Laboratory at the University of Maryland. Data provided through RITIS is in daily use by the region's major transportation operations centers.

As a complement to the externally-funded operations activities of MATOC, this UPWP task is to provide ongoing TPB staff planning assistance to the MATOC Program, as a part of the TPB's metropolitan transportation planning activities. Planning activities under this task include:

- **Committee Support:** Provide administrative support of MATOC Steering Committee and subcommittee meetings, including preparation of agendas and summaries and tracking of action items.
- **TPB Reports:** Provide regular briefings to the TPB on MATOC Program progress.
- **TPB Staff Participation:** Provide input and advice to the MATOC Information Systems Subcommittee and Operations Subcommittee.
- **Coordinate as necessary with the Management, Operations, and Intelligent Transportation Systems (MOITS) Technical Subcommittee**
- **Outreach:** Coordinate the work of MATOC with other organizations, for example, with public safety or emergency management groups and media representatives; prepare articles, presentations and brochures to convey MATOC concepts, plans, and accomplishments. Also coordinate with the COG Regional Emergency Support Function # 1 - Emergency Transportation Committee.
- **Implementation Planning:** Prepare implementation plans describing the work required to reach defined stages of MATOC operating capability, including expert input from MATOC subcommittees.
- **Financial and Legal Analysis:** Support discussion of the identification of funding sources, estimation of funding needs, as well as preparation of legal agreement materials that provide for the long term sustainability of MATOC.
- **Performance Measurement:** Support MATOC committee discussions of assessing progress against MATOC's defined goals and objectives.
- **Risk Management:** Identify and monitor major risks to progress and identify actions to be taken in order to avoid incurring risks or mitigating their consequences.
- **Supporting Materials:** Develop supporting or informational materials for the above activities as necessary.

Oversight: MATOC Steering Committee; MOITS Technical Subcommittee

Products: Agendas, minutes, summaries, and outreach materials as needed; white paper(s) on technical issues as needed; regular briefings and reports to the TPB, MATOC committees, and the MOITS Policy Task Force and Technical Subcommittee.

Schedule: Monthly

3. FORECASTING APPLICATIONS

A. AIR QUALITY CONFORMITY (\$563,200)

The FY2013 work program will include the following tasks:

- Completion of conformity analysis of the 2012 CLRP and FY2013-2018 TIP, including addressing any emissions, mitigation needs, preparation of a final report to document procedures and results and to address comments and testimony received, and documenting and organizing all data files for use in subsequent regional and corridor/subarea planning studies.
- Preparation and execution of a work program for analysis of the 2013 CLRP using the most up-to-date project inputs, planning assumptions, travel demand model, software and emissions factor model (MOVES); preparation of a draft report on the conformity assessment.
- Execution of TPB interagency and public consultation procedures; this includes funding for review and coordination work on the part of COG/DEP staff to reflect involvement by the Metropolitan Washington Air Quality Committee (MWAQC) in the public and interagency consultation process.
- Coordination of project solicitation, documentation, and emissions reduction analysis associated with CMAQ projects. Perform incidental air quality conformity reviews (non-systems level), as required throughout the year.
- Keeping abreast of federal requirements – as they are updated throughout the year – on air quality conformity regulations and as guidance is issued; revision of work program elements as necessary.

Oversight: Technical Committee in consultation with MWAQC committee

Products: Final report on 2012 CLRP and FY 2013-2018 TIP Air Quality Conformity Assessment; Work Program for 2013 CLRP and FY2014 – 2019 TIP Conformity Assessment

Schedule: June 2013

B. MOBILE EMISSIONS ANALYSIS (\$640,100)

The FY2013 work program will include the following tasks:

- Refinement, preparation and formatting of input data for MOVES emission model runs as part of the 2013 CLRP Air Quality Conformity Assessment. MOVES emission model runs will also be used for assessing regional GHG emissions inventories. This work program will also include analyses of strategic planning scenarios as part of the TPB's Scenario Task Force activities and the COG Board's Climate, Energy, and Environment Policy Committee (CEEPC).
- Development of emissions rates using MOVES for the evaluation of existing and future TERMS.
- Provision of technical support to Commuter Connections staff in developing implementation plans and performing evaluations of current and future TERMS.
- Provision of funding to COG's Department of Environmental Programs (DEP) for the following activities: (1) provision of data from air agencies (2) updating the TPB and its committees on federally-mandated issues related to mobile emissions; and (3) interdepartmental consultation in the development of emissions factors used for various applications.
- Response to data requests for emissions rates, inventories, data documentation or technical assistance requested by governmental and private sector entities in support of technical studies or regional planning. This will also include evaluation of TERMS.
- Participation in state, MWAQC and CEEPC technical and policy discussions, public forums and hearings.

Oversight: Technical Committee and Travel Management Subcommittee, in consultation with MWAQC committees

Products: Reports on TERM evaluation and on greenhouse gas emissions reduction strategies; Updated mobile source emissions inventories / reports as required addressing ozone and PM_{2.5} standards and climate change requirements

Schedule: June 2013

C. REGIONAL STUDIES (\$516,300)

Regional Transportation Priorities Plan

In July 2011, the TPB approved a work scope and process for developing the TPB Regional

Transportation Priorities Plan (RTPP). The plan will be developed over a two-year period, beginning in July 1, 2011 in FY 2012 with completion by July 1, 2013, the beginning of FY 2014. Public involvement will be sought at each stage of the two-year process.

The priority planning process will use a set of performance measures to quantify progress toward regional goals and to identify the near and long term challenges and potential actions or strategies needed to address them. A comprehensive benefit-cost analysis will be used to identify the high payoff strategies and projects for inclusion in the CLRP. The process includes three tasks:

Task 1: Reaffirm Regional Goals and Agree Upon Performance Measures

This task will review the TPB Vision goals, the goals in COG's Region Forward Planning Guide, and the relationship between them. It will identify a set of performance measures that quantify near and long term progress toward these regional goals

Task 2: Determine Regional Challenges and Strategies to Address Them

This task will use the performance measures to identify challenges and actions the region needs to take in order to meet regional goals. It will identify potential near and long term regional strategies to address the challenges.

Task 3: Develop Regional Priorities, Both Funded and Unfunded

This task will identify those strategies with the greatest potential to address the regional challenges as demonstrated through benefit-cost analysis. Candidate priorities will be obtained from the various planning studies that have been conducted at the state, regional, sub-regional, and local levels, and the CLRP Aspirations Scenario. Several TPB Technical Subcommittees have also developed priorities for their areas of responsibility, including bicycle and pedestrian, regional bus, airport access, freight, and management, operations and intelligent transportation systems (MOITS). Candidate priorities may be suggested from comments and ideas generated through the public involvement activities to be conducted throughout the process.

Recognizing that improving regional performance will require combining transportation and land use strategies in a synergistic manner, candidate long term priorities will be incorporated into variations on the TPB Aspirations Scenario alternative land use / transportation scenario for comparison to the adopted CLRP baseline with respect to individual regional performance measures as well as in terms of a comprehensive assessment of regional benefits and costs. The TPB Version 2.3 travel demand model and the EPA Motor Vehicle Emissions Model (MOVES) will be used to quantify the performance of these variations on the TPB Aspirations Scenarios.

By the end of FY 2012, draft and final interim reports will be prepared on tasks 1 and 2. The

task 1 report will reaffirm regional goals, and present an initial set of performance measures, challenges, and strategies for addressing regional challenges. The task 2 report will contain revised performance measures, challenges and strategies based upon public feedback. It will also present the public outreach process for FY 2013, which will be designed to invite input into the strategy prioritization process.

During FY 2013, near-term and longer term regional priorities will be identified under task 3. The public outreach component of the strategy prioritization process and public involvement in plan development are described under work activity 1.E Public Participation. The final report incorporating the three interim reports on the regional transportation priorities plan will be produced in early FY 2014.

Other FY 2013 activities include:

- Provision of staff support involving transportation for COG's FY 2013 Region Forward regional planning efforts.
- Responses to promising opportunities for preparing project grant applications for US DOT grant funding programs, as approved by the TPB.

Oversight: TPB

Products: Interim report on Task 3 on regional priorities
Project grant applications for USDOT grant funding programs as approved by TPB

Schedule: Draft interim report on Task 3 – June 2013

D. COORDINATION OF COOPERATIVE FORECASTING AND TRANSPORTATION PLANNING PROCESSES (\$806,800)

- Support the Planning Directors Technical Advisory Committee (PDTAC) in the coordination of local, state and federal planning activities and the integration of land use and transportation planning in the region.
- Work with the Planning Directors Technical Advisory Committee (PDTAC) to update and refine the map of Regional Activity Centers and develop complete community investment typologies.
- Work with members of the Cooperative Forecasting Subcommittee to enhance and improve the quality of small area (TAZ-level) employment data. This effort will involve the tabulation and analysis of state ES-202 employment data files for DC, MD and VA and collaboration with the National Capital Planning Commission (NCPG) and the General Services Administration (GSA) to obtain

site specific employment totals for federal employment sites in the region.

- Work with members of the Cooperative Forecasting Subcommittee to analyze changes in regional economic, demographic and housing trends drawing on the results from the Census American Communities Survey (ACS) and from other available federal, state, local data sources.
- Work with the members of the Cooperative Forecasting Subcommittee, the region's Planning Directors, the Baltimore Metropolitan Council, the Tri-County Council for Southern Maryland, the George Washington Regional Planning Commission and the Planning Directors of Fauquier County- VA, Clarke County-VA and Jefferson County-WV to develop updates to the Round 8.1 Cooperative Forecasts by jurisdiction and reconcile these updated local jurisdiction forecasts with the regional econometric benchmark projections.
- Work with the Cooperative Forecasting Subcommittee and the region's Planning Directors to develop updated Round 8.2 Transportation Analysis Zone (TAZ)-level growth forecasts.
- Update and maintain Cooperative Forecasting land activity databases that are used as input into TPB travel demand-forecasting model. Prepare updated Round 8.2 TAZ-level population, household, and employment forecasts for both COG member and non-member jurisdictions in the TPB Modeled Area.
- Work with the Cooperative Forecasting Subcommittee and the region's Planning Directors to assess the effects of significant transportation system changes on the Cooperative Forecasting land activity forecasts. Document key land use and transportation assumptions used in making updates to the Cooperative Forecasting land activity forecasts
- Respond to public comments on updated Round 8.2 forecasts and the Cooperative Forecasting process.
- Develop and publish useful economic, demographic and housing-related information products including the monthly Regional Economic Monitoring Reports (REMS) reports, the annual "Commercial Development Indicators" and economic and demographic data tables to be included in the Region Forward Baseline analysis.

Oversight: Technical Committee

Products: Coordination of Land Use and Transportation Planning in the Region, Update of Regional Planning Databases, Mapping of Updated Regional Activity Centers, Development and Distribution of technical

reports and information products.

Schedule: June 2013

4. DEVELOPMENT OF NETWORKS AND MODELS

A. NETWORK DEVELOPMENT (\$769,700)

The role of the TPB's network development program is to develop and maintain a series of transportation networks that are key inputs to the regional travel demand model. These transportation networks, which are representations of the regional highway and transit system, are normally developed for an existing/base year and multiple forecast years, subject to air quality planning requirements. The network files are reviewed each year to ensure that they 1) incorporate the most recent operational changes to the transportation system, especially those updates planned or implemented by local transit operators; and 2) are consistent with the latest CLRP and six-year Transportation Improvement Program. During FY-2013, TPB staff will develop transportation networks that are compliant with the recently adopted Version 2.3 travel demand model, which operates on a 3,722-zone system. Regional transportation networks are currently developed and managed using an ArcGIS-compliant database and editing system. Refinements to the geodatabase management system will be ongoing during FY-2013. The essential activities will serve to:

- Update the TPB's base-year (2012) transit network to the most current operating conditions, in cooperation with the local transit providers in the Metropolitan Washington Region.
- Prepare base- and forecast-year highway and transit networks in accordance with the latest TIP and CLRP elements and in accordance with Version 2.3 model requirements. The future year networks will be developed over the updated base year network
- Support the development of networks for special regional planning studies
- Further refine the TPB's existing GIS system which is used to facilitate network coding and network file management. The refinements will consist of: 1) documenting the existing database and network coding procedures that are currently being used, 2) implementing improvements to the database software, where feasible, on an "as needed" basis, and 3) investigating opportunities to merge data from other geographically referenced data onto the regional highway links (for example, bus routing data from local transit providers or INRIX highway speed data) in order to improve network accuracy or to aid in ongoing model validation activities.

Oversight:	Travel Forecasting Subcommittee
Products:	A series of highway and transit networks reflecting the latest TIP and Plan and compliant with the Version 2.3 travel model, with documentation. Technical documentation describing the TPB's existing GIS-based network coding practices and procedures.
Schedule:	June 2013

B. GIS TECHNICAL SUPPORT (\$548,800)

- Provide data and technical support to staff using the COG/TPB GIS for development and distribution of data and information developed by the TPB planning activities, including Regional Studies, the CLRP, the TIP, Congestion Monitoring and Analysis, Cooperative Forecasting, Regional Transportation Data Clearinghouse, Network and Models Development, and Bicycle Planning.
- Provide ongoing maintenance and support of enhanced GIS-based transportation network management and editing tools and TPBMAN geodatabase.
- Enhance GIS-based transportation network management and editing tools based on user experience.
- Enhance the COG/TPB GIS Spatial Data Library with updated transportation and non-transportation features as these data become available.
- Add additional transportation attribute data, land use features and imagery data to the COG/TPB GIS Spatial Data Library.
- Update GIS Spatial Data Library documentation, GIS User Guides and technical documentation of various GIS software applications as required.
- Maintain and update an intranet-based GIS Project Information Center that lists and describes DTP GIS databases and applications currently being developed, as well as those that are currently available.
- Train staff on use of GIS databases for transportation planning.
- Continue to coordinate the regional GIS activities with state DOTs, WMATA, and the local governments through COG's GIS Committee and subcommittees.

- Maintain and update COG/TPB's GIS-related hardware and software.
- Respond to request for COG/TPB GIS metadata, databases, and applications.

Oversight: Technical Committee

Products: Updated GIS software, databases, User documentation, Training materials, Support and enhancement of GIS procedures to develop and manage transportation networks.

Schedule: June 2013

C. MODELS DEVELOPMENT (\$1,071,200)

The role of the TPB's models development program is to maintain and advance the TPB's travel forecasting methods and practice. The program is formulated around the general areas of data collection, short and long term models development, research, and maintenance activities. During FY 2012, the Version 2.3 Travel Model transitioned from development to practice and is currently the adopted regional travel model for the Metropolitan Washington Region. The model was applied by TPB staff for air quality planning work in FY 2012 and is now being used by local planning agencies for project planning studies. During FY 2013, staff will continue to support the application of the Version 2.3 model and will also investigate refinements to the Version 2.3 model, as recommended by previous consultant reviews of the TPB's travel forecasting practice. The models development program will include ongoing services of a consultant for conducting focused research on modeling practices across the U.S., and for providing advice on specific modeling methods. Staff plans to keep abreast of research in the travel demand forecasting field, including the most recent experiences of activity-based model (ABM) deployments in other cities in the U.S. The Models Development activities will serve to:

- Support the application of the Version 2.3 travel model for air quality planning work and other planning studies conducted by TPB staff. This will include the update of travel modeling inputs as necessary, investigating technical problems that might arise during the course of application, and documenting refinements to the model. Staff will also support local project planning work on an "as needed" basis
- Continue the investigation of refinements to the Version 2.3 model, drawing from recommendations compiled from past expert reviews of the regional travel model. These refinements will likely focus on improvements to the existing traffic assignment process, the mode choice model (possibly including new transit path-building procedures), and time of day modeling.

- Continue with sensitivity testing with the Version 2.3 model, in consultation with the Travel Forecasting Subcommittee (TFS).
- Supporting the integration of the travel demand model with the new EPA MOVES model for estimating mobile emissions.
- Analyze the geographically focused household travel survey data that TPB staff recently collected during FY 2012.
- Keep abreast of new developments in travel demand forecasting, both short-term developments (such as for trip-based, four-step models) and long-term developments (such as ABMs and airport choice and ground access mode choice models). To aid in this effort, TPB staff will continue the consultant contract to perform a scan of best modeling practice. Staff will also continue participation in the AMPO Travel Modeling Work Group, other organizations and activities, such as the Transportation Research Board (TRB), the Travel Modeling Improvement Program (TMIP), the Federal Transit Administration (FTA) guidelines on modeling for New Starts, the Institute of Transportation Engineers (ITE).
- Staff will continue support to the TFS as a forum to discuss issues relating to travel forecasting needs and to promote guidance of the regional travel demand model application.
- Staff will keep abreast of hardware and software needs and opportunities, including the potential use of “cloud computing” and the use of versioning software as an efficient way of tracking model code as it evolves with model refinements over time.

Oversight:	Travel Forecasting Subcommittee
Products:	Updated travel models; documentation of models development activities; and recommendations for continued updating of the travel demand modeling process.
Schedule:	June 2013

D. SOFTWARE SUPPORT (\$178,900)

The FY2013 work program will include the following tasks:

- Continued support on executing CUBE / TP+ runs and migration to CUBE / Voyager in running TPB travel demand forecasting applications.
- Continued support on MOVES emissions model runs and supporting software applications.

- Training of DTP staff in various applications of CUBE/ TP+, CUBE / Voyager and MOVES.
- Monitoring of the performance of DTP desktop and laptop microcomputer hardware and software and make upgrades as appropriate.
- Coordination with the COG Office of Technology Programs and Services (OTPS) staff in this task and in applications under the Microsoft Windows operating system.
- Maintenance of the data storage systems for the back-up, archiving and retrieval of primary regional and project planning data files.
- Support development and execution of applications of micro simulation software as appropriate.

Oversight: Technical Committee.

Products: Operational travel demand forecasting process plus operational MOVES2010 Models; File transfer, storage and retrieval processes; DTP staff training in CUBE/ TP+, CUBE / Voyager, and MOVES2010 systems; and Microcomputer hardware to support CUBE/ TP+, CUBE / Voyager, MOVES2010, and other operations.

Schedule: June 2013

5. TRAVEL MONITORING

A. CORDON COUNTS (\$250,800)

- In the spring of 2013 staff will conduct the Central Employment Area Cordon Count.

Oversight: Travel Forecasting Subcommittee

Products: Data Files from the spring 2013 Central Employment Area Cordon Count for processing to produce a report in FY 2014

Schedule: June 2013 (Data Files; Report in FY 2014)

B. CONGESTION MONITORING AND ANALYSIS (\$350,000)

Congestion Monitoring supplies data for the Congestion Management Process (Item 2A) and Models Development (Item 4C). The program monitors congestion on both the freeway and the arterial highway systems, to understand both recurring and non-recurring congestion. Data collection methods include a combination of aerial surveys, field data collection, and/or data procured from private sources. Examples of emerging technologies include probe-based data and Bluetooth-based data. In FY2012, an analysis of data collection methods was undertaken in light of evolving technologies and needs. The combination of data collection and analysis to be undertaken in FY2013 will be in accordance with the results of the FY2012 methods study.

Oversight: MOITS Technical Subcommittee

Products: Transportation systems monitoring data sets and analysis reports

Schedule: June 2013

C. TRAVEL SURVEYS AND ANALYSIS

Household Travel Survey (\$706,300)

- Provide data, documentation, and technical support to users of 2007/2008 Regional Household Travel Survey and 2011 Geographically-Focused Household Travel Surveys. Update user documentation as required.
- Continue to process and mine data collected in the 2007/2008 Regional Household Travel Survey and 2011 Geographically-Focused Household Travel Surveys to support analysis of regional growth and transportation issues of topical interest to the members of the TPB. Prepare information reports on various aspects of daily household and vehicle travel in the region.
- Collect household travel survey data for 2,400 households in six focused geographic subareas of the region for more intensive analysis of specific growth and transportation issues. Examples of focused geographic subarea could include Metrorail station areas of a specific type, highway corridors with recent or planned major improvements, proposed light rail study area, or regional activity centers of with specific characteristics. *Proposed focused geographic subareas for FY 2013 include: (1) Federal Center/Southwest/Navy Yard in DC (2) Friendship Heights in DC and Montgomery County (3) Silver Spring in Montgomery County (4) US 1/Green Line in Prince George's County (5) City of Fairfax and (6) City of Manassas. The proposed geographic subareas will be reviewed and subject to refinement by the TPB Technical Committee and local jurisdiction planning staff.*

Oversight: Travel Forecasting Subcommittee

Product: Household Travel Survey Data Collection and Processing, Household Travel Survey Analyses, Information Reports and Technical Memorandum, Maintenance of Travel Survey Data and Documentation.

Schedule: June 2013

D. REGIONAL TRANSPORTATION DATA CLEARINGHOUSE (\$317,900)

- Update Clearinghouse data files with FY11-12 highway and transit network data.
- Update Clearinghouse traffic volume data with AADT and AAWDT volume estimates, hourly directional traffic volume counts and vehicle classification counts received from state DOTs and participating local jurisdiction agencies.
- Update Clearinghouse transit ridership data with data received from WMATA, PRTC, VRE, MTA and local transit agencies including the Ride-On, The Bus, ART, DASH and the Fairfax Connector.
- Add newly collected and processed freeway and arterial road speed and level of service (LOS) data to the Regional Transportation Data Clearinghouse network.
- Add updated Cooperative Forecasting data to the Clearinghouse by TAZ.
- Update Regional Clearinghouse user manuals and documentation.
- Display Clearinghouse volume, speed and LOS data on a web-based application that utilizes satellite/aerial photography imagery with zooming user interface.
- Implement an ArcGIS server-based application to distribute Regional Transportation Clearinghouse Data to TPB participating agencies via a lightweight web browser application.

Oversight: Technical Committee

Product: Updated Clearinghouse Database and Documentation; Web Interface to Access Clearinghouse Data

Schedule: June 2013

6. TECHNICAL ASSISTANCE (\$1,699,000)

The funding level allocated to technical assistance is 15.3 percent of the total new FY 2013 funding in the basic work program. The funding level for each state is 13.5 percent of the total new FTA and FHWA MPO planning funding provided by each state. The funding level for WMATA is 8 percent of the total new FTA funding. The specific activities and levels of effort are developed through consultation between each state and WMATA representatives and DTP staff.

2012 CLRP FY2013-2018 TIP AIR QUALITY CONFORMITY INPUTS (Transit)

01/11/12

Agency	Project ID	Improv.	Facility	From	To	Under Const. or ROW acquired?	Complt. Date or Status
Washington Metropolitan Area Transit Authority							
WMATA		Modify	Revised Metrorail Operating Plan				2011
WMATA		Modify	Revised Metrorail Operating Plan				2015
WMATA		Implement	New Hampshire Avenue bus improvements				2014
WMATA		Implement	U Street / Garfield bus improvements				2011
WMATA		Implement	Greenbelt / Twinbrook bus improvements				2012
WMATA		Implement	East-West Highway (Prince George's County) improvements				2012
WMATA		Implement	Anacostia / Congress Heights bus improvements				2012
WMATA		Implement	Little River Turnpike / Duke Street bus improvements				2012
WMATA		Implement	University Boulevard / East-West Highway bus improvements				2013
WMATA		Implement	Rhode Island Avenue Metro to Laurel bus improvements				2013
WMATA		Implement	Rhode Island Avenue (DC) bus improvements				2013
WMATA		Implement	Eastover / Addison bus improvements				2014
WMATA		Implement	Colesville Road / Columbia Pike - MD US 29 bus improvements				2014
WMATA		Implement	North Capitol Street bus improvements				2015
District of Columbia							
DDOT		Construct	Anacostia Streetcar project Phase I (replaces CSX Shepherd Branch project)	Firth Sterling and S. Capitol St. SE	Howard Rd. and MLK Jr. Ave. SE		2012

Shaded areas represent changes since the 2011 CLRP

2012 CLRP FY2013-2018 TIP AIR QUALITY CONFORMITY INPUTS (Transit)

01/11/12

Agency	Project ID	Improv.	Facility	From	To	Under Const. or ROW acquired?	Complt. Date or Status
DDOT		Construct	Anacostia Streetcar Extension -Phase II	Howard Rd and MLK Jr. Ave SE	Good Hope Rd. and MLK Jr. Ave. SE		2016 2012
DDOT		Construct	H St. / Benning Rd Streetcar	Union Station	Oklahoma Ave., NE		2013-2012
DDOT		Implement	H St. Bus Lane- peak only	17th St. , NW	New York Ave., NW		
DDOT		Construct	Benning Rd. Streetcar	Oklahoma Ave., NE	45th St. / Benning Rd. Metro		2016 2015
DDOT		Study	Union Station Streetcar	Union Station	Mt. Vernon Sq./ 7th St. NW		not coded
DDOT		Study	K St. Streetcar	Mt. Vernon Sq./9th St. NW	Wisconsin Ave.		not coded
DDOT		Operational Improvements	Pennsylvania Rapid Bus (Operation Enhancements)	Archives Navy Memorial Metro Station	Naylor Road Metrorail Station		2011
DDOT		Reconstruct	K St. Transitway	Mt. Vernon Sq./7th St. NW	Wash.Circle / 23rd St. NW		2015
DDOT		Implement	16th St. Bus Priority Improvements (TIGER Grant)				by 2016
DDOT		Implement	Georgia Ave Bus Priority Improvements				by 2016
DDOT		Implement	H St./ Benning Rd. Bus Priority Improvements (TIGER Grant)	16th St. NW	Capitol Heights Metro Station		by 2016
DDOT		Implement	Wisconsin Ave. Bus Priority Improvements (TIGER Grant)	Friendship Heights Metro Station	Naylor Road Metrorail Station		by 2016
DDOT		Implement	Theodore Roosevelt Bridge to K St. Bus Priority Improvements (TIGER Grant)				by 2016
DDOT		Implement	14th St. Bus Priority Improvements (TIGER Grant)				by 2016
DDOT		Study	Georgia Ave. Streetcar	U Street/Florida Ave NW	New Hampshire Ave. NW		not coded

Shaded areas represent changes since the 2011 CLRP

2012 CLRP FY2013-2018 TIP AIR QUALITY CONFORMITY INPUTS (Transit)

01/11/12

Agency	Project ID	Improv.	Facility	From	To	Under Const. or ROW acquired?	Complt. Date or Status
DDOT		Study	Capitol Hill/8th Street Streetcar	H St. NE	M St. SE		not coded
DDOT		Study	M St. SE Streetcar	11th St. Bridge/MLK Ave. SE	Buzzard Point/SW Waterfront		not coded
DDOT		Study	14th St. NW Streetcar	K St. NW	U St. NW		not coded
Maryland							
MTA		Construct	Purple Line Transitway	Bethesda	New Carrollton	No	2020
MTA		Construct	Silver Spring Transit Center	Phase II		Yes	2011
MTA		Construct	Corridor Cities Transitway	Shady Grove	COMSAT		2020
MTA		Construct	Southern MD Commuter Bus Initiative	Park-and-Ride lots and increase bus service	Waldorf		2010
MTA		Implement	ICC Corridor Bus Service Improvements			No	2012
MTA		Construct	Takoma/ Langley Park Transit Center	Intersection New Hampshire Ave and University Blvd.	Takoma / Langley Park	No	2011
MDSHA		Study	MD 97 (Georgia Avenue) Busway	Glenmont	Olney		not coded
		Implement	Addison Rd. Transit Improvements (TIGER Grant)	near Seat Pleasant	Southern Ave. Metro Station		by 2016
		Implement	US 1 (MD) Bus Priority Improvements (TIGER Grant)				by 2016
Montgomery County							
Mont.Co.	MCT7	Construct	Olney Transit Center	adjacent to or north of MD 108		No	2015
Mont.Co.		Construct	University Blvd Bus Enhancement	Kensington	Silver Spring	No	2020
Mont.Co.	MCT22	Construct	Veirs Mill Road Bus Enhancement	Rockville	Wheaton	No	2020-2015

Shaded areas represent changes since the 2011 CLRP

2012 CLRP FY2013-2018 TIP AIR QUALITY CONFORMITY INPUTS (Transit)

01/11/12

Agency	Project ID	Improv.	Facility	From	To	Under Const. or ROW acquired?	Complt. Date or Status
Virginia							
VDOT		Widen	US 1 (bus/right-turn lanes)	VA 235 North	SCL Alexandria (I-95 Capital Beltway)	No	2035
Arlington Co.		Construct	Crystal City / Potomac Yard Busway (2-lane)	Vicinity of Glebe Rd. Ext.- City/County line	Crystal City Metro Station	ROW acquired	2013
Arlington Co.		Construct	Route 1 Corridor Streetcar Potomac Yard Transit Bus lanes (2 lanes)	Vicinity of Glebe Rd. Ext.- City/County line	Pentagon City Metro Station		2018 2019
VDOT		Construct	Route 1 Corridor Streetcar Conversion	Four Mile Run	Braddock Rd.	No	2013
Alex.		Study	Metro Station (Proposed)	Four Mile Run	Braddock Rd.		not coded
VDOT		Construct	Columbia Pike Streetcar Transit Center (Bradlee Shopping Center)	@ Potomac Yards	Pentagon City	No	2017
VDOT		Construct	Transit Center (Seven Corners)	Skyline Center	Pentagon City	No	2017-2016
VDOT		Construct	Transit Center (Seven Corners)	King St. and Braddock Rd.		No	2014
VDOT		Construct	Park-and-Ride Lot	Seven Corners Shopping Center		Yes	2012 2011
VDOT		Construct	Park-and-Ride Lot	Wiehle Ave. Parking Garage	@ Reston East Park-and-Ride Lot	Yes	2013 2011
VDOT		Construct	Park-and-Ride Lot	Springfield CBD	vic. I-95 & Old Keene Mill Road	No	2015-2014
VDOT		Relocate/Construct	Park-and-Ride Lot (Leesburg)	Relocate to vic. of Leesburg Bypass and / or the Dulles	700 Spaces	Yes	2010
VDOT		Construct	Lease Commuter Parking Spaces at Lowes Island	Leesburg			2013
VDOT		Construct	Park-and-Ride Lot	Purcellville	100 Space Park & Ride Lot		2015
VDOT		Implement	Loudoun County Commuter Bus Service.	Town of Leesburg -Harrison St & Catoctin Circle	400 Space Park & Ride Lot	Yes	2010
VDOT		Construct	Park-and-Ride Lot	Dulles Town Center	300 Spaces	Proffered	2015

Shaded areas represent changes since the 2011 CLRP

2012 CLRP FY2013-2018 TIP AIR QUALITY CONFORMITY INPUTS (Transit)

01/11/12

Agency	Project ID	Improv.	Facility	From	To	Under Const. or ROW acquired?	Complt. Date or Status
VDOT		Construct	Park-and-Ride Lot	US 50 at Stone Ridge	150 Spaces	Proffered	2015
VDOT		Construct	Park-and-Ride Lot	US 50 Dulles at East Gate	200 Spaces	Yes	2025
VDOT		Construct	Park-and-Ride Lot	VA 234 (vicinity of I-66)	at Cushing Road	No	2011
VDOT		Construct	Park & Ride Facility	Round Hill	75 Spaces	ROW acquired	2015
VDOT		Construct	Park & Ride Facility	Brambleton	100 space expansion	No	2015
VDOT		Construct	Park & Ride Facility	Arcola Center	300 Spaces	Proffer	2015
VDOT		Construct	Park-and-Ride Lot	at EPG		No	2015
VDOT		Construct	Park-and-Ride Lot	Telegraph Rd.	400-500 spaces		2013
VDRPT		Construct	Dulles Corridor Metrorail	East Falls Church Metrorail Station	Wiehle Ave.	No	2013
VDRPT		Construct	Dulles Corridor Metrorail	Wiehle Ave. Station	Route 772	No	2016
VRE		Construct	VRE - Cherry Hill Commuter Rail Station	Cherry Hill	Prince William County	No	2012 2015
VRE		Implement	VRE Service Improvements (Reduce Headways)	Fredericksburg and Manassas lines		No	2020
VRE		Construct	VRE- 3rd Track/ Cherry Hill Commuter Rail Station	Arkendale, Stafford Co.	Powell's Creek, Prince William Co.	No	2012 2015
VDOT		Implement	Beltway HOT lanes transit service			No	2013
VDOT		Implement	Beltway HOT lanes transit service			No	2020
VDOT		Implement	Beltway HOT lanes transit service			No	2030
VDOT		Implement	(Fairfax Connector Service Enhancements)			No	2011

Shaded areas represent changes since the 2011 CLRP

2012 CLRP FY2013-2018 TIP AIR QUALITY CONFORMITY INPUTS (Transit)

01/11/12

Agency	Project ID	Improv.	Facility	From	To	Under Const. or ROW acquired?	Complt. Date or Status
		Implement	VA 7 Bus Priority Improvements (TIGER Grant)	Alexandria	Tyson's Corner		by 2016
		Implement	Van Dorn - Pentagon Rapid Bus (TIGER Grant)	Van Dorn St. Metro	Pentagon		2013
Alex.		Construct	Van Dorn - Pentagon BRT (City Funded)	Van Dorn St. Metro	Pentagon		2016
		Implement	I-95/I-395 Multimodal Improvements (TIGER Grant)				by 2016
Alex.	New	Construct	Landmark Transit Center	Duke St. & Van Dorn		No	2023
Alex.		Implement	DASH Bus Expansion	City-Wide			2021
Alex.		Construct	Duke Street BRT	King Street Metro	Fairfax County Line		2022

Shaded areas represent changes since the 2011 CLRP

2012 CLRP FY2013-2018 TIP AIR QUALITY CONFORMITY INPUTS (Highway and HOV)

Agency	Project ID	Improv.	Facility	From	To	Facility				Under Const. or ROW acquired?	Compl. Date or Status
						Lanes		Lanes			
						from	to	from	to		
District of Columbia											
DDOT	DP9A	Widen / Realign	South Capitol St. Corridor: Frederick Douglass Bridge	S. Capitol St. (east)	Potomac Ave. (west)	2	2	5	6		2015
DDOT	DP9C	Construct	South Capitol St. Corridor: S. Capitol St. intersection	at Potomac Ave.							2015
DDOT	DP9D	Construct	South Capitol St. Corridor: Suitland Parkway Intch.	at MLK Jr. Blvd to complete movements							2016
DDOT		Downgrade	SE/SW Freeway	11th St. SE	Barney Circle/ PA Ave.	1	3				2015
DDOT	DI7A	Reconstruct/ Widen	11th St. Bridges (2 spans)	I-295	Southeast Freeway			8	freeway		2013
DDOT	DI7A	Construct	11th St. Bridges (2 spans)	ramp movements to/from the northbound Anacostia Freeway for each span							2013
DDOT		Remove	I-395 SB exit ramp (w/ Return to L'Enfant project)	SB to the 400 block of 3rd St. NW				1	0		2011
DDOT		Construct	F St. (w/ Return to L'Enfant project)	2nd St. NW	3rd St. NW			0	2		2014
DDOT	DI9	Reconstruct	I-295/ Malcolm X Interchange	add above grade ramp connection from NB I-295 off ramp to new St. Elizabeth's Access Rd.							2014
DDOT	DP10	Construct	St. Elizabeth's Access Rd. (along West Campus western boundary)	Firth Sterling	Malcolm X			0	3		2014
DDOT	DS3	Construct	Southern Ave. SE	Branch Ave. SE	Naylor Rd. SE			0	2		2016
DDOT		Reconstruct	15th St. NW- add bike lane	Constitution Ave. NW	W. St. NW			6	5		2011
DDOT		Pilot Study	L St. NW - add bike lane	11th St. NW	25th St. NW			4	3		not coded
DDOT		Pilot Study	M St. NW - add bike lane	15th St., NW	29th St. NW			4	3		not coded
DDOT		Pilot Study	9th St. NW - add bike lane	Constitution Ave. NW	K St. NW			5	4		not coded

2012 CLRP FY2013-2018 TIP AIR QUALITY CONFORMITY INPUTS (Highway and HOV)

Agency	Project ID	Improv.	Facility	From	To	Facility				Under Const. or ROW acquired?	Compt. Date or Status
						Lanes		Lanes			
						from	to	from	to		
DDOT	DP11	Reduce Capacity	Wisconsin Ave.	Garfield St.	34th St.			4/6	4		2011
DDOT	DP12	1-way to 2-way	17th St. NE/SE	Benning Rd. NE	Potomac Ave. SE			2 SB	1 SB/1 NB		2012
DDOT		Reduce Capacity	H St. NW peak period Bus-Only Lanes	17th St. NW	New York Ave. NW			5 pk	4 pk		2012
Maryland											
MDOT Freeway											
MDSHA	MI2q	Construct	I-270	Interchange at Watkins Mill Road Extended		1	1	8	8+2	No	2016
MDSHA	MI2SHOV MI2S	Construct	I-270/US 15 Corridor	Shady Grove Metro	Biggs Ford Rd	1	1	varies		No	2030
MDSHA		Reconstruct	I-270	Interchange at MD 121		1	1	1	2	No	2016
MDSHA	MI4	Widen	I-70	Mt. Phillip Rd.	MD 144FA	1	1	4	6	No	2020
MDSHA	MI4a	Reconstruct	I-70	Interchange at Meadow Rd.	to add missing movements	1	1			No	2020
MDSHA	MI1f	Construct	I-95	Contee Road Relocated w/ CD Roads		1	1	8	8+4	No	2016 2020
MDSHA	MI1k	Construct	I-95/I-495 (Capital Beltway)	Branch Avenue Metro Access (Phases I & II)		1	1	8	8	Yes	2020 (Phase II)
MDSHA	MI1p	Study	I-95/I-495 (Capital Beltway)	Interchange at Greenbelt Metro		1	1	8	8+2	No	not coded
MDSHA	MP12	Construct	Intercounty Connector	I-270	MD 97	0	1	0	6	Completed	2011
MDSHA	MP12	Construct	Intercounty Connector	MD 97	I-95	0	1	0	6	Completed	2011 2012
MDSHA	MP12	Construct	Intercounty Connector	I-95	US 1	0	1	0	4-6	Yes	2014 2012
MDOT Primary											
MDSHA	MP10a	Reconstruct	US 1 (Baltimore Avenue)	College Avenue	Sunnyside Avenue	2	2	4	4	No	2020

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						from	to	from	to		
MDSHA	MP10b	Widen	US 1, Baltimore Avenue	Cherry Hill Road	I-95/I-495	2	2	4	6	No	2010
MDSHA	MP9b	Construct	MD 2/4 at Lusby Southern Conn. Rd.	MD 765	MD 2/4 at Lusby	0	2	0	3	No	2040
MDSHA	MP2c	Widen	MD 3 (Robert Crain Highway)	US 50	Anne Arundel County Line	2	2	4	6	No	2030
MDSHA		Construct	MD 4 (Pennsylvania Avenue)	Interchange at Westphalia Rd		2	5	4	6	No	2020
MDSA		Construct	MD 4 (Pennsylvania Avenue)	Interchange at Suitland Pkwy		2	5	4	6	No	2016
MDSHA	MP3a	Upgrade/ Widen	MD 4	MD 223	I-95/I-495	2	1	4	6	No	2035
MDSHA		Construct	MD 5 (Branch Avenue)	Interchange at Earnshaw/Burch Hill Roads		2	5	4	6	No	2025 2009
MDSHA	MP4f	Upgrade/ Widen	MD 5 (Branch Avenue)	US 301 at T.B.	North of the Capital Beltway	2	5	4	6	No	2025
MDSHA		Construct	MD 5 (Branch Avenue)	Interchange at MD 373/Brandywine Road Rel.		2	5	4	6	No	2016
MDSHA		Construct	MD 5 (Branch Avenue)	Interchange at Surratts Road		2	5	4	6	No	2025 2009
MDSHA	MP15	Construct	US 15	Interchange at Monocacy Blvd.		2	2	6	6	No	2016
MDSHA		Construct	US 29 (Columbia Pike)	Interchange at Musgrove/Fairland Rd.				6	6	No	2025
MDSHA	MP5e	Study	US 29, Columbia Pike	north of MD 650	Howard County Line	2	5	6	6	No	not coded
MDSHA		Construct	MD 75 Relocated	MD 80		0	4	0	4	No	2020
MDSHA	FP2	Widen	MD 85 (Buckeystown Pike)	English Muffin Way	north of Grove Road	2	2	2/4	4/6	No	2020
MDSHA	MP12c	Construct	MD 97 (Brookeville Bypass)	South of Brookeville	North of Brookeville	0	2	0	2	No	2020
MDSHA		Upgrade	MD 97 (Georgia Avenue)	interchange @ MD 28 (Norbeck Road)		2	2	6	6	No	2030
MDSHA		Upgrade	MD 97 (Georgia Avenue)	interchange @ Randolph Road		2	2	6	6	No	2015
MDSHA	MP14	Reconstruct	MD 202 (Largo Town Ctr. Metro Access Improvs.)	at Brightseat Rd		2	2	6	6	No	2020
MDSHA		Upgrade	MD 210 interchange improvs.	@ Livingston Rd. / Kerby Hill Rd.		2	5	6	6		2020

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MDSHA	MP6d	Upgrade	MD 210 (Indian Head Highway) with interchange improvements at: Wilson Bridge Dr., Livingston Rd./Palmer Rd., Old Fort Rd. North, Ft. Washington Rd., and Livingston Rd/Swan Creek Rd. Intersections	MD 228	Capital Beltway	2	5	6	6	No	2030
MDSHA	MP8e	Study	US 301	North of Mount Oak Road	US 50	2	5	4/6	6+2	No	not coded
MDTA	MP18	Construct	US 301 Governor Nice Bridge	Charles County, MD	King George County, VA	2	2	2	4	No	2030 2040
MDSHA	MP16	Construct	US 340 Interchange BRAC Intersection	Improvements near the National Naval Medical Center, Bethesda	@US 340 at Jefferson Tech Park	1	1	4	4	No	2016
MDSHA	BRAC	Reconstruct									2012
MDSHA		Construct	MD 355	Montrose/Randolph Rds.	CSX RR	2	2	6	6	No	2020
MDOT Secondary											
MDSHA	MS33	Widen	MD 27	MD 355	A 305	2	2	4	6	No	2020
MDSHA	MS2f	Widen	MD 28 (Norbeck Road) / MD 198 (Spencerville Road)	MD 97	I-95	2	2	2/4	4/6	No	2025
MDSHA	MS32	Widen	MD 117	I-270	Great Seneca Park	2	2	2	4	No	2025
MDSHA	MS34	Study	MD 121	I-270	W. Old Baltimore Rd.	3	3	4	6	No	not coded
MDSHA	MS6b	Widen	MD 124 (Woodfield Road)	Midcounty Highway	S. of Airpark Dr.	2	2	2	6	No	2020
MDSHA	MS6d	Widen	MD 124 (Woodfield Road)	N. of Fieldcrest Rd.	Warfield Road	2	2	2	6	No	2020
MDSHA		Study	MD 180/MD 351	Greenfield Dr.	Corporate Dr.					No	not coded

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MDSHA	MS35	Widen	MD 197 (Collington Rd.)	MD 450 Relocated	Kenhill Dr.	2	2	2	4/5	No	2025
MDSHA	MS10b	Study	MD 201 (Kenilworth Ave.)	Rittenhouse Road	Pontiac St.	2	2	4	6	No	not coded
MDSHA	MS18d	Widen	MD 450 (Annapolis Road)	Stonybrook Drive	West of MD 3	2	2	2	4	No	2016
Montgomery County											
Mont.Co.	MC11c	Construct	A-305 - MidCounty Highway Extended	MD 355	MD 27	0	3	0	4	No	2012 2010
Mont.Co.	nrs	Construct	Burtonsville Access Rd.	MD 198	School Access Rd.	0	4	0	2	No	2013
Mont.Co.	nrs	Construct	Chapman Avenue	Randolph Road	Old Georgetown Road	0	3	0	2	No	2015
Mont.Co.	MC5d	Construct	Father Hurley Blvd.	Wisteria	MD 118 (Germantown Road)	0	2	0	4	Complete	2011
Mont.Co.	MC5c	Widen	Father Hurley/ Ridge Rd.	I-270	existing MD 27	2	2	4	6		2010
Mont.Co.	MC7a	Construct Study	Goshen Rd. South	South of Girard Street	1000 feet north of Warfield Road	3	3	2	4	No	2015 not coded
Mont.Co.	MC43	Construct	I-4 Bridge over I-270	Century Boulevard	Milestone Center Drive	0	3	0	4	No	2015
Mont.Co.	MC11a	Construct	M-83 - Midcounty Highway Extended	MD 27 (Ridge Road)	Middlebrook Road	0	2	0	4-6	No	2020
Mont.Co.	MC11d	Construct	M-83 - Midcounty Highway Extended	Middlebrook Road	Montgomery Village Avenue	0	2	0	4-6	No	2020
Mont.Co.	MC12f	Widen	MD 118 Ext (Grmntwn. Rd.)	MD 355	M-83/Watkins Mill Rd.	2	2	3	4	No	2020
Mont.Co.	MC14g	Widen	Middlebrook Road Ext.	MD 355	M-83	2	2	3	4	No	2020
Mont.Co.	MC15b	Construct	Montrose Parkway East	Eastern Limit of MD 355/Montrose Interchange Parklawn Drive	Veirs Mill Road/Parkland Road Intersection MD 586 -- Veirs Mill Road	0	2	0	4	No	2015
Mont.Co.	nrs	Construct	Nebel St Extended	Randolph Rd	Target Store Site	0	3	0	4	Complete	2011
Mont.Co.	MC42	Construct	Randolph Road	Parklawn Drive	Rock Creek Park	2	2	4	5	No	2014
Mont.Co.	MC34	Widen	Snouffer School Rd. Fac. Planning	MD 124 Woodfield Rd. Goshen Rd.	Centerway Road MD 124	3	3	2	4	No	2016

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						Lanes					
						from	to	from	to		
Mont.Co.	MC23a	Construct	Watkins Mill Rd. ext.	I 270 (future interchange)	MD 355	0	2	0	6	Yes	2011
Mont.Co.	MC13	Construct	Woodfield Rd.(MD 124 Ext.)	1200' North of MD 108	MD 27	0	2	0	2	Yes	2011
Mont.Co.		Construct	Executive Blvd. Ext. - East	Rockville Pike (MD 355)	Nebel St. Ext.			0	4		2020
Mont.Co.		Construct	Executive Blvd. Ext. - West	Old Georgetown Rd.	Marinelli Rd.			0	4		2020
Mont.Co.		Construct	Main St./Market St.	Old Georgetown Rd.	Rockville Pike (MD 355)			0	2		2020
Mont.Co.		Construct	Old Georgetown Rd.	Old Georgetown Rd.	Nicholson Lane/Tilden Lane			0	6		2020
Mont.Co.		Construct	Hoya St.	Executive Blvd.	Montrose Pkwy			0	4		2020
Mont.Co.		Construct	Platt Ridge Dr. Ext.	Jones Bridge Rd.	Montrose Dr.			0	2		2014
Mont.Co.		Construct	Century Blvd.	Current terminus south of Oxbridge Tract	Intersection with future Dorsey Mill Road	?	?	0	4		2014
Prince Georges County											
PG Co.	PGS3a	Widen	Addison Road	MD 214	Walker Mill Road	3	3	2	4	Yes	2019 2016
PG Co.		Reconstruct	Addison Road	Sheriff Road	MD 704	4	4	2	2	Yes	2014
PG Co.	PGS5	Construct	Allentown Road Relocated	Indian Head Highway (MD 210)	Brinkley Road	0	3	0	4	No	2025
PG Co.	PGS73	Widen	Ardwick-Ardmore Road	MD 704	91st Ave.	4	4	2	4	Yes	2015
PG Co.	PGP4a	Construct	Baltimore Washington Pkwy/Greenbelt Rd (MD 193)	ramp to southbound Baltimore Washington Pkwy		0	5	0	4	No	2025
PG Co.	PGS75	Widen	Berry Road	Livingston Road	Accokeek Road (MD 373)	4	4	2	4	No	2010
PG Co.	PGS9b	Widen	Bowie Race Track Road	Laurel-Bowie Road (MD 197)	Old Chapel Road	4	4	2	4	No	2015
PG Co.	PGS9a	Widen	Bowie Race Track Road	Annapolis Road (MD 450) north of Piscataway Road (MD 223)	Old Chapel Road	4	4	2	4	No	2015
PG Co.	PGS10	Widen	Brandywine Road	(MD 223)	Thrift Road	4	4	2	4	No	2020
PG Co.	PGS76	Widen	Briggs Chaney Road	Montgomery County line	Old Gunpowder Road	3	3	2	4	Yes	2010

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						from	to	from	to		
PG Co.	PGS12	Widen	Brinkley Road	St. Barnabas Road (MD 414)	Allentown Road (MD 337)	3	3	4	6	No	2020
PG Co.	PGS13	Construct	Brooks Drive Extended	Marlboro Pike	Rollins Avenue	0	3	0	4	No	2020
PG Co.	PGS14	Widen	Cabin Branch Drive	Columbia Park Road	north of Sheriff Road	4	4	2	4	No	2015
PG Co.	PGS16a	Construct	Campus Way North	Lake Arbor Way	south of Lottsford Road	0	4	0	4	No	2023 2004
PG Co.	PGS16b	Construct	Campus Way North Extended	south of Lottsford Road	Evarts Drive	0	4	0	4	No	2020
PG Co.	PGS17	Widen	Cherry Hill Road	Powder Mill Road	Baltimore Avenue (US 1)	3	3	2	4	No	2019 2020
PG Co.	PGS18	Widen	Church Road	Oak Grove Road	Annapolis Road (MD 450)	4	4	2	4	No	2011 2025
PG Co.	PGS20a	Widen	Columbia Park Road	Cabin Branch Road	Columbia Terrace	4	4	2	4	No	2020
PG Co.	PGS20b	Widen	Columbia Park Road	US 50	Cabin Branch Road	4	4	2	4	No	2020
PG Co.	PGS21a	Widen/ Construct	Contee Road	US 1	Old Gunpowder Road	4	4	2	4	Yes	2014
PG Co.	PGS22	Widen	Dangerfield Road	Cheltenham Avenue	Woodyard Road (MD 223)	4	4	2	4	No	2020
PG Co.	PGS24a	Widen	Dower House Road	Woodyard Road (MD 223)	Foxley Road	4	4	2	4	No	2025
PG Co.	PGS24b	Widen	Dower House Road	Foxley Road	Pennsylvania Avenue (MD 4)	4	4	2	6	No	2017
PG Co.	PGS25	Widen	Fisher road	Brinkley Road	Holton Lane	4	4	2	4	No	2015 2017
PG Co.	PGS26	Construct	Forbes Boulevard Extended	south of Amtrak	Greenbelt Road (MD 193)	0	4	0	4	No	2020
PG Co.	PGS27	Widen	Forestville Road	Allentown Road (MD 337)	Pennsylvania Avenue (MD 4)	4	4	2	4	No	2025
PG Co.	PGS29	Widen	Fort Washington Road	Riverview road east of Kenliworth Avenue (MD 201)	Indian Head Highway (MD 210)	4	4	2	4	No	2025
PG Co.	PGS30a	Widen	Good Luck Road	Cipriano Road	Cipriano Road	4	4	2	4	No	2025
PG Co.	PGS30b	Widen	Good Luck Road	Cipriano Road	Greenbelt Road (MD 193)	4	4	2	4	No	2025
PG Co.	PGS87	Widen	Governor Bridge Road	US301	Anne arundel County	4	4	2	4	No	2020

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PG Co.	PGS34a	Widen	Hill Road	Central Avenue (MD 214)	ML King Jr Highway (MD 704)	4	4	2	4	No	2018
PG Co.	PGS34b	Construct	Hill Road	ML King Jr Highway (MD 704)	Sheriff Road	0	4	0	2	No	2015
PG Co.	PGS88	Construct	Iverson St. Extended	Wheeler Road	19th Avenue	0	4	0	4	No	2018
PG Co.	PGS35	Widen	Karen Boulevard	Walker Mill Road	Central Avenue (MD 214)	4	4	2	4	No	2020
PG Co.	PGS38a	Widen	Livingston Road	Indian Head Highway (MD 210) at Eastover	Kerby Hill Rd.	4	3/4	2	4	No	2015
PG Co.	PGS38b	Widen	Livingston Road	Piscataway Creek	Farmington Road	2	2	2	4	No	2020
PG Co.	PGS40a	Widen	Lottsford Road	Archer Lane	Enterprise Road (MD 193)	3	3	2	4	No	2012
PG Co.	PGS39b	Widen	Lottsford Vista Road	ML King Jr Highway (MD 704)	Ardwick-Ardmore Road/Relocated	4	4	2	4	No	2020
PG Co.	PGS44b	Widen	Metzerott Road	Adelphi Road	University Boulevard (MD 193)	4	4	2	4	No	2020
PG Co.	PGS44a	Widen	Metzerott Road	New Hampshire Avenue (MD 650)	Adelphi Road	4	4	2	4	No	2020
	PGS45a			Atlantis/Northview Dr.	Mount Oak Road	4	4	4	6		
PG Co.	PGS89	Widen	Mt. Oak	Church Road	Mitchellville Road	3	3	2	4	complete ?	2011 2010
PG Co.	PGS46	Widen	Murkirk Road	west of Baltimore Avenue (US 1)	Odell Road	4	4	2	4	No	2020
PG Co.	PGS47	Widen	Oak Grove and Leeland Roads	Watkins Park Road (MD 193)	Robert Crain Highway (US 301)	4	4	2	4	No	2020
PG Co.	PGS48	Widen	Old Alexandria Ferry Road	Woodyard Road (MD 223)	Branch Avenue (MD 5)	4	4	2	4	No	2015
PG Co.	PGS80	Construct	Old Baltimore Pike Extended	Muirkirk Road	Contee Road	0	4	0	2	Yes	2020
PG Co.	PGS50	Widen	Old Branch Avenue	north of Piscataway Road (MD 223)	Allentown Road (MD 337)	4	4	2	4	Yes	2020
PG Co.	PGS90	Construct	Old Fort Rd. Extended	Piscataway Road (MD 223)	Old Fort Rd	0	4	0	4	No	2020
PG Co.	PGS51a	Widen	Old Gunpowder Road	Powder Mill Road	Greencastle Road	3	3	2	4	No	2015
PG Co.	PGS52	Widen	Oxon Hill Road	Fort Foote Rd - North	MD 210	3	3	2	4	No	2014 2014

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						Lanes		Lanes			
						from	to	from	to		
PG Co.		Widen	Oxon Hill Road	National Harbor Entrance	Fort Foote Rd - North	4	4	2	3 4	Yes	2013
PG Co.	PGS81	Construct	Presidential Parkway	Suitland Parkway	Melwood Road	0	3	0	6	No	2025
PG Co.	PGS54	Widen	Rhode Island Avenue	University Boulevard (MD 193)	Baltimore Avenue (US 1)	4	4	2	4	No	2016 2017
PG Co.	PGS55b	Widen	Ritchie Marlboro Road	White House Road	Old Marlboro Rd.	3	3	2	4		2020
PG Co.	PGS56a	Widen	Ritchie Road/Forestville Road	Alberta Drive	MD 4 Pennsylvania Avenue	2	2	2	4	Yes	2020
PG Co.	PGS57	Widen	Rollins Avenue	Central Avenue (MD 214)	Walker Mill Road	4	4	2	4	No	2020
PG Co.	PGS58	Widen	Rosaryville Road	Robert Crain Highway (US 301)	Woodyard Road (MD 223)	3	3	2	4	No	2020
PG Co.	PGS60b	Construct	Spine Road	Branch Avenue (MD 5)/US 301	Brandywine Road (MD 381)	3	3	0	4	No	2016
PG Co.	PGS61	Widen	Springfield Road	Lanham-Severn Road (MD 546)	Good Luck Road	4	4	2	4	No	2020
PG Co.	PGS82	Construct	St. Joseph's Drive	MD 202	Ardwick-Ardmore Road	0	4	0	4	No	2015
PG Co.	PGP2	Construct	Suitland Parkway	interchange at Rena/Forestville Roads		5	5	0	0	No	2025
PG Co.	PGS62a	Widen	Suitland Road	Allentown Road (MD 337)	Suitland Parkway	3	3	2	4	No	2018
PG Co.	PGS62b	Widen	Suitland Road	Suitland Parkway	Silver Hill Road (MD 458)	3	3	2	4	No	2018
PG Co.	PGS63	Widen	Sunnyside Avenue	Baltimore Avenue (US 1)	Kenliworth Avenue (MD 201)	4	4	2	4	No	2020
PG Co.	PGS64	Widen	Surratts Road	Beverly Avenue	Brandywine Road St. Barnabas Road (MD 414)	4	4	2	4	No	2012
PG Co.	PGS65	Widen	Temple Hill Road	Piscataway Road (MD 223)		3	3	2	4	No	2020
PG Co.	PGP5a	Construct	US 50/Columbia Park Road Ramp	westbound ramp to Columbia Park Road		5	5	1	1	No	2025
PG Co.	PGP5b	Construct	US 50/Columbia Park Road Ramp	eastbound ramp Cheverly vicinity		5	5	1	1	Yes	2003
PG Co.	PGS67a	Widen	Van Dusen Road	Contee Road	Sandy Springs Road (MD 198)	3	3	2	4	No	2020
PG Co.	PGS67b	Construct	Van Dusen Road Interchange	@Contee Road		0	0	0	0	No	2025

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PG Co.	PGS68	Widen	Virginia Manor Road	Muirkirk Road	Contee Road	4	4	2	4	No	2015 2013
PG Co.	PGS69a	Widen	Walker Mill Road	Silver Hill Road	I-95	3	3	2	4	No	2020
PG Co.	PGS91	Widen	Westphalia Rd.	MD 4	Ritchie-Marlboro Rd.	4	3	2	4		2020
PG Co.	PGS70	Widen	Wheeler Road	St. Barnabas Road (MD 414)	District of Columbia limits	2	2	2	4	No	2020
PG Co.	PGS71	Widen	White House Road	Ritchie-Marlboro Road	Largo-Landover Road (MD 202)	3	3	2	6	Yes	2020
PG Co.	PGS72	Widen	Whitfield Chapel Road	Annapolis Road (MD 450)	Ardwick-Ardmore Road	4	4	2	4	No	2020
PG Co.	PGS40b	Construct	Woodmore Road	Enterprise Road (MD 193)	Church Road		3		4	No	2015
PG Co.	PGS42	Widen	Woodyard Road (MD 223)	Rosaryville Road	Dower House Road	2	2	2	4	No	2020
PG Co.	PGS42b	Construct	Woodyard Road Relocated (MD 223)	Piscataway Creek	Livingston Road	0	3	0	2	No	2010
PG Co.	PGS42c	Widen	Woodyard Road Relocated (MD 223)	Piscataway Creek / Floral Park Rd.	Livingston Road / MD 4	3	3	2	4	No	2017
City of Frederick											
City of Frederick	FS2	Construct	Monocacy Blvd	Hughes Ford Rd.	Gas House Pike	0	3	0	4	Yes	2011 2012
Charles County											
Chas.Co.	CHS1	Widen/Realign	Cross County Connector (Billingsly Rd.)	Middletown Rd.	MD 210	3	3	2	4		2009
Anne Arundel County											
BMC	AA1d	Widen	I-97	US 50/301	MD 32/3	1	1	4	6		2025
BMC	AA15a	Widen	I-295	I-195	MD 100	1	1	4	6		2015
BMC	AA15b	Construct	I-295 (New Interchange)	Hanover Road							2015
BMC	AA3e	Widen	MD 2	US 50	MD 10		2	4/5	6		2030
BMC	AA3g	Widen	MD 2	MD 450	South River Bridge	2	2	4	6		2030

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						from	to	from	to		
BMC	AA4e	Widen	MD 3	MD 32	AA/Prince George Co. Line	2	2	4	6		2030
BMC	AA5c	Widen	MD 32	BW Parkway	Howard County Line		1	4	8		2020
BMC	AA14C	Widen	US50 / MD 301	AA / PG line	Bay Bridge	1	1	6	8		2020
BMC	AA6e	Widen	MD 100	Howard Co. Line	I-97		5/1	4	6		2025
BMC	AA7	Widen	MD 170	MD 175	MD 100		2	2	4		2020
BMC	AA8a	Widen	MD 175	MD 170	BW Parkway		2	2	4		2009
BMC	AA8b	Widen	MD 175	MD 170	BW Parkway		2	4	6		2015
BMC	AA29	Widen	MD 177	MD 100	South Carolina Avenue	2	2	3/2	5		2020
BMC	AA30	Widen	MD 198	MD 32	BW Parkway	2	2	2	4		2015
BMC	AA30a	Widen	MD 198	PG line	BW Parkway	2	2	4	6		2025
BMC		Widen	MD 607	Woods Rd.	MD 173			2	4		2025
BMC	AA34a	Widen	MD 713	MD 175	Arundel Mills Boulevard		2	2	4		2025
BMC	AA34b	Widen	MD 713	Arundel Mills Boulevard	MD 176		2	4	6		2025
Carroll County											
BMC	CA3A	Construct	MD 30 (Manchester Bypass)	North of MD 86	Brodbeck Rd		2	0	2		2030
BMC	CA1B	Widen	MD 140	Sullivan Road	Market St.		1	4/6	8		2020
BMC	nrs	Construct	MD 140 (3 new interchange)	@ MD 97S, Center St. & Englar Rd			1	-	-		2020
BMC	CA2a	Widen	MD 26	MD 32	MD 27		2	4	6		2025
BMC	in base	Widen	MD 32	MD 26	Howard County Line		2	2	4		2020
BMC	CA5	Widen	MD 97	MD 140	Pleasant Valley Rd		2	2	4		2020

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Howard County											
BMC	HW1b	Widen	I-70	US 29	US 40	1	1	4	6		2020
BMC	HW1a	Reconstruct	I-70 (partial to full interchange)	@ Marriotsville Road		1	1				2020
BMC	HW19	Widen	I-95	Howard / PG line	Balt. / Howard line	1	1	8	10		2020
BMC	nrs	Reconstruct	US 1 (interchange)	@ MD 175							2015
BMC	HW10d	Widen	US 29	I-70	MD 100		5	6	8		2030
BMC	HW10b	Widen	US 29 NB	S. of MD 175	Middle Patuxent River		5	4	6		2010
BMC	HW3c	Widen	MD 32	Cedar Lane	Anne Arundel County Line		1	4/6	8		2015
BMC	HW3b	Widen	MD 32	MD 108	I-70		1	2	4		2015
BMC	HW3d	Widen	MD 32	I-70	Carroll County Line		2	2	4		2030
BMC	HW3e	construct/reconstruct	MD 32 (interchanges)	@ I-70/ MD 144	@ @						2015
BMC		Construct	MD 32 (interchange)	@ Burntwoods Rd.							2009
BMC	HW6c	Widen	MD 108	Trotter Road	MD 32		2	2	4		2025
BMC	HW6d	Widen	MD 108	Woodland Rd.	1200' w. of Centennial Ln.	2	2	2	4		2011
BMC	HW6e	Widen	MD 108	MD 104	MD 175	2	2	2	4		2020
BMC	HW7d	Widen	MD 175	US 1	Anne Arundel County Line		2	2	5		2020
BMC	HW8b	Widen	MD 216	West of US 29	Sanner Road		3	2	4		2020
BMC	nrs	Construct	Dorsey Run Rd., North	MD 103	MD 175			0	4		2011
BMC	nrs	Construct	Dorsey Run Rd., South	MD 175	Gulford Rd.			0	4		2010

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						Lanes					
						from	to	from	to		
BMC	HW16C	Widen	Gorman Road	Stephens Road	US 1		3	2	3		2025
BMC	HW18a	Widen	Marriottsville Road	MD 99	US 40		3	2	6		2015
BMC	nrs	Widen	Patuxent Range Road	US 1	Dorsey Run Road			2	4		2015
BMC	HW11b	Widen	Rodgers Avenue	US 40	Courthouse Drive		3	2	4		2010
BMC	HW13a	Construct	Sanner Road South	Johns Hopkins Road	MD 216		3	0	4		2015
BMC	HW13b	Widen	Sanner Road North	Johns Hopkins Road	Pindell School Road		3	2	4		2015
BMC	HW14c	Widen	Snowden River Parkway	MD 100	Broken Land Parkway		3	4	6		2020
Federal Lands											
Fed. Lands	FED3	Construct	Manassas Battlefield Bypass	US 29 West of Centreville	East of Gainesville, via 234		1	0/2	4	No	2035
Fed. Lands	FED2	Widen	Old Mill Rd.(future Mulligan Rd.)	US 1	VA 611 (Telegraph Rd.)	4	4	0/2	4	Yes	2012
VIRGINIA											
VDOT Freeway											
VDOT	VI1w	Widen	I-66 HOV during peak and SOV	US 15 (includes intch. reconst.)	US 29 (Gainesville)	1	1	4	8	No	2018
VDOT	VI1z	Reconstruct	I-66 Interchange	@ US 29 (Gainesville)		1	1	-	-	No	2014
VDOT	VI1ab	Reconstruct	I-66 Interchange	@ I-495 (Capital Beltway)		1	1	-	-	Yes	2013
VDOT	VI1aj	Construct	I-66 Vienna Metro Station bus ramp	EB I-66 and Saintsbury Dr.	Saintsbury Dr. and WB I-66	1	1	0	2	No	2014
VDOT		Widen	I-66 EB Auxiliary Lanes	West of Gallows Road	Off Ramp I-495 SB	1	1	3+1	3+1+2	No	2030
VDOT		Widen	I-66 WB Auxiliary Lanes	On Ramp from SB I-495	West of Gallows Road	1	1	3+1	3+1+2	No	2030
VDOT	VI1ah	Widen	I-66 EB Auxiliary Lanes	Cedar Lane	West of Gallows Road	1	1	3+1	3+1+1	No	2030
VDOT	VI1ai	Widen	I-66 WB Auxiliary Lanes	West of Gallows Road	Cedar Lane	1	1	3+1	3+1+1	No	2030

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						Lanes		Lanes			
						from	to	from	to		
VDOT	VI1ae	Reconstruct	I-66 WB Operational/ Spot Improvements- extend	Fairfax Dr.	Sycamore St.	1	1	2	3	Complete	2011 2013
VDOT	VI1af	Reconstruct	I-66 WB Operational/ Spot Improvements- extend acceleration/deceleration lanes	Washington Blvd.	Dulles Airport Access Rd. connector	1	1	3	4	No	2020
VDOT	VI1ag	Reconstruct	I-66 WB Operational/ Spot Improvements	Lee Hwy. / Spout Run	Glebe Rd.	1	1	2	3	No	2020
VDOT	VI2ka	Widen	I-95 (Wilson Bridge and approaches)	VA 241 (Telegraph Rd.)	US 1	1	1	6	12	Yes	2013
VDOT	VI2ac	Reconstruct	I-95 Interchange	@ VA 613 (Van Dorn Street)		1	1	-	-	No	2025
VDOT	VI2p	Widen	I-95 (provide 4th lane)	Newington	VA 123	1	1	6	8	Complete	2011
VDOT	VI2ab	Reconstruct	I-95 Interchange	@ VA 642 (Lorton Road)		1	1	-	-	No	2010
VDOT	VI2RB	Widen	I-395 HOV Lanes ramp	exit to Eads St.		1	1	1	2	No	2014
VDOT	VI2r	Widen / Construct	I-395/I-95 HOV/ BUS/ HOT Lanes	Approx. 2 mi. N. of I-495	VA 3000 (Prince William Pkwy)	1	1	2	3	No	2015
VDOT	VI2r	Construct	I-395/I-95 HOV/ BUS/ HOT Lanes	VA 3000 (Prince William Parkway)	S. of VA 234 (Dumfries Rd.)	1	1	2	2	No	2015
VDOT		Construct	I-395 (Auxiliary lane)	Northbound Duke St. on ramp	Seminary Rd off ramp	1	1	2	3	No	2015
VDOT	VI2r	Construct	I-395/I-95 HOV/ BUS/ HOT Lanes	S. of VA 234 (Dumfries Rd.)	VA 610 (Garrisonville Rd.) in Stafford Co.	1	1	0	2	No	2015
VDOT	VI2r11	Construct	I 95: HOV / Bus / HOT Lanes Ramp: Between VA 648 (Edsall) and Turkeycock Run	NB I-395 HOV/HOT lanes	NB I-395 GP	-	1	0	1	No	2015
VDOT	VI2r24	Construct	I 95: HOV / Bus / HOT Reversible Ramp:	NB HOV/Bus/HOT Lanes	VA 7100 (Fairfax Co. Pkwy) (Alban Rd.)	-	1	0	1	No	2015

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						Lanes					
						from	to	from	to		
VDOT	VI2r24	Construct	I 95: HOV / Bus / HOT Reversible Ramp:	VA 7100 (Fairfax Co. Pkwy) (Alban Rd.)	SB HOV/Bus/HOT Lanes	-	1	0	1	No	2015
VDOT	BRAC0004 / VI2ra	Construct	I-95 Reversible Ramp (Colocated w/ existing slip ramp from HOV to GP lanes)	NB HOV/BUS/HOT Lanes - Located N of Rte. 7100/I 95 I/C Phase II DAR	EPG Southern Loop Road. - AM Only	1	1	0	1	No	
VDOT	BRAC0004 / VI2rb	Construct	I-95 Reversible Ramp (Colocated w/ existing slip ramp from HOV to GP lanes)	EPG Southern Loop Road. - PM Only Phase I DAR	SB HOV/BUS/HOT Lanes - N of Rte. 7100/I 95 I/C	1	1	0	1	No	2012-2013
VDOT	BRAC0004/ VI2rc	Construct	existing slip ramp from HOV to GP lanes)	EPG Southern Loop Road. - PM Only Phase I DAR	NB I 95 GP Lanes	1	1	0	1	No	2013-2012
VDOT	BRAC	Construct	I-95 NB Off Ramp @ Newington	NB I-95	NB Fairfax County Parkway	1	1	0	1	No	2020
VDOT	VI2r31	Construct	I 95: HOV / Bus / HOT Ramp:	SB Gen Purpose Lanes to SB HOV/Bus/HOT lanes	Between US 1 & VA 123	-	1	0	1	No	2015
VDOT	VI2r37	Construct	I 95: HOV / Bus / HOT Ramp:	SB Gen Purpose Lanes to SB HOV/Bus/HOT lanes	Between Opitz Blvd. and Dale Blvd.	-	1	0	1	No	2015
VDOT	VI2r34	Construct	I 95: HOV / Bus / HOT Ramp:	NB HOV/Bus/HOT to Gen. use lanes	Between VA 123 (Gordon Rd.) & VA 3000 (Prince William Pkwy.)	-	1	0	1	No	2015
VDOT	VI2r43	Construct	I 95: HOV / Bus / HOT Ramp:	SB HOV/Bus/HOT lanes to SB Gen Purpose Lanes	Between Dumfries Rd. and Joplin Rd.	-	1	0	1	No	2015
VDOT	VI2r43a	Construct	I 95: HOV / Bus / HOT Ramp:	SB Gen Purpose Lanes to SB HOV/Bus/HOT lanes	Between Dumfries Rd. and Joplin Rd.	-	1	0	1	No	2018
VDOT	VI2r45a	Construct	I 95: HOV / Bus / HOT Ramp:	NB HOV/Bus/HOT lanes to NB Gen Purpose Lanes	Between Joplin Rd. and Russell Rd.	-	1	0	1	No	2018
VDOT	VI2r44	Construct	I 95: HOV / Bus / HOT Ramp:	SB HOV/BUS/HOT lanes to SB GP lanes	Between VA 619 (Joplin Rd.) and VA 610 (Garrisonville)	-	1	0	1	No	2015
VDOT	VI2r45	Construct	I 95: HOV / Bus / HOT Ramp:	NB GP lanes to NB HOV/BUS/HOT Lanes	Between VA 619 (Joplin Rd.) and VA 610 (Garrisonville Rd.)	-	1	0	1	No	2015

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						Lanes		Lanes			
						from	to	from	to		
VDOT	VI2R6A	Construct	I-395 HOV Lanes Reversible Ramp	NB HOV off-ramp to Seminary Rd. & Seminary Rd. on-ramp to SB HOV		1	1	0	1	No	2015
VDOT	VI2ca	Construct	I-495 access ramps (Phase VIII of I-95/394/495 Interchange)	Backlick Rd. to 1. mi. E. of I95/I395/I495	All Movements (I-95/395 NB & SB main & HOT to/from I-495/I-95 EB & WB main & HOV lanes)	1	1	-	-	Yes	2013
VDOT	VI4laux	Widen	I-495 NB Auxiliary Lane	1. mi. East of I-95/395/495	North of Hemming Ave. underpass	1	1	4+2	5+1	Yes	2013
VDOT	VI4laux	Widen	I-495 SB Auxiliary Lane	North of Hemming Ave. Underpass	1. mi. East of I-95/395/495	1	1	4+2	5+1	Yes	2013
VDOT	VI4laux	Widen	I-495 NB Auxiliary Lane	North of Hemming Ave. Underpass	Off Ramp to Braddock Rd	1	1	4+2	5+2	Yes	2013 2030
VDOT	VI4laux	Widen	I-495 SB Auxiliary Lane	On Ramp from Braddock Rd	North of Hemming Ave. Underpass	1	1	4+2	5+2	Yes	2013 2030
VDOT	VI4laux	Widen	I-495 NB Auxiliary Lane	On Ramp from Braddock Rd	Off Ramp to Rte 236	1	1	4+2	5+2	Yes	2013 2030
VDOT	VI4laux	Widen	I-495 SB Auxiliary Lane	On Ramp from Rte 236	Off Ramp to Braddock Rd	1	1	4+2	5+2	Yes	2013
VDOT	VI4laux	Widen	I-495 NB Auxiliary Lane	On Ramp from Rte 236	Off Ramp to Gallows Road	1	1	4+2	5+2	Yes	2013-2030
VDOT	VI4laux	Widen	I-495 SB Auxiliary Lane	On Ramp from Gallows Road	Off Ramp to Rte 236	1	1	4+2	5+2	Yes	2013 2030
VDOT	VI4laux	Widen	I-495 NB Auxiliary Lane	On Ramp from Gallows Road	Off Ramp to Route 50	1	1	4+2	6+2	Yes	2013
VDOT	VI4laux	Widen	I-495 SB Auxiliary Lane	On Ramp from Route 50	Off Ramp to Gallows Road	1	1	4+2	5+2	Yes	2013
VDOT	VI4laux	Widen	I-495 NB Auxiliary Lane	On Ramp from Route 50	Off Ramp to I-66	1	1	4+2	5+2		2013
VDOT	VI4laux	Widen	I-495 NB Auxiliary Lane	On Ramp from Route 50	Off Ramp to I-66	1	1	5+2	6+2	Yes	2013 2030
VDOT	VI4laux	Widen	I-495 SB Auxiliary Lane	On Ramp from I-66	Off Ramp to Route 50	1	1	4+2	5+2	Yes	2013

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						Lanes		Lanes			
						from	to	from	to		
VDOT	VI4laux	Widen	I-495 NB	On ramp from EB I 66	Off Ramp to Rte 7	1	1	4+2	5+2	Yes	2013
VDOT	VI4laux	Widen	I-495 SB Auxiliary Lane	On ramp from Rte 7	Off Ramp to WB I 66	1	1	4+2	5+2	Yes	2013-2030
VDOT	VI4laux	Widen	I-495 NB Auxiliary Lane	On ramp from Rte 7	Off Ramp to Rte 123	1	1	4+2	5+2	Yes	2013
VDOT	VI4laux	Widen	I-495 SB Auxiliary Lane	On ramp from Rte 123	Off Ramp to Route 7	1	1	4+2	5+2	Yes	2013
VDOT	VI4laux	Widen	I-495 SB Auxiliary Lane	On Ramp from Rte 123	Off Ramp to Route 7	1	1	5+2	6+2	Yes	2013-2030
VDOT	VI4laux	Widen	I-495 NB Auxiliary Lane	On Ramp from Rte 123	Off Ramp to Rte 267	1	1	4+2	5+3	Yes	2013
VDOT	VI4laux	Widen	I-495 SB Auxiliary Lane	On Ramp from Route 267	Off Ramp to Route 123	1	1	4+2	5+4	Yes	2013
VDOT	VI4laux	Widen	I-495 NB Auxiliary Lane	On Ramp from Route 267	Off Ramp to Route 193	1	1	4+2	5+2	Yes	2013-2030
VDOT	VI4laux	Widen	I-495 SB Auxiliary Lane	On Ramp from Route 193	Off Ramp to Route 267	1	1	4+2	5+2	Yes	2013-2030
VDOT	VI4k	Construct	I-495 HOT	American Legion Bridge	S. of George Washington Pkwy.	1	1	8	8+2	Yes	2013-2030
VDOT	VI4ka	Construct	I-495 HOT Lanes	S. of George Washington Pkwy	S. of Old Dominion Dr.	1	1	8	8+2	No	2013
VDOT	VI4IHOT	Construct	I-495 HOT	S. of Old Dominion Dr.	Hemming Ave. Underpass	1	1	8	8+4	Yes	2013
VDOT	VI4lb	Construct	I-495 NB Auxiliary Lane	1 mi. east of I-95/I-395/I-495	North of Hemming Ave. Underpass	1	1	8	5+1	Yes	2013
VDOT	VI4lb	Construct	I-495 SB Auxiliary Lane	Hemming Ave. Underpass	1 mi. east of I-95/I-395/I-495	1	1	8	5+1	Yes	2013
VDOT	part of VI4IHOT	Construct	I-495 HOT Lanes Interchange	Provides SB to WB, EB to SB. & NB to WB HOV	@ VA 267 (Dulles Toll Road)	1	1	-	-	Yes	2013
VDOT	part of VI4IHOTa	Construct	I-495 HOT Lanes Interchange	Provide SB HOT to EB HOV & EB DTR to NB HOT	@ VA 267 (Dulles Toll Road)	1	1	-	-	Yes	2013-2030
VDOT	part of VI4IHOTa	Relocate / Reconstruct	I-495 HOT Lanes Interchange	Move ramps from left side to right side: NB GP lanes to	@ VA 267 (Dulles Toll Road)	1	1	1	1	Yes	2013-2030
VDOT		Construct	I-495 Interchange Ramp	SB I-495	WB Dulles Airport Access Highway (DAAH)	0	1	0	1	Yes	2020-2013
VDOT		Construct	I-495 Interchange Ramp	EB Dulles Airport Access Highway (DAAH)	NB I-495	0	1	0	1	Yes	2013

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						Lanes		Lanes			
						from	to	from	to		
VDOT		Construct	I-495 Interchange Ramp	EB Dulles Airport Access Highway (DAAH)	SB I-495	0	1	0	1	Yes	2013
VDOT	part of VI4IHOT	Construct	I-495 HOT Lanes Interchange	NB to WB, SB to WB, EB to NB, and EB to SB	@ Jones Branch Connector	1	1	-	-	Yes	2013
VDOT	part of VI4IHOT	Construct	I-495 HOT Lanes Interchange	NB to WB, SB to WB, EB to NB, and EB to SB	@ West Park Connector	1	1	-	-	Yes	2013
VDOT	part of VI4IHOT	Construct	I-495 HOT Lanes Interchange	NB to EB, NB to WB, EB to SB, and WB to SB	@ VA 7	1	1	-	-	yes	2013
VDOT	part of VI4IHOT	Construct	I-495 HOT Lanes Interchange	Provides SB to WB, WB to SB, EB to SB, NB to WB, WB	@ I-66	1	1	-	-	Yes	2013
VDOT	part of VI4IHOT	Construct	I-495 HOT Lanes Interchange	NB to EB	@ I-66	1	1	-	-	Yes	2013
VDOT	part of VI4IHOT	Relocate	I-495 HOT Lanes Interchange	@ I-66	Left side off ramp from NB I 495 to WB I 66 relocated to	1	1	1	2	Yes	2013
VDOT	part of VI4IHOT	Construct	I-495 HOT Lanes Interchange	NB to EB, NB to WB, EB to SB, and WB to SB	@ US 29	1	1	-	-	Yes	2013
VDOT	part of VI4IHOT	Construct	I-495 HOT Lanes Interchange	EB to NB, WB to NB, SB to EB, and SB to WB	@ VA 650 (Gallows Road)	1	1	0	1	Yes	2013
VDOT	part of VI4IHOT	Construct	I-495 HOT Lanes Interchange	EB to NB, WB to NB, SB to EB, and SB to WB	@ VA 620 (Braddock Road)	1	1	-	-	Yes	2013
VDOT	part of VI4IHOTa	Construct	I-495 HOT Lanes Interchange	NB to EB, NB to WB, EB to SB, and WB to SB	@ VA 620 (Braddock Road)	1	1	-	-	Yes	2013 2030
VDOT	MW1	Widen	Dulles Airport Access Road	Dulles Airport	VA 123	1	1	4	6	No	2017
VDOT Primary											
VDOT	VP1ab	Widen	US 1	Joplin Rd.	Brady's Hill Road	2	2	4	6	Yes	2012 2014
VDOT	VP1ad	Widen	US 1	Brady's Hill Road	Cardinal Drive	2	2	4	6	No	2025
VDOT	VP1ae	Widen	US 1	Blackburn Dr/Neabsco Mills Rd	Featherstone Road	2	2	4	6	No	2014 2025
VDOT	VP1a	Widen	US 1	Telegraph Rd.	VA 235 South	2	2	4	6	No	2020
VDOT	VP1u	Widen	US 1	VA 235 South	VA 235 North	2	2	4	6	No	2025

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						Lanes		Lanes			
						from	to	from	to		
VDOT	VP1p	Widen	US 1 (part of 1/123 interchange)	Occoquan Rd.	Annapolis Way	2	2	4	6	Yes	2017
VDOT	VP2ja	Widen	VA 7 Bypass	VA 7 West	US 15 South (South King St)	5	1	4	6	No	2040
VDOT	VP2j	Widen	VA 7 Bypass	US 15 South (South King St)	VA 7/US 15 East	5	1	4	6	No	2040
VDOT		Construct	VA 7 WB Truck Climbing Lane	VA 9	Business 7 West	5	1	4	5	No	2014 2020
VDOT	VP2m	Widen	VA 7	Reston Avenue	Lewinsville Rd.-West Approach to Bridge over	2	2	4	6	No	2025
VDOT	nrs	Construct	VA 7	Bridge over Dulles Toll Road				4	6	No	2030
VDOT	VP2ma		VA 7	Rolling Holly Drive	Reston Avenue			4	6	No	2014
VDOT	VP2L	Widen	VA 7	Dulles Toll Rd.	I-495	2	2	6	8	Yes	2014
VDOT	VP2b	Widen	VA 7	Seven Corners	Bailey's Crossroads	2	2	4	6	No	2025
VDOT	New	Construct	VA 7/15/ Bypass	Overpass at Sycolin Road		1	1	4	4	No	2014
VDOT	New	Construct	VA 7	Overpass at Lexington Drive		1	1	6	6	No	2020
VDOT		Construct	VA 7 interchange	@ VA 659 (Belmont Ridge Rd.)		-	-	-	-	No	2020 2015
VDOT	VP4e	Widen	US 15 (James Madison Highway)	US 29	I-66	2	2	2	4	No	2040
VDOT	VP6h	Widen	VA 28	Fauquier County Line	VA 652 (Fitzwater Dr.) VA 215 (Vint Hill Rd.)	3	3	2	4	No	2030 2025
VDOT	VP6ka	Widen	VA 28	VA 652 (Fitzwater Dr.)	Relocated	3	3	2	4	No	2020 2016
VDOT	VP6kb	Widen	VA 28	VA 215 (Vint Hill Rd.) Relocated	VA 619 (Linton Hall Road)	3	3	2	6	No	2013 2016
VDOT	VP6ma	Widen	VA 28 (Nokesville Rd.)	Godwin Drive	Manassas City limits - west	3	2	4	6		2017
VDOT	VP6e	Widen/ Upgrade	VA 28 PPTA (Phase II)	I-66	VA 7	2	1	6	8	No	2025

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						Lanes		Lanes			
						from	to	from	to		
VDOT	VP6eb	Construct	VA 28 Interchange	@ VA 209 (Innovation Ave.)		-	-	-	-	Yes	2015
VDOT	VP6ec	Construct/ Upgrade	VA 28 Intersection	@ Steeplechase Drive Warp Dr.		1	1	6	6	Yes	2011
VDOT	VP7ae	Construct	US 29 Interchange	@ VA 55/VA 619		-	-	-	-	No	2014
VDOT	VP7r	Widen	US 29	Virginia Oaks Drive	I-66	2	5	4	6	No	2014
VDOT	VP7s	Widen	US 29 (add NB lane)	I-66	Entrance to Conway Robinson MSF	3	2	4	5	No	2014
VDOT	New	Reconstruct	US 29 Bridge Little Rocky Run	0.2 Miles East of Pickwick Rd	Rte 659 Union Mill Road			4	5	No	2015
VDOT	VP7aa	Widen	US 29	ECL City of Fairfax (vic. Nutley St.)	Espana Court	2	2	4	6	Yes	2012-2013
VDOT	VP7ab	Complete	US 29	Espana Court	I-495	2	2	4	6	No	2013
VDOT	VSP57a	Construct	Route 29 (Parallel)	US 29 (Lee Highway) (near US 15)	Sommerset Crossing Drive	0	4	0	4	No	2040
VDOT	VP8g	Widen	US 50	VA 659 Relocated	VA 742 (Poland Rd.)	2	2	4/5	6	No	2025
VDOT	VP8c	Widen	US 50	VA 742 (Poland Rd.)	VA 609 (Pleasant Valley)	2	2	4/5	6	Yes	2014
VDOT	VP8r	Widen	US 50	VA 609 (Pleasant Valley)	Rte 28 VA 661 (Lee Rd)	2	2	4/5	6	Yes	2014
VDOT	VP8h	Widen	US 50	ECL City of Fairfax	Arlington County Line	2	2	4	6	No	2025
VDOT	AR2e	Reconstruct	US 50 (Arlington Blvd.)	ARC/FFX Line	Washington Blvd.	2	2	6	6	No	2015
VDOT	AR2f	Reconstruct	US 50 (Arlington Blvd.)	Pershing Dr.	Ft. Myer Dr.	5	5	6	6	No	2015
VDOT	VP8o	Reconstruct	US 50 Interchange	@ Courthouse Road / 10th Street		1	1	6	8	Yes	2013
VDOT		Construct	US 50 Interchange	VA 606 (Loudoun County Parkway)		-	-	-	-	No	2025
VDOT	VP10g	Widen	VA 123	Route 1	Horner Road	2	2	4	6	No	2017
VDOT	VP10h	Widen	VA 123 (Ox Road)	Hooes Rd.	Fairfax Co. Parkway	2	2	4	6	No	2025
VDOT	VP10f	Widen	VA 123 (Ox Road)	Fairfax Co. Parkway	Burke Center Parkway	2	2	4	6	No	2025

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						Lanes		Lanes			
						from	to	from	to		
VDOT	VP10r	Widen	VA 123	Burke Center Parkway	Braddock Road	2	2	4	6	No	2025
VDOT	VP13a	Widen	VA 236	Pickett Road	I-395	2	2	4	6	No	2025
VDOT	VP12o	Construct	Tri-County Parkway (CTB alignment C & D)	VA 234 @ I 66	US 50	0	5	0	4	No	2035
VDOT Urban											
VDOT	VU28b	Construct	Battlefield Parkway	US 15 south of Leesburg	Dulles Greenway	0	2	0	4	No	2020
VDOT	VU28f	Construct	Battlefield Parkway	Fort Evans Road	Edwards Ferry Road	0	2	0	4	Yes	2012
VDOT	VU30f	Widen	East Elden Street	Van Buren St.	Fairfax County Parkway	2	2	4	6	No	2016
VDOT	VU52	Widen	Eisenhower Ave.	Stovall St. Mill Road	Holland Lane	3	3	4	6	No	2013
VDOT	VU35b	Construct	Mill Road Extension	Telegraph Rd.	DMV complex	-				No	2010
VDOT	VU51a	Construct	Potomac Yard Spine Road	US Route 1	Crystal Dr.	0	4	0	4	No	2014
VDOT	VU10b	Widen	Spring Street	Herndon Parkway East	Fairfax County Parkway	3	3	4	6	No	2014
VDOT	VU33	Widen	Sycolin Road	VA 7/US 15 Bypass	SCL of Leesburg	3	3	2	4	No	2020
VDOT	VU32	Widen	US 15 (South King Street)	Evergreen Mill Road	SCL of Leesburg	3	2	2	4	No	2015
VDOT		Construct	US 15 Bypass Interchange	Edwards Ferry Rd.		2	2	-	-	No	2035
VDOT	VU40	Widen	US 29 (Lee Highway)	US 50	Chain Bridge Road	2	2	4	6	No	2040
VDOT	VU6b	Widen	US 29 (Lee Highway)/US 50	VA 123 (Chain Bridge Road)	Eaton Place	2	2	4	6	No	2013
VDOT	VU29	Construct	VA 123 (Chain Bridge Road)	US 50	I-66	2	2	5	6	No	2013
VDOT		Reconstruct	Chain Bridge Road/Eaton Place Intersection	New "Right in/Right out" intersection at NB Chain		2	2			No	2014
VDOT	VU45	Widen	VA 234 (Dumfries Road)	South Corporate Limits	Hastings Drive	3	3	2	4	No	2011
VDOT	VU48b	Widen	Wellington Road	Godwin Drive	VA 28 (Nokesville Road)	3	3	2	4	Yes	2010

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						Lanes		Lanes			
						from	to	from	to		
VDOT	VU14a	Widen	Liberia Ave.	Rt.e 28	Quarry Road	3	3	4	6		2017
VDOT		Construct	Southern Collector Road	Rte 7 -Main St. at Rte 287	A Street(2,200) Ft N Yaxley	0	2			Yes	2014
ARLINGTON COUNTY SECONDARY											
VDOT	AR17a	Widen	Washington Blvd.	Wilson	Kirkwood	3	3	3	4	No	2015
FAIRFAX COUNTY SECONDARY											
VDOT	FFX2a	Construct	VA 602 (Reston Pkwy.)	VA 5320 (Sunrise Valley Dr.)	VA 606 (Baron Cameron Avenue)	2	2	4	6	No	2020
VDOT	nrs	Reconstruct/ Widen	Rte 603 Beach Mill Road - Bridge over Nichols Branch	Rte 603 Beach Mill Road	Rte 674 Springvale Road (west of intersection)	0	0	1	1	Yes	2013 2014
VDOT	VSF4f	Widen	VA 611 (Furnace Road)	VA 123 (Ox Road)	VA 642 (Lorton Road)	3	3	2	4	Yes	2014 2013
VDOT	VSF4c	Widen	VA 611 (Telegraph Road)	VA 613 (Beulah St.)	Leaf Road North	3	3	2	4	Yes	2014 2012
VDOT	VSF4ca	Widen	VA 611 (Telegraph Road)	Leaf Road North	VA 635 (Hayfield Road)	3	3	2	4	No	2025
VDOT	VSF4i	Widen	VA 611 (Telegraph Road)	VA 635 (Hayfield Road)	VA 633 (S. Kings Hwy.)	3	3	2	4	No	2025
VDOT	VSF4h	Widen	VA 611 (Telegraph Road)	VA 633 (S. Kings Hwy.)	VA 644 (Franconia Road)	3	3	2	3	No	2025
VDOT	VSF15b	Construct	VA 613 (Van Dorn Street)	@ VA 644 (Franconia Road)	interchange	0	0	0	0	No	2025
VDOT	VSF8g	Widen	VA 620 (Braddock Rd)	VA 7100 (Fairfax Co. Pkwy.)	VA 123 (Ox Road)	3	3	4	6	No	2025
VDOT	VSF8j	Construct/ Widen	VA 620 (New Braddock Rd.)	VA 28	US 29 @ VA 662 (Stone Rd.)	0/4	3	0/2	4	No	2025
VDOT	BRAC	Widen	VA 638 (Rolling Rd.) NB off- ramp @ Fairfax County Pkwy.	NB Rolling Rd.	NB Fairfax County Pkwy	3	3	2	4	No	2015 2020
VDOT		Widen	VA 638 (Rolling Rd.)	VA 7100 (Fairfax Co. Pkwy.)	VA 644 (Old Keene Mill Rd.)	3	3	2	4	No	2020 2015
VDOT	VSF10c	Widen	VA 638 (Pohick Road)	US 1	I-95	3	3	2	4	No	2025
VDOT	VSF13d	Widen	VA 642 (Lorton Road)	VA 123 (Ox Road)	VA 600 (Silverbrook Road)	3	3	2	4	Yes	2014 2013
VDOT	FFX11a	Widen	VA 645 (Stringfellow Rd.)	US 50	VA 7100 (Fairfax County Parkway)	3	3	2	4	No	2020

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						Lanes		Lanes			
						from	to	from	to		
VDOT	VSF16g	Widen	VA 645 (Stringfellow Road)	VA 7735 (Fair Lakes Blvd.)	US 50	3	3	2	4	Yes	2013
VDOT	VSF37	Widen	VA 650 (Gallows Road)	Gatehouse Road	Providence Forest Dr.	2	2	4	6	Yes	2025
VDOT	VSF33d	Widen	VA 651 (Guinea Road)	VA 620 (Braddock Road)	VA 2430 (Braeburn Road)	3	3	2	4	No	2025
VDOT	VSF33a	Widen	VA 651 (Guinea Road)	VA 6197 (Roberts Parkway)	VA 4807 (Pommeroy Drive)	3	3	2	4	No	2025
VDOT	FFX12a	Construct	VA 651 (New Guinea Rd.)	VA 123 (Ox Road)	Roberts Rd.	0	3	0	4	No	2025
VDOT	VSF17b	Construct	VA 655 (Shirley Gate Road)	VA 7100 (Fairfax County Parkway)	VA 620 (Braddock Road)	0	3	0	4	No	2025
VDOT	VSF18c	Widen	VA 657 (Centreville Road)	VA 8390 (Metrotech Dr.)	VA 668 (McLearen Road)	3	3	4	6	No	2040
VDOT	VSF25aa	Convert	VA 7100 (Fairfax Co Pkwy HOV)	VA 267 (Dulles Toll Road)	Sunrise Valley Dr.	5	5	6	4+2	No	2035
VDOT	VSF25ea	Widen	VA 7100 (Fairfax Co Pkwy HOV)	Sunrise Valley	Rugby Rd.	5	5	4	4+2	No	2035
VDOT	VSF25e	Widen	VA 7100 (Fairfax Co Pkwy HOV)	Rugby Rd.	US 50	5	5	4	4+2	No	2035
VDOT	VSF25y	Upgrade/Widen	VA 7100 (Fairfax Co Pkwy HOV)	US 50	VA 7735 (Fair Lakes Pkwy)	2	5	4	4+2	No	2035
VDOT	VSF25z	Upgrade/Widen	VA 7100 (Fairfax Co Pkwy HOV)	VA 7735 (Fair Lakes Pkwy)	I-66	2	5	6	6+2	No	2035
VDOT	VSF25g	Widen	VA 7100 (Fairfax Co Pkwy)	I-66	VA 123 (Ox Road)	5	5	4	6	No	2020
VDOT	VSF25na	Construct	VA 7100 (Fairfax County Parkway) Phase 3	Donegal La. / Hooes Rd.	VA 7900 (Franconia-Springfield Parkway)	0	1	0	6	Yes	2012
VDOT	BRAC	Construct	VA 7100 (Fairfax County Parkway) Interchange	@ Franconia Springfield Parkway	Various movements; includes relocated Rolling	-	-	-	-	Yes	2012
VDOT	BRAC / VSF25nb	Construct	VA 7100 (Fairfax County Parkway) Interchange	@ Boudinat Drive (BD)	Ramp movements: EB F.C.Pkwy. To SB BD; WB	-	-	-	-	Yes	2011
VDOT		Construct	VA 7100 Interchange	@ VA 7700 (Fair Lakes Pkwy) & Monument Dr.		2	5	4	6	Yes	2013
VDOT	VSF39	Widen	VA 7735 (Fair Lakes Pkwy) (3rd EB Lane)	VA 7100	Fair Lakes Circle	4	4	4	5	No	2013
VDOT	VSF26	Construct	VA 7900 HOV (Franconia-Springfield Parkway)	VA 7100 (Fairfax County Parkway)	VA 2677 (Frontier Drive)	5	5	-	2	No	2025
VDOT	VSF26a	Construct	VA 7900 HOV (Franconia-Springfield Parkway)	Interchange @ Neuman St.		1	1	-	-	No	2025

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						Lanes		Lanes			
						from	to	from	to		
VDOT	VSF26b	Upgrade	VA 7900 HOV (Franconia-Springfield Parkway)	VA 638 (Rolling Rd.)	VA 617 (Backlick Rd.)	5	1	6+2	6+2	No	2025
VDOT	FED2	Widen/ construct	Old Mill Rd. (Future Mulligan Rd)	US 1	VA 611 (Telegraph Road)	4	4	2	4	Yes	2014-2012
VDOT		Construct / Widen	Scotts Crossing Drive	Rte. 123 (Dolley Madison Blvd.)	Rte. 5062 - Jones Branch Dr.			0/2	4/4	No	2018
LOUDOUN COUNTY SECONDARY											
VDOT	VSL51	Construct	Atlantic Boulevard	VA 625 (Church Road)	VA 7	-	3	-	4	Yes	2012
VDOT	VSL1b	Widen/ Upgrade	VA 606 (Ldn Co. Pkwy) (nee Old Ox Rd.)	VA 634	VA 621	4	3	2	4	No	2020
VDOT	VSL10c	Construct	VA 607 (Loudoun County Pkwy)	VA 606 / VA 842	VA 772 / VA 607	0	3	0	4	Yes	2015
VDOT	VSL10bb	Widen/ Upgrade	VA 607 (Loudoun County Pkwy)	W&OD Trail	Redskin Park Drive	4	3	2	6	No	2025
VDOT	VSL10bf	Widen/ Upgrade	VA 607 (Loudoun County Pkwy) (dirt road)	Redskin Park Drive	Gloucester Parkway	4	3	2	4	No	2020 2013
VDOT	VSL10bc	Widen	VA 607 (Loudoun County Pkwy)	Redskin Park Drive	Gloucester Parkway	3	3	4	6	No	2025
VDOT	VSL12d	Construct	VA 625 (Waxpool Rd.)	VA 2920 Faulkner Parkway	Unbridled Way	4	3	2	4	No	2012
VDOT	VSL45	Widen/ Upgrade	VA 643 (Sycolin Road) Phase II	Leesburg Town Limits	Crosstrails Blvd.	4	3	2	4	No	2035
VDOT	VSL4a	Study	VA 659 (Belmont Ridge Rd.) - PE ONLY	National Rec. & Park Ent.	Dulles Greenway	4	3	2	4	No	not coded
VDOT	VSL4ab	Construct	VA 659 (Belmont Ridge Road)	Dulles Greenway	VA-7 Gloucester Parkway	4	3	2	4	No	2025-2014
VDOT	VSL4ab	Widen	VA 659 (Belmont Ridge Road)	Dulles Greenway	VA 7	4	3	4	6	No	2035
VDOT	VSL4ab	Construct	VA 659 (Belmont Ridge Road)	VA 7	Russel Branch Parkway	4	3	2	4	No	2020 2014
VDOT	VSL4e	Widen/ Upgrade	VA 659 (Gum Spring Rd.)	VA 620 (Braddock Road)	US 50	4	3	2	4	Yes	2015
VDOT	VSL4f	Widen/ Upgrade	VA 659 (Gum Spring Rd.)	Prince William County Line	VA 620 (Braddock Road)	4	3	2	4	No	2035
VDOT	VSL50	Widen/ Upgrade	VA 773 (Fort Evans Road)	Leesburg Town Limits	Kingsport Rd.	4	3	2	4	No	2015
VDOT	nrs	Construct	VA 868 (Davis Dr.)	VA 606 (Old Ox Road)	VA 846 (Sterling Blvd)	0	4	0	4	No	2025

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						Lanes		Lanes			
						from	to	from	to		
VDOT	VSL46	Construct	VA 1036 (Pacific Boulevard)	Sterling Blvd.	Gloucester Parkway	0	3	0	4	Yes	2015
VDOT		Construct	VA 2150 (Gloucester Pkwy)	VA 607 (Loudoun County Pkwy)	VA 1036 (Pacific Blvd.)	0	3	0	4	No	2025 2015
VDOT		Construct	Riverside Parkway	River Creek Parkway	Upper Meadow Drive			2	4	No	2014
VDOT		Construct	Clairborne Parkway	Croson Road	Ryan Road			2	4	No	2015
VDOT		Construct	Tall Cedars Parkway	Pinebrook Road	Gum Springs Road			0	4	No	2015
VDOT	VSL49	Construct	Russell Branch Parkway	VA 659 (Belmont Ridge Road)	Loudoun County Parkway	0	3	0	4	Yes	2025 2014
PRINCE WILLIAM COUNTY SECONDARY											
VDOT	BRAC	Construct	Bypass Rd.	Russell Rd.	MDIA site entrance	0	3	0	2	No	2011
VDOT	VSP59	Construct	Peaks Mill (Purcell Road east)	Route 643 (Purcell Road)	Route 3000 (Prince William Parkway)	0	4	0	2	No	2035
VDOT	VSP25b	Widen	VA 1781 (New Telegraph Rd/Summit School Road)	VA 849 (Caton Hill Road)	VA 640 (Minnieville Rd.)	4	4	2	4	No	2040
VDOT	VSP25c	Widen	VA 1781 (Telegraph Rd.)	VA 3000 (Prince William Parkway)	VA 849 (Caton Hill Rd.)	4	4	2	4	No	2040
VDOT	VSP23d	Widen	VA 3000 (Prince William Pkwy.)	VA 776 (Liberia Ave.)	Hoadly Rd.	2	2	4	6	Yes	2025 2040
VDOT	VSP23e	Widen	VA 3000 (Prince William Pkwy.)	Hoadley Rd.	Old Bridge Rd.	2	2	4	6	Complete	2011
VDOT	VSP23f	Widen	VA 3000 (Prince William Pkwy.)	Old Bridge Rd.	Minnieville Rd.	2	2	4	6	Yes	2020 2015
VDOT	VSP3a	Widen/ Upgrade	VA 621 (Balls Ford Road)	VA 234 (Sudley Road)	Bethlehem Road	4	3	2	4	No	2040
VDOT	VSP3b	Widen/ Upgrade	VA 621 (Balls Ford Road)	Bethlehem Road	VA 234 Bypass	4	3	2	4	No	2040
VDOT	VSP5e	Widen	VA 640 (Minnieville Road)	VA 643 (Spriggs Road)	VA 234	3	3	2	4	Yes	2016 -2014
VDOT	VSP8a	Widen	VA 643 (Purcell Rd.)	VA 234 (Dumfries Rd.)	VA 642 (Hoadly Rd.)	3	3	2	4	No	2025
VDOT	VSP17b	Widen	VA 674 (Wellington Rd.)	VA 621 (Devlin Road)	VA 668 (Rixlew Lane)	3	3	2	4	No	2035
VDOT	VSP18	Widen	VA 676 (Catharpin Rd.)	VA 55 (John Marshall Highway)	Heathcote Blvd.	3	3	2	4	No	2040

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						Lanes		Lanes			
						from	to	from	to		
VDOT	VSP20c	Widen/ Upgrade	VA 1392 (Rippon Boulevard Extension)	West of Wigeon Way	Rippon VRE Station	4	3	2	4	No	2040
VDOT	VSP47d	Construct	VA 840 (University Blvd.) (nee East-West Connector)	Route 660 (Hornbaker Road)	Sudley Manor Dr.	0	3	0	4	Yes	2016 2014
VDOT		Widen	Hornbaker Rd.	N. of its intersection with University Blvd.	Thomason Barn Rd.			2	4	No	2016
VDOT	VSP62	Construct	Rollins Ford Rd.	Songsparrow Dr.	VA 215 (Vint Hill Rd.)	0		0	4	Yes	2016 2013
VDOT	New	Construct	University Blvd/Progress Ct	Wellington Rd	Rollins Ford Road			0	4	No	2016
FAMPO											
	VI2rf	Construct	I 95 : HOV / Bus / HOT Lanes	Rte. 610 (Garrisonville Rd.) in Stafford County	VA 17 in Spotsylvania County (exit 126)	1	1	0	2	No	2018
		Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	South of Telegraph Road (North of Aquia Creek)	SB GP Lanes to SB HOT Lanes	1	1	0	1	No	2018
		Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	South of Telegraph Road (North of Aquia Creek)	NB HOT Lanes to NB GP Lanes	1	1	0	1	No	2018
		Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	North of Garrisonville Road (south of Aquia Creek)	NB GP Lanes to NB HOT Lanes	1	1	0	1	No	2018
		Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	Between Garrisonsville Road and Courthouse Road	SB GP Lanes to SB HOT Lanes	1	1	0	1	No	2018
		Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	Between Garrisonsville Road and Courthouse Road	NB HOT Lanes to NB GP Lanes	1	1	0	1	No	2018
		Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	Between Garrisonsville Road and Courthouse Road	SB HOT Lanes to SB GP Lanes	1	1	0	1	No	2018
		Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	Between Garrisonsville Road and Courthouse Road	NB GP Lanes to NB HOT Lanes	1	1	0	1	No	2018
		Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	South of Rt 628 (North of Stafford Regional Airport)	SB HOT Lanes to SB GP Lanes	1	1	0	1	No	2018
		Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	South of Rt 628 (North of Stafford Regional Airport)	NB GP Lanes to NB HOT Lanes	1	1	0	1	No	2018
		Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	Between Centerpoint Road (St.Co.Airport Access Rd.)	SB GP Lanes to SB HOT Lanes	1	1	0	1	No	2018
		Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	Between Centerpoint Road (St.Co.Airport Access Rd.)	NB HOT Lanes to NB GP Lanes	1	1	0	1	No	2018
		Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	Between Centerpoint Road (St.Co.Airport Access Rd.)	SB HOT Lanes to SB GP Lanes	1	1	0	1	No	2018
		Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	Between Centerpoint Road (St.Co.Airport Access Rd.)	NB GP Lanes to NB HOT Lanes	1	1	0	1	No	2018

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						from	to	from	to		
		Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	South of Rt 17 (North of Rappahannock River)	NB HOT Lanes to NB GP Lanes	1	1	0	1	No	2018
		Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	Just South of Rappahannock River	SB HOT Lanes to SB GP Lanes	1	1	0	1	No	2018
		Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	Just north of Rt 3	NB GP Lanes to NB HOT Lanes	1	1	0	1	No	2018
		Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	Between Rt 620 and Rt 208	NB GP Lanes to NB HOT Lanes	1	1	0	1	No	2018
		Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	Between Rt 620 and Rt 208	SB HOT Lanes to SB GP Lanes	1	1	0	1	No	2018
		Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	Between Rt 1 and Rt 17	NB GP Lanes to NB HOT Lanes	1	1	0	1	No	2018
		Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	Between Rt 1 and Rt 17 at Mills Drive (US 17 Bypass)/Spotsylvania	SB HOT Lanes to SB GP Lanes	1	1	0	1	No	2018
	FAI1D	Reconstruct	I-95 interchange	I-95/VA 630		1	1	0	0	No	2020
		Reconstruct	I-95 interchange	I-95/VA 630						No	2015
	FAP5F	Widen	US 1	Prince William County Line	US 17(Warrenton Rd)/VA 218	2	2	4	6	No	2020
	FAP5I	Widen	US 1(Bridge Replacement)	US 17 (Butler Rd.)	Fredericksburg N. City Limit	2	2	4	6	No	2020
	FAP5E	Widen	US 1	VA 620 (Harrison Road)	Spotsylvania Parkway	2	2	4	8	No	2020
	FAP5H	Widen	US 1	Spotsylvania Parkway	VA 608 (Massaponax Church Rd)	2	2	4	6		2015
	FAP5K	Widen	US 1 Business	South City Limit Fredericks.	Jefferson Davis Highway	2	2	2	4		2015
		Reconstruct	US 1 Interchange	At US 17						No	2015
	FAP6A	Widen	US 17 Bypass (Mills Dr.)	I-95	VA 2 (Tidewater Trail)	2	2	2	4	No	2015
	FAP6E	Widen	US 17 Business/VA 2	SCL Frederickburg	US 17 Bypass (Mills Dr.)	2	2	2	4		2035
	FAP6C	Widen	US 17 (Warrenton Rd.)	McLane Drive	Stafford Lakes Parkway	2	2	4	6	No	2015
	FAP6D	Widen	US 17 (Warrenton Rd.)	VA 654 (Berea Church Rd)	VA 612 (Hartwood Road)	2	2	4	6		2030
	FAP7	Widen	VA 218 (Butler Rd)	US 1	VA 218 (White Oak Rd.)	4	4	2	4	No	2025

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						Lanes					
						from	to	from	to		
	FAS23A	Construct	VA 208 Bypass (Spotsylvania)*	West of Ta River	East of Po River	0	3	0	2	yes	2015
	FAS40	Widen	VA 208 (Courthouse Road)	US 1 (Jefferson Davis Hwy)	VA 628 (Station Road)	3	3	4	6		2035
FREDERICKSBURG											
	FAP5J	Widen	US 1 Business	Blue-Gray Parkway	South City Limit			2	4		2015
	FAU1	Widen	Fall Hill Ave.	Mary Wash. Blvd. ext.	Carl D. Silver Pkwy			2	4		2015
STAFFORD COUNTY SECONDARY											
	FAS43	Upgrade/ Intersection	VA 606 (Ferry Rd)	VA 3 (Kings Highway)	VA 608 (Brook Rd)	4	3				2030
	FAS37	Upgrade	VA 608 (Brooke Rd.)	VA 605 (New Hope Ch. Rd.)	Dead End	4	3			No	2035
	FAS3c	Widen	VA 610 (Garrisonville Rd.)	VA 610 (existing 4 lane section)	VA 643	4	4	2	4		2015
	FAS3F	Upgrade/ Intersection	VA 610 (Garrisonville Rd.)	VA 643 (Joshua Road)	Fauquier County Line	4	3				2035
	FAS39	Widen	VA 610 (Garrisonville Rd.)	.13 miles west of VA 643 (Joshua Rd)	.42 miles east of VA 643 (Joshua Rd)	4	4	2	4		2015
	FAS3e	Widen	VA 610 (Garrisonville Rd.)	VA 648 (Shelton Shop Rd.)	VA 641 (Onville Rd)	4	3	5	6	No	2030
	FAS3d	Widen	VA 610 (Garrisonville Rd.)	VA 641 (Onville Rd)	VA 684 (Mine Rd)	4	3	4	6	No	2015
	FAS33	upgrade	VA 616 (Poplar Rd.)	VA 652 (Truslow Rd.)	Fauquier County Line	4	3			No	2035
	FAS34A	upgrade	VA 627 (Mountainview Rd.)	VA 648 (Stefaniga Rd.)	Centreport Pkwy.	4	3			No	2035
	FAS34B	upgrade	VA 627	VA 616	Choptank Rd.	4	3			No	2035
	FAS5b	Widen	VA 630 (Courthouse Rd)	VA 732 (Cedar Lane)	VA 648 (Shelton Shop Rd)	4	4	2	4	No	2025
	FAS41	upgrade	VA 637	I-95	Woodstock Ln.	4	3			No	2035
	FAS35	widen	VA 641 (Onville Rd.)	VA 610 (Garrisonville Rd.)	Quantico Base			2	4		2030
	FAS42	upgrade	VA 644	VA 627	VA 610	4	3			No	2035

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						Lanes					
						from	to	from	to		
	FAS13	Reconstruct	VA 648 (Shelton Shop Rd.)	VA 610 (Garrisonville Rd)	VA 627 (Mountainview Rd)	4	4	2	4	No	2025
SPOTSYLVANIA COUNTY SECONDARY											
	FAS22	Widen	VA 3 (Spotsylvania)	Chewing Lane	VA 627 (Gordon Rd.)	2	2	4	6	No	2015
	FAS27	Widen	VA 608 (Massaponax Church Rd.)	VA 628 (Smith Station Rd)	I-95	3	3	2	4	No	2025
	FAS31	Widen	VA 610 (Old Plank Rd.)	VA 627 (Gordon Rd.)	VA 612 (Catharpin Rd.)	4	4	2	4	No	2030
	FAS18c	Widen	VA 620 (Harrison Rd)	VA 3 (Plank Road)	VA 627 (Gordon Rd.)	4	4	2	4		2015
	FAS9b	Widen	VA 627 (Gordon Rd.)	VA 628 (Smith Station Rd)	VA 620 (Harrison Rd.)	4	4	2	4	No	2015
	FAS9C	Widen	VA 627 (Gordon Rd.)	VA 628 (Smith Station Rd)	VA 613 (Brock Road)	4	4	2	4		2035
	FAS28	Widen	VA 628 (Smith Station Rd)	VA 608 (Massaponax Church Rd.)	VA 627 (Gordon Rd.)	4	4	2	4	No	2025
	FAS19	Widen	VA 636 (Mine Rd./ Hood Dr.)	VA 208 (Courthouse Rd.)	VA 638 (Lansdowne Rd.)	4	4	2	4	No	2025
	FAS36	Widen	VA 638 (Lansdowne Rd)	SCL Frederickburg	VA 636 (Mine Rd)	3	3	2	4		2035
	FAS20b	Widen	VA 639 (Leavells Rd.)	VA 208 (Courthouse Rd.)	VA 628 (Smith Station Rd.)	4	4	2	4	Yes	2025
	FAS20c	Widen	VA 639 (Bragg Rd.)	VA 618 (River Rd.)	VA 3	4	4	2	4	No	2015
	FAS38	Widen	VA 674 (Chancellor Rd.)	VA 610 (Old Plank Rd)	VA 627 (Gordon Rd.)	4	4	2	4		2035