National Capital Region Transportation Planning Board

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

MEETING NOTICE

Date: January 23, 2013
Time: 12 noon
Place: COG Board Room

Meeting of the TPB Bus on Shoulder Task Force: From 10:00 to 11:45 am, the task force will meet in **Rooms 4-5** on the first floor**.** The agenda will include an initial assessment of the feasibility of bus on shoulder operations at specific locations in the region and a review of safety and enforcement concerns.

AGENDA
(BEGINS PROMPTLY AT NOON)

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

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 19 Meeting**
.....Chairman York

12:25 pm 3. **Report of Technical Committee**
..... Ms. Erickson
Chair, Technical Committee

12:30 pm 4. **Report of the Citizen Advisory Committee**
.....Ms. Slater
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 York

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

ACTION ITEMS

12:50 pm 7. **Approval of Funding and Transmittal Letter for TPB's 2013 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 2013 UPWP along with an associated transmittal letter for the TPB's 2013 membership in AMPO.

12:55 pm 8. **Approval of Appointments to the TPB Citizens Advisory Committee (CAC) for the Year 2013**

..... Chairman York

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 13 CAC meeting, six members were designated by the 2012 CAC to the CAC for the year 2013. Six members and alternates nominated by the 2013 Vice Chairs will be presented. Chairman York will present the three members and alternates nominated by the 2013 TPB Chair, as well as the nomination for the chairman of the CAC in 2013.

Action: Appoint the fifteen members and alternates and the chairman of the CAC for 2013.

1:00 pm 9. **Approval of an Amendment to the FY 2013-2018 TIP that is Exempt from the Air Quality Conformity Requirement to include Funding for Improvements to US Route 1 near Fort Belvoir in Fairfax County**

.....Mr. Van Dop
Eastern Federal Lands Highway Division (EFLHD)
Federal Highway Administration

At the December 19th meeting, notice was provided that the EFLHD has requested an amendment to include funding for the construction of improvements to US Route 1 from the south boundary of Fort Belvoir north to Mount Vernon Highway: 3.4 miles of roadway widening including turn lanes and other intersection improvements.

Action: Adopt Resolution R5-2013 to amend the FY 2013-2018 TIP to include funding for the construction of improvements to US Route 1 from the south boundary of Fort Belvoir north to Mount Vernon Highway: 3.4 miles of roadway widening including turn lanes and other intersection improvements.

INFORMATION ITEMS

1:05 pm 10. **Briefing on the Draft Final Report: "What do People Think About Congestion Pricing? A Deliberative Dialogue with Residents of Metropolitan Washington"**

.....Mr. Swanson, DTP
Ms. Rivlin, Brookings Institution

The Board will be briefed on the draft final report on a study of the public acceptability of congestion pricing in the Metropolitan Washington Region funded through the Federal Highway Administration Value Pricing Pilot Program.

1:30 pm 11. **Briefing on Project Submissions for the Air Quality Conformity Assessment for the 2013 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 17, the project submissions were released for a 30-day public comment period that will end February 16. At the February 20 meeting, the Board is scheduled to approve the project submissions for the air quality conformity assessment for the 2013 CLRP and the FY 2013-2018 TIP.

1:40pm 12. **Briefing on Draft Scope of Work for the Air Quality Conformity Assessment for the 2013 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 17, the draft scope of work is scheduled to be released for a 30-day public comment period that will end February 16. At the February 20 meeting, the Board is scheduled to approve the scope of work for the air quality conformity assessment.

1:45 pm 13. **Review of Outline and Preliminary Budget for the FY 2014 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 2014 (July 1, 2013 through June 30, 2014). A complete draft of the FY 2014 UPWP will be presented to the Board for review at its February 20 meeting, and the final version will be presented for the Board's approval at its March 20 meeting.

1:50 pm 14. **Update on TPB Bus on Shoulder Task Force Meeting**

..... Ms. Krimm and Mr. Zimmerman,
Co-Chairs of TPB Bus on Shoulder Task Force

At the September 19, 2012 meeting, the Board established the Bus on Shoulder Task Force. The Board will be updated on the second meeting of the task force which was held prior to today's TPB meeting.

1:55 pm 15. **Other Business**

2:00 pm 16. **Adjourn**

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

Item #2

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 19, 2012

Members and Alternates Present

Monica Backmon, Prince William County
Melissa Barlow, FTA
Muriel Bowser, DC Council
Reuben Collins, Charles County
Kerry Donley, City of Alexandria
Gary Erenrich, Montgomery County
Lyn Erickson, MDOT
Seth Grimes, City of Takoma Park
Jason Groth, Charles County
Rene'e Hamilton, VDOT
Cathy Hudgins, Fairfax County Board of Supervisors
John Jenkins, Prince William County
Emmett Jordan, City of Greenbelt
Carol Krimm, City of Frederick
Bill Lebegern, MWAA
Michael C. May, Prince William County
Phil Mendelson, DC Council
Mark Rawlings, DC-DOT
Paul Smith, Frederick County
David Snyder, City of Falls Church
Harriet Tregoning, DC Office of Planning
Jonathan Way, Manassas City
Victor Weissberg, Prince George's County DPW&T
Patrick Wojahn, City of College Park
Scott York, Loudoun County
Sam Zimbabwe, DDOT

MWCOG Staff and Others Present

Ron Kirby
Gerald Miller
Robert Griffiths

Nicholas Ramfos	
Andrew Meese	
Wendy Klancher	
Eric Randall	
Jane Posey	
Rich Roisman	
Andrew Austin	
Michael Farrell	
Deborah Kerson Bilek	
Sarah Crawford	
Charlene Howard	
Ben Hampton	
Jonathan Rogers	
Dan Sonenklar	
Debbie Leigh	
Deborah Etheridge	
Chuck Bean	COG/EO
Nicole Hange	COG/EO
Lewis Miller	COG/OPA
Paul DesJardin	COG/DCPS
Bill Orleans	HACK
Randy Carroll	MDE
Judi Gold	Councilmember Bowser's Office
Tina Slater	CAC Chair
Allen Muchnick	Virginia Bicycling Federation
Christine Green	Greater Washington Region Safe Routes to School Network
Mike Lake	Fairfax County DOT
Anthony Foster	DDOT
Nick Alexandrow	PRTC
Jack Van Dop	FHWA
Stewart Schwartz	CSG
Daniel Lem	CSG
Jonathan Kass	DC Council
Will Handsfield	DC Council
Peter Hadley	University of Maryland
Margaret Boles	Prince George's Co, Justice & Advocacy
Danielle Wesolek	WMATA
Brian Lee	Prince William County
Patrick Durany	Prince William County
Katrina Tucker	Tri-County Council for Southern MD

1. Public Comment on TPB Procedures and Activities

Vice Chair York announced that he would be chairing the meeting because Chair Turner was

recovering from minor surgery.

Allen Muchnick of the Virginia Bicycling Federation spoke in opposition to the proposal under Item 15 by the Federal Highway Administration to amend the TIP to include funding for widening U.S. Route One near Fort Belvoir. He said this proposed highway widening project illustrates a serious shortcoming of the TPB's Complete Streets policy and a failure of both the FHWA and VDOT to adhere to their own long-established bicycle accommodation policies. He asked the TPB to require FHWA to provide at least a 15-foot-wide curb lane for bicycling as a condition for approving this project in the TIP.

Stewart Schwartz, Executive Director of the Coalition for Smarter Growth, provided wide-ranging comments, noting that despite the work of the TPB and COG promoting smart growth policies, many of the projects pursued by the state DOTs reflected a "business as usual" approach. In particular, he criticized what he called VDOT's efforts to build a new outer beltway in Northern Virginia.

2. Approval of the Minutes of the November 28 TPB Meeting

Mr. Mendelson made a motion to approve the minutes of the November 28 TPB meeting. Mr. Donley seconded the motion, which was approved unanimously.

3. Report of the Technical Committee

Referring to the handout item, Mr. Rawlings said the Technical Committee met on December 7 and reviewed the following items for inclusion on the TPB agenda:

- An update on the draft analysis for the 2015 forecast year air quality conformity analysis of the 2012 CLRP and FY2013 to 2018 TIP.
- The performance analysis and challenges of the 2012 CLRP.
- An initial draft letter to the legislatures of the District of Columbia, Maryland, and Virginia, which expresses the TPB's support for increases in transportation funding.
- A briefing on the results of a survey on the status of Complete Streets policies in the region.
- An update on TPB staff discussions with the DOTs about the implementation of the Transportation Alternatives Program in the Washington region.

The following items were presented for information and discussion:

- A briefing on needs and policies as identified in the Maryland Statewide Interim Rail plan, which is currently being developed by MDOT.
- A briefing on steps to update information on Transportation Emissions Reduction Measures (TERMs) to ensure that TERMs are available for use in air quality conformity determinations.
- A briefing on a web-based clearinghouse that is currently under development on the

region's transportation planning activities.
- A briefing on an initial version of a more user-friendly guide and summary of the FY2013-2018 TIP.

4. Report of the Citizens Advisory Committee

Referring to the handout report, Ms. Slater said the CAC met on December 13. She said the committee participated in a focus group on the Street Smart campaign for spring 2013. In addition, the committee discussed implementation of the Regional Complete Streets policy, previewed the web-based clearinghouse called the Transportation Planning Information Hub, and learned the names of six individuals who had been elected to the 2013 CAC.

5. Report of the Steering Committee

Mr. Kirby announced that the meeting schedule for 2013 had just been distributed. He noted that the next meeting would be held on January 23, a week later than previously scheduled.

Referring to the mailout packet, Mr. Kirby said the Steering Committee met on December 7 and approved three resolutions:
- An amendment to the FY2013-2018 Transportation Improvement Program to update project information from WMATA to reflect the fiscal 2013 capital budget.
- Approval of 25 projects throughout the District of Columbia, Maryland, and Virginia, being advanced by the Eastern Federal Lands Highway Division of the Federal Highway Administration. These were all repair, replacement, and rehabilitation projects of various facilities throughout the region.
- Addition of funding to a project that is already in the CLRP and TIP to build an auxiliary lane on I-395 from Duke Street to the Sanger Avenue Bridge as requested by the Virginia Department of Transportation.

Mr. Kirby introduced Chuck Bean, the new COG executive director.

Mr. Bean said that as an introduction to the work of COG, he looked forward to acquainting himself with a variety of activities performed at the regional and local levels.

6. Chairman's Remarks

Vice Chair York recognized recent participants in the TPB's Community Leadership Institute, which was held on November 29 and December 1. He recognized Wendy Duran to speak on behalf of the participants.

Ms. Duran said she found the CLI to be a great opportunity. She said the session speaks to the

regional importance of the work of the TPB and COG. She said she looked forward to participating in the alumni network that will be established for past CLI participants.

Vice Chair York called forward seven participants in the recent CLI session and presented them with certificates.

ACTION ITEMS

7. Report of the Nominating Committee for the Year 2013 TPB Officers

Ms. Bowser reported the results of the Nominating Committee, which recommended Mr. York of Loudoun County to serve as Chair, Councilmember Wells of the District of Columbia to serve as First Vice Chair, and Councilmember Patrick Wojahn of the City of College Park to serve as Second Vice Chair. She moved to approve this slate of TPB officers for the 2013 year.

Mr. Mendelson seconded the motion, which was approved unanimously.

Vice Chair York thanked the members of the Nominating Committee and the TPB, and said he looks forward to continuing to do good work as the incoming TPB Chair. He welcomed Mr. Wells and Mr. Wojahn as well.

8. Approval of an Additional Air Quality Conformity Analysis to Respond to the EPA Redesignation of the Washington Region under the 2008 Ozone National Ambient Air Quality Standards (NAAQS)

Ms. Posey, referring to the mailout which included a summary report of the analysis conducted to meet requirements associated with the 2008 Ozone national Ambient Air Quality Standards, mentioned that a public comment period was held on this analysis. She said the only comment received was a letter from the Metropolitan Washington Air Quality Committee. She summarized the letter, which commended the TPB for contributions to air quality improvements.

Mr. Donley moved to approve Resolution R5-2013 to approve the air quality conformity assessment.

Mr. Erenrich seconded the motion, which passed unanimously.

INFORMATION ITEM

9. Briefing on WMATA Strategic Plan Update: Momentum

Mr. Sarles, General Manager of the Washington Metropolitan Area Transit Authority (WMATA), briefed the TPB on the strategic planning effort currently being led by the WMATA

Board of Directors. According to Mr. Sarles, the effort, known as "Momentum," aims to clarify the future direction of WMATA's Metrorail and Metrobus systems.

Mr. Sarles provided a recap of WMATA's ongoing efforts to rebuild the existing Metrorail and Metrobus systems. He said that several years of underfunding and underinvestment have led to a severe decline in the condition of the system and that the agency is currently spending $5 billion over six years to replace buses, MetroAccess vehicles, and railcars, to rehabilitate and replace escalators and station platforms, and to implement recommendations made by the National Transportation Safety Board (NTSB) following the June 2009 crash on the Red Line.

Mr. Sarles also said that, in addition to current efforts, WMATA has to think about what's coming after the rebuilding effort is complete, mainly how the system will handle anticipated population growth of 30 percent and employment growth of 40 percent over the next three decades. He said the system is already crowded: on Metrorail during rush hours, passengers have a hard time fitting on cars or easily making transfers between lines; on the most popular bus lines, bus drivers sometimes have to skip stops because their vehicles are at capacity. He said the major challenge is finding ways to increase core capacity without adding more trains, since several chokepoints – the tunnel under the Potomac River near Rosslyn, the Yellow Line bridge over the Potomac near the Pentagon, and L'Enfant Plaza Station, in particular – are already at capacity.

Mr. Sarles explained that WMATA is undertaking certain efforts to improve Metrorail and Metrobus operations already, among them: fully implementing the NTSB recommendations; improving bicycle, pedestrian, transit, and auto access to existing stations; continuing escalator and elevator improvements; creating a seamless fare collection system; and opening the Silver Line. But he said that additional steps are necessary: increasing the number of eight-car trains in operation during rush hours; building a priority corridor bus network to improve bus reliability; making new connections between rail lines as a way to improve access and make room for new Silver Line trains; and enabling easier and safer transferring within crowded stations. In the long run, he said, the agency will probably have to consider building new tunnels in the core of the District, figure out how to take advantage of underutilized capacity (especially in reverse commute directions) through better land-use, and how to more fully integrate with other public transit systems and modes, like streetcars, bus rapid transit lanes, and light rail transit.

Mr. Sarles said that WMATA is looking for input regarding what actions should be taken to improve service for more customers, to increase capacity through the regional core, to improve connectivity between different areas of the region, and how to pay for the necessary improvements.

Mr. Sarles invited questions from the Board, and reminded Board members that they and the public can provide additional input through the WMATA website at wmata.com.

Vice Chair York opened the floor to questions.

Mr. Mendelson asked whether the $5 billion currently budgeted for the six-year rebuilding and

rehabilitation program Mr. Sarles described in his presentation was enough to fund all improvements needed to bring the system into a state of good repair.

Mr. Sarles said that the $5 billion addresses most, but not all, of the capital needs for returning the system to a state of good repair. He said it does cover all of the critical safety improvements – track and escalator repairs – but that there are other state of good repair and safety improvements – about $1 billion worth per year – that it does not cover. He also said that that the $5 billion does not fund eight-car trains or the traction power improvements that are needed to run them. He said that roughly $2 billion will be needed to buy the additional railcars and to pay for the power improvements, transfer station improvements, and yard capacity improvements that will be needed in order to run all eight-car trains during rush-hours.

Mr. Snyder emphasized the need to garner the public's support for the improvements that Mr. Sarles described. He said WMATA needs to take short-term actions, like improving communication with customers and improving the cleanliness of vehicles, before expecting the public to support additional investment in and expansion of the Metrorail and Metrobus systems. He also said that a barrage of negative press about WMATA's management puts the agency at a great disadvantage in making its case to the public. And he said that WMATA and others need to do more to explain to the public the economic and personal benefits of having a regional transit system.

Mr. Sarles thanked Mr. Snyder for his comments.

Mr. Jordan asked Mr. Sarles to consider other lines and stations in the region – not just those along the Silver Line or in the regional core – when thinking about what improvements need to be made. He said that stations on the Green Line have significant challenges with crowding on platforms and longer wait times – especially on weekends and in the evenings – that should be addressed through the strategic planning process.

Mr. Zimbabwe asked about the timeline for the portion of the strategic plan having to do with funding. He said that the TPB is planning to send a letter to the state elected officials in the region regarding the broad funding challenges the region faces and that the discussion of the region's funding challenges and those of WMATA should take place together.

Mr. Sarles explained that the next step in the strategic planning process will be for the Board to consider all the comments that it has received so far and to work hard to produce and approve the strategic plan, which will show where WMATA should be going and should generate a discussion of how to get there – that is, how to pay for it.

Ms. Tregoning pointed out that much of the discussion regarding WMATA's needs so far has focused on addressing challenges that occur during peak hours. She suggested also looking at non-peak trips, which account for 80 percent of all trips made in a day in the region, and trying to increase the number of trips made by transit during non-peak hours.

Vice Chair York suggested that WMATA consider a short-term surcharge on Metrorail fares on

the new Silver Line to help pay some of the capital costs of the extension. He said he was concerned that people who aren't using the line are paying a majority of its construction costs through local taxes and tolls on the Dulles Toll Road. He said he thought those who use the line should also pay for some of the current costs or future replacement costs, not just operations.

Mr. Sarles thanked all of the Board members for their comments.

ACTION ITEM

10. Approval of a TPB Letter to the Legislatures of the District of Columbia, Maryland and Virginia Expressing Support for Action on Transportation Funding

Mr. Kirby provided the Board with some background on the draft letter to the state legislatures regarding transportation funding before Vice Chair York moved its approval.

Mr. Kirby revisited a couple of points from a presentation he made at the Board's last meeting on November 28. He provided Board members with an updated version of the presentation, which included several new slides that addressed questions that were raised during the November 28 meeting.

The first few slides provided a retrospective look at population and employment forecasts that the Council of Governments made in 1991 (Round 4.1 of the Cooperative Forecasts) for the year 2010. Mr. Kirby explained that the first table showed the actual growth that occurred in the region between 1990 and 2010, according to the Census. He pointed out that the highest rates of growth have occurred in the region's outer jurisdictions. The second table, Mr. Kirby said, compared the Round 4.1 forecasts for 2010 to the actual population and employment numbers for 2010. He said that the actual number of households was four percent lower than forecast, that population was eight percent higher than forecast, and that the number of jobs was 11 percent lower than forecast. He said the degree of accuracy varied by jurisdiction, with the greatest discrepancy coming in Loudoun County, where forecasts for households, population, and employment were all significantly lower than actual observed growth.

The next slide showed some of the major transportation improvements that were in the 1991 long-range plan that were completed by 2010, and some projects that were not in the 1991 plan but were built by 2010. He said this list is a reminder that new projects do come along and that the long-range plan is not inevitable with regard to growth forecasts or projects that will or will not be built.

Mr. Kirby also showed several slides that addressed forecasts of changes in travel mode shares for "all daily travel" and for "commute travel" through 2040. The charts showed the forecast mode shares, the absolute numbers of trips that are forecast, and how those forecasts compare to today. These figures, he said, provide more perspective on the changes that are anticipated. As an example, he pointed out that, while mode share for transit is forecast to remain steady through 2040, ridership will still increase 28 percent in order to maintain the share. He also showed how

the changes are expected to vary among the regional core, the inner suburbs, and the outer suburbs, and he cited data collected as part of the focused household travel surveys in early 2012 to illustrate differences in mode share in different parts of the region.

The last slide Mr. Kirby presented showed the sources of funding for the $222.9 billion that is forecast to be spent on transportation in the region through 2040, as well as how much of that money will be spent on highways versus transit, and on capital versus operations and maintenance.

Finally, Mr. Kirby provided an overview of the draft letter to the legislatures. He specifically pointed out that the letter addresses the need to support population and employment growth in a manner that strengthens coordination between transportation and land use, that it explains the sources of transportation funding in the region (especially that the single biggest source is state funding, at around 40 percent), that it identifies the range of funding options that are available, and that it makes clear that, because needs are different in different jurisdictions, the states may want to consider local option techniques that would allow for some variation in revenue-raising. He also said that the letter includes an addendum detailing current sources of funding in Maryland, Virginia, and the District of Columbia and new sources that have been implemented successfully elsewhere in the country.

Vice Chair York noted that the mayors and chairs in Virginia recently came together to write a similar letter to the state legislature there and that he understands the difficulty in pulling many different regions and entities together to author one letter that everyone agrees with completely.

Vice Chair York moved for the approval of the draft letter and Mr. Donley seconded the motion.

Mr. Donley congratulated staff and Chair Turner on the specificity of the letter with regard to possible sources of new revenue, including new taxes. He said he thought doing so was a wiser strategy than using more generic language. He also complimented staff on the addendum, which shows that gas taxes in Virginia have not been raised since 1986. The gas tax, he said, is a perfect candidate for an increase provided the funds are dedicated to transportation.

Mr. Snyder expressed his support for the letter and encouraged staff to send it as soon as possible. He suggested adding the slides that Mr. Kirby has presented at recent meetings since they make a good case for additional investment. He also suggested adding to the addendum some information on the additional economic activity and tax revenue that is generated from transportation systems in the region to serve as a business case for raising new revenue. Finally, he requested that the letter, in addressing local option taxes, include language that recommends local option taxes only after the states have adequately provided direct funding. He explained that he thinks states have a primary obligation to support transportation and that the letter should be careful not to give the states an opportunity to back away from their existing obligations.

Mr. Donley, as the person who seconded the motion, said he would not have any objection to adding such language, citing the fact that several local governments in northern Virginia have done their share in terms of raising additional revenue from local sources for transportation.

Mr. Smith expressed support for the letter, but also said that there needs to be an increase in taxes for transportation at the federal or regional level. He said this is necessary so that some jurisdictions are not put at an economic disadvantage compared to others because they have higher local taxes to pay for transportation. He said he supported the letter because the language in it was general enough, but that there will surely be challenges when it comes to the details of the new revenue sources.

The motion was approved unanimously by the Board, with two abstentions: one from Ms. Erickson of the Maryland Department of Transportation (MDOT) and the other from Ms. Hamilton of the Virginia Department of Transportation (VDOT).

INFORMATION ITEMS

11. Update on the Implementation of the New Section 5310 Enhanced Mobility Program under MAP-21 in the Washington Region

Ms. Klancher, referring to a PowerPoint presentation, summarized the new Section 5310 Enhanced Mobility program under MAP-21, and provided a historical context for the TPB's coordinated human service transportation plan and the TPB's role in administering this program under SAFETEA-LU, which included acting as the federally designated recipient for the JARC and New Freedom programs. She added that TPB would continue to administer existing JARC and New Freedom grants by holding a solicitation between January and April 2013 to use the remaining funds. She explained that MAP-21 retained the requirement for a coordinated human service transportation plan, but eliminated the JARC program and combined the New Freedom program and the former Section 5310 Program for Elderly Individuals with Disabilities into the new Section 5310 Enhanced Mobility program. She said that the new Section 5310 program funds both capital and operating expenses for older adults and persons with disabilities. She mentioned that FTA issued interim guidance on this program in October. She said that large urban areas are required to designate a recipient, and that MPOs are asked to initiate the conversation about selecting the recipient.

Ms. Klancher said that $2.6 million per year is expected in FY 2013 for the Washington DC-VA-MD urbanized area and summarized the flow of this funding. She provided an overview of the TPB staff proposal for a joint designated recipient arrangement between TPB, DDOT, MTA, and DRPT, which includes TPB holding responsibility for the coordinated plan, the coordinated task force, the project solicitation, and the project selection. She said that DDOT, MTA, and DRPT would receive funds directly from FTA and administer projects in their jurisdictions. She added that implementation would require a Memorandum of Understanding (MOU) to clarify roles and responsibilities, and that FTA would have to approve the MOU and possibly be a signatory as well. She emphasized that this arrangement would allow for regional projects to be funded. She mentioned that there is a precedent for a joint designated recipient arrangement, and highlighted examples in Atlanta and in Seattle. She said next steps in the process are: ongoing discussions with DDOT, MTA, DRPT, WMATA, and the Task Force Chair; and outlining the MOU. She

concluded by explaining that the Mayor of the District of Columbia, and the Governors of Maryland and Virginia would have to designate the recipient before any MAP-21 Section 5310 Enhanced Mobility funds can be obligated or spent.

Mr. Wojahn thanked Ms. Klancher for her presentation and the representatives from DRPT, MTA, and DDOT for participating in this conversation. He acknowledged some concerns have been raised about a joint designated recipient arrangement, and emphasized the importance for the TPB to play a role in this program because of the opportunity to fund regionally significant projects. He added that individual jurisdictions could provide input throughout the solicitation and project approval process, and mentioned that the process of developing an MOU has been collaborative and productive so far.

Vice Chair York thanked Mr. Wojahn for his leadership on this effort.

Ms. Bowser asked if the legislative changes mandate TPB's involvement in the new Section 5310 program.

Ms. Klancher responded that the only requirement for TPB involvement is with the coordinated plan and with the process for designating a recipient.

Ms. Bowser asked if the jurisdictions could consider designating a recipient without the participation of the TPB.

Ms. Klancher replied that the funding has been provided in one pot for the urbanized area that includes Northern Virginia, the District of Columbia, and suburban Maryland, and underscored the importance of collaboration. She commented that Virginia could not move forward on this program in this urbanized area without the Governor of Maryland agreeing.

Ms. Bowser asked if there was funding remaining from the JARC program under SAFETEA-LU.

Ms. Klancher replied that there is $1.3 million left in federal JARC funds, and that a solicitation for applications would be held from January through April. She said that she expected all JARC funds to be expended under this next solicitation.

12. Briefing on a Report on the Implementation of Complete Streets Policies in the Washington Region

Mr. Farrell provided the context and overview of the Complete Streets Policy for the National Capital Region. He said that the TPB adopted R15-2012, to establish a regional Complete Streets Policy on May 16, 2012. He said this policy defined what a Complete Street is, specified that the TPB endorsed the concept of Complete Streets, provided a policy model, and encouraged member jurisdictions and agencies to adopt the Complete Streets policy. He added that the policy called for the TPB to conduct a survey of policy adoption and implementation, which he said is

to be repeated every two years.

Mr. Farrell provided an overview of the initial survey results. He reported that all three states and most major jurisdictions in the region have Complete Streets policies in place. He identified jurisdictions where there are new or revised policies, as well as jurisdictions where policies are under development, and jurisdictions that do not have a policy. He also reviewed common exemptions allowed in the policies and common implementation measures that many TPB jurisdictions use, citing examples such as allocating funding for retrofits, developing a formal implementation plan, a needs inventory, and forming an implementation committee. He concluded by providing an overview of the implementation results.

Vice Chair York thanked Mr. Farrell. He said copies have been distributed of a letter received by the TPB from the Anacostia Watershed Restoration Partnership, which congratulates and supports the TPB on establishing a Complete Streets Policy, and encourages the TPB to consider a local Green Streets policy. He invited TPB staff to consider this proposal.

Ms. Minerva introduced herself as the Executive Director of the Anacostia Watershed Restoration Partnership, which she said is a partnership based at the Metropolitan Washington Council of Governments that is composed of environmental departments of counties and cities. She provided an overview of the letter, and said that the Anacostia is one of the most polluted watersheds in the nation due to storm water runoff. She added that 60 percent of the region's paved areas have no storm water controls, and that many jurisdictions are required to retrofit their infrastructure because of storm water pollution. She advocated that Green Streets are a great way to retrofit streets and highways that discharge storm water pollution, and provided several examples of the ancillary benefits of Green Streets. She asked the TPB to consider adopting a Green Streets policy similar to the Complete Streets Policy.

Vice Chair York thanked Ms. Minerva, and said that the TPB would revisit this matter at the January 23 TPB meeting.

13. Briefing on Results from the 2011 Washington-Baltimore Regional Air Passenger Survey

Mr. Roisman, referring to a PowerPoint Presentation, provided an overview of the Regional air Passenger Survey, which he said is conducted every two years at the region's three commercial airports: Washington-Dulles International Airport, Ronald Reagan Washington National Airport, and Baltimore-Washington Thurgood Marshall International Airport. He said the survey comprises a random sample of domestic and international flights during a two-week period. He summarized some of the survey results, including trends in regional air passenger enplanement, which he noted had rebounded from a dip after the terrorist activities of September 11, 2001, but have essentially flattened out since 2005. He added that over 32 million air passengers boarded flights at the region's commercial airports in 2011. He discussed the data collected about locally and connecting passengers as well as the trip origins of locally originating air passengers, citing that 60 percent are beginning their trip at a private residence. He summarized air passenger mode

of travel to the region's airports and air passenger trip purposes, and said that just over 50 percent are accessing an airport by using a private car. He emphasized that a slightly smaller percentage of people are using private or rental cars at Washington National Airport. He said that this may be because 15 percent of travelers are accessing this airport by Metrorail, which he said is the among the highest using rail transit in the nation. He summarized air passenger trip purposes, citing that business travel had increased since 2009, and provided an explanation of the factors influencing airport choice by trip purpose for both business and non-business travelers. He concluded by summarizing issues for the future, including forecast travel and cargo growth, increased domestic and international air travel, and improving ground access connections to Baltimore-Washington International Airport and Washington-Dulles International Airport.

14. Update on the Implementation of the New Transportation Alternatives program under MAP-21 in the Washington Region

Mr. Kirby provided an update on TPB staff discussion with the three DOTs about the implementation of the new Transportation Alternatives Program under MAP-21. Referring to a memo that was included in the mailout, he provided programmatic background and emphasized the heightened role for metropolitan areas and the funding sub-allocations that the region is expecting to implement the program. He explained the proposed process for project selection under the region's Transportation Alternatives Program, including project solicitation, proposal screening, the selection process, and implementation. He concluded by briefing the TPB on the status of staff-level discussions with each of the three states. He said the process is moving forward in a constructive manner.

NOTICE ITEM

15. Notice of Proposed Amendment to the FY 2013-2018 TIP that is Exempt from the Air Quality Conformity Requirement to Include Funding for Improvements to US Route 1 near Fort Belvoir in Fairfax County

Mr. Van Dop of the Eastern Federal Lands Highway Division of the Federal Highway Administration summarized the project, which he said was funded 100 percent by the Defense Department's Office of Economic Adjustment to widen Route 1 to provide access to the military hospital at Fort Belvoir. He said that VDOT and Fairfax County have asked the Federal Highway Administration to implement the project with design and construction.

Mr. Donley asked if bike lanes were planned as part of this project.

Mr. Van Dop replied that the project consists of approximately 3.4 miles of road widening. He said that there is currently a ten-foot multi-use trail on the west side of the road, but that the corridor itself does not have a pedestrian or bicycle accommodation. He added that the project will provide a five-foot sidewalk on one side, and that the project has been advertised for design/build, but has not yet been awarded.

Mr. Mendelson reiterated Mr. Donley's concern about accommodating cyclists, and requested a fuller explanation addressing this concern at the next TPB meeting.

Ms. Hudgins encouraged providing a multi-modal travel option as part of this project.

Mr. Van Dop mentioned that county staff previously worked with the US Army and with VDOT to address this challenge, and that a compromise had resulted to provide a widened lane. He acknowledged that FHWA had discussed this matter with many different parties, and discussions have taken place to address many competing interests.

16. Other Business

There was no other business brought before the TPB.

17. Adjourn

The meeting was adjourned at 2:00 pm.

Item 3

TPB Technical Committee Meeting Highlights

January 11, 2013

The Technical Committee met on January 11 at COG. Five items were reviewed for inclusion on the TPB agenda on December 19.

- TPB agenda Item 10

  The Committee was briefed on some observations and the methodology for the study of the public acceptability of congestion pricing in the Metropolitan Washington Region funded through the Federal Highway Administration Value Pricing Pilot Program.

- TPB agenda Item 11

  The Committee was briefed on the major projects submitted by transportation agencies to date. On January 17, the project submissions were released for a 30-day public comment period that will end February 16. At the February 20 meeting, the Board is scheduled to approve the project submissions for the air quality conformity analysis of the 2013 CLRP.

- TPB agenda Item 12

  The Committee was briefed on the draft scope of work for the air quality conformity assessment. On January 17, the draft scope of work was released for a 30-day public comment period that will end February 16. At the February 20 meeting, the Board is scheduled to approve the scope of work for the air quality conformity assessment.

- TPB agenda Item 13

  The Committee was briefed on the outline and preliminary budget for the Unified Planning Work Program (UPWP) for FY 2014 (July 1, 2013 through June 30, 2014). A complete draft of the FY 2014 UPWP will be presented to the Board for review at its February 20 meeting, and the final version will be presented for the Board's approval at its March 20 meeting.

- TPB agenda Item 14

  The Committee was updated on the activities of the TPB task force to identify promising locations in the region to operate buses on the shoulders of highways. The first meeting of this task force was on October 17 and the next meeting is scheduled prior to the TPB meeting on January 23.

Five items were presented for information and discussion:

- At the December 19 meeting, the TPB received a request from the Anacostia Watershed Restoration Partnership to consider developing and adopting a regional Green Streets policy similar to its recently adopted regional Complete

Streets policy. The Committee was briefed on this request as well as on the concept of Green Streets and examples of Green Street manuals and policies, and discussed possible next steps.

- At its November 28 meeting, the TPB was briefed on the performance analysis and challenges of the 2012 CLRP. The Committee was briefed on the additional performance information presented and discussion of the challenges of the 2012 CLRP at the December 19th TPB meeting.

- The Committee was updated on the recently conducted Fall 2012 “Street Smart” Pedestrian and Bicycle Safety Education Campaign, as well as on preliminary concepts being developed for the Spring 2013 campaign.

- The Committee was briefed on the recently completed update of the Regional Transportation Data Clearinghouse (RTDC) which includes 2011 daily traffic volumes and hourly counts for regional highway network links, daily transit ridership by operating agency and line, and Round 8.1 Cooperative Forecasting land use data by transportation analysis zone (TAZ).

- The transportation improvement program (TIP) is a complex technical document that provides a multi-modal listing of numerous projects, studies and programs throughout the region for which the obligation of federal funds has been programmed. Staff briefed the Committee on an initial version of a more “user-friendly” guide and summary of the FY 2013-2018 TIP.

TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES
ATTENDANCE - January 11, 2013

DISTRICT OF COLUMBIA

DDOT	Mark Rawlings
	Anthony Foster
DCOP	Dan Emerine

MARYLAND

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

VIRGINIA

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

WMATA

WMATA	Mark Kellogg

FEDERAL/OTHER

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

COG Staff

Ron Kirby, DTP
Gerald Miller, DTP
Elena Constantine, DTP
Andrew Austin, DTP
Dan Sonenklar, DTP
Mark Pfoutz, DTP
Robert Griffiths, DTP
Ron Milone, DTP
Jane Posey, DTP
Andrew Meese, DTP
John Swanson, DTP
Mark Moran, DTP
Eric Randall, DTP
Nicholas Ramfos, DTP
Michael Farrell, DTP
Jonathan Rogers, DTP
Rich Roisman, DTP
Charlene Howard, DTP
Dusan Vuksan, DTP

Other Attendees

Kenna Williams, Sherry Matthews, Inc.
Dana Minerva, DEP Consultant
Randy Carroll, MDE
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 17, 2013

To: Transportation Planning Board

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

Re: Steering Committee Actions

At its meeting on January 11, 2013, the TPB Steering Committee approved the following resolution:

- SR12-2013: Resolution on an amendment to the FY 2013- 2018 Transportation Improvement Program (TIP) that is exempt from the air quality conformity requirement to modify funding for the I-66/US 15 interchange reconstruction project, to include funding for a study to evaluate and develop a rating system for significant transportation projects in Northern Virginia, and for the Eisenhower Ave. widening 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."

TPB SR12- 2013
January 11, 2013

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

RESOLUTION ON AN AMENDMENT TO THE FY 2013- 2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO MODIFY FUNDING FOR THE I-66/US 15 INTERCHANGE RECONSTRUCTION PROJECT, TO INCLUDE FUNDING FOR A STUDY TO EVLAUATE AND DEVELOP A RATING SYSTEM FOR SIGNIFICANT TRANSPORTATION PROJECTS IN NORTHERN VIRGINIA, AND FOR THE EISENHOWER AVENUE WIDENING 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 Moving Ahead for Progress in the 21st Century (MAP-21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

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

WHEREAS, on July 18, 2012 the TPB adopted the FY 2013-2018 TIP; and

WHEREAS, in the attached letter of January 10, 2013, VDOT has requested an amendment to the FY 2013-2018 TIP to modify funding for the I-66/US 15 Interchange Reconstruction project as follows: add $4.428 million in Interstate Maintenance (IM) and Advanced Construction (AC) funding for planning and engineering and $62.04 million in AC funding for construction in FY 2013, reduce funding in FY 2014 by $2.18 million; and to include $3 million in IM/AC funding for the evaluation and development of a quantitative rating system for all significant transportation projects in and near the Northern Virginia Transportation District; and to include $1 million in Surface Transportation Program (STP) and matching funds for right-of-way acquisition and construction in FY 2013 for the widening of Eisenhower Avenue from Holland Road to Stovall Street, as described in the attached materials; and

WHEREAS, these projects are already included in the air quality conformity analysis of the 2012 CLRP and FY 2013-2018 TIP or are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency (EPA) regulations “40 CFR Parts 51 and 93 Transportation Conformity Rule Amendments: Flexibility and Streamlining; Final Rule,” issued in the May 6, 2005, *Federal Register*;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2013-2018 TIP to modify funding for the I-66/US 15 Interchange Reconstruction project as follows: add $4.428 million in IM and AC funding for planning and engineering and $62.04 million in AC funding for construction in FY 2013, reduce funding in FY 2014 by $2.18 million; and to include $3 million in IM/AC funding for the evaluation and development of a quantitative rating system for all significant transportation projects in and near the Northern Virginia Transportation District; and to include $1 million in Surface Transportation Program (STP) and matching funds for right-of-way acquisition and construction in FY 2013 for the widening of Eisenhower Avenue from Holland Road to Stovall Street, as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on January 11, 2013.

COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
4975 Alliance Drive
Fairfax, VA 22030

GREGORY A. WHIRLEY
COMMISSIONER

January 10, 2013

The Honorable Scott York, 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 FY 2013-2018 Transportation Improvement Program Amendment

Dear Chairman York:

The Virginia Department of Transportation requests amending of the FY 2013-2018 Transportation Improvement Program (TIP) with the following funding changes to the following three projects.

The first action is to update the funding for a project that is in the current TIP - the I-66 /Rte 15 Interchange reconstruction project in Prince William County (**UPC# 100566**). The amendment is to reflect the latest planned funding obligation for the preliminary engineering, right of way and construction phases of the project. The proposed amendment adds about $77M in new funding for the PE and CN phases while releasing about $19M in previous planned obligation and includes moving about $40.8M between two fiscal years from the three phases. The project was included in the air quality conformity analysis for the 2012 CLRP /FY 2013-2018 TIP which has since been approved by the FHWA and the FTA. The proposed changes in funding do not affect the project schedule and/or the approved air quality conformity findings.

The second funding action is to add a study to the TIP. The VDOT is required, per Virginia code § 33.1-13.03:1 (chapters 768, 825), to conduct a study to evaluate and develop a quantitative rating system for all significant transportation projects in and near the NoVA Transportation District. The proposed TIP amendment provides $3M towards this study **(UPC# 103910).**

The third action is to reinstate a street improvement project in the City of Alexandria (Eisenhower Avenue widening project from Holland Road to Stovall Street, **UPC# 77378).** The proposed TIP modification moves $800,000 in STP funds from FY12 to FY13 for the RW phase. The project was in the FY 2011-2016 TIP and is currently in VDOT's 2012-2015 STIP.

All of the funding proposed in this TIP amendment has been approved by the Commonwealth Transportation Board (CTB) as part of its FY 2013-2018 Six Year Improvement Program. The new funds proposed in the amendment were part of the total federal funding included in VDOT's financial plan for the 2010 CLRP update.

VDOT requests that this TIP Amendment be considered and acted upon by the Transportation Planning Board's Steering Committee at its meeting on January 11, 2013. VDOT's representative will attend the meeting and be available to answer any questions about the amendment. Please find attached a TIP Amendment spreadsheet outlining the funding for both projects.

Thank you for your consideration of this request.

Sincerely,

Renée N. Hamilton

Rene'e Hamilton
Asst. District Administrator – Planning and Investment
Northern Virginia District

cc: Ms. Dianne Mitchell, VDOT
Ms. Maria Sinner, VDOT-NoVA
Mr. Kanathur Srikanth, VDOT-NoVA

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

FY 2013 - 2018

TIP Amendment - 1/4/2013

New Funding in **BOLD**

		Phase	Previous Funding	Funding Source	Funding Shares Fed	State	Local	FY11	FY12	FY13	FY14	FY15	FY16	Source Total
VDOT-Interstate														
TIP ID:	Agency ID: UPC# 100566				Title: I-66/Rte 15 Interchange Reconstruction							Complete 2015		
Facility:	I-66/Rte 15 Interchange Recon.	PE		IM	90%	10%	0%	$0	$3,400	**$1,000**	$0	$0	$0	**$4,100**
		PE		AC-IM	90%	10%	0%	$0	$0	**$1,624**	$0	$0	$0	**$1,624**
From:		PE		IM AC-Conv	90%	10%	0%	$0	$0	$0	$1,624	$0	$0	$1,624
		PE		AC	90%	10%	0%	$0	$0	$1,804	**$0**	$0	$0	$1,804
To:		R/W		IM AC Conv	90%	10%	0%	$0	$0	$0	$10,000	$0	$0	$10,000
		RW		AC	90%	10%	0%	$0	$0	**$10,000**	$0	$0	$0	**$10,000**
		CN		AC Conv.	90%	10%	0%	$0	$0	$0	$6,196	$20,383	$0	$26,579
		CN		AC	90%	10%	0%	$0	$0	**$62,040**	$0	$0	$0	**$62,040**
												Total Funds:		$117,771.00
Description:	The project involves the reconstruction of the existing I-66 / Rte 15 Interchange.													
Jurisdiction:	Prince William County													
Amendment:	The Amendment adds $900,000 (IM) & $1,623,600 (AC-IM) FFY13 converting same in FFY14 PE ph; move $4,500,000 (AC-IM) FFY12 to FY13 & adds $4,500,000 converting $9,000,000 in FFY14 RW ph.; moves $40,844,700 (AC-IM) FFY12 to FFY13 7 releases $2,523,600 release $4,500,000 (IM-ACC) FFY13; release $12,423,600 (IM-ACC) FFY14, add $19,461,00 (AC-Other Bonds in FFY13 CN ph.													
Air Quality	The project is included in the Air Quality Conformity Analysis for the Metropolitan Washington Region.													
VDOT-Miscellaneous														
TIP ID:	Agency ID: UPC# 103910				Title: NOVA Planning Project Prioritization Study							Complete 2015		
Facility:	Planning Project Prioritization	PE		IM	90%	10%	0%	$0	$0	**$1,500**	$0	$0	$0	**$1,500**
From:		PE		IM AC	90%	10%	0%	$0	$0	**$1,500**	$0	$0	$0	**$1,500**
To:												**Total Funds**		**$3,000**
Description:	These funds are to fund the NOVA District's Planning Project Prioritization Study													
Jurisdiction:	District Wide													
Amendment:	This Amendment adds $1,350,000 in IM funds and $1,350,000 (IM-AC) funds FY13 PE Phase.													
Air Quality	This Study is exempt from regional Air Quality Conformity considerations.													
VDOT-Urban														
TIP ID:	Agency ID: UPC# 77378				Title: Eisenhower Avenue Widening							Complete 2015		
Facility:	Eisenhower Ave. Widening	PE			80%	20%	0%	$0	-$544		$0	$0	$0	-$544
From:	Holland Road	RW			80%	20%	0%	$0	$0	$1,000	$0	$0	$0	$1,000
To:	Stovall Street (0.6500MI)	CN			80%	20%	0%	$0	$4,000					$4,000
												Total Funds		$4,456
Description:	This project is to widen Eisenhower Ave. between Holland Rd and Stovall Street													
Jurisdiction:	Alexandria													
Amendment:	This STIP Adjustment is to move $800,000 in STP funds from FY12 to FY 13, RW phase.													
Air Quality	The project is included in the the Air Quality Conformity Analysis for the Metropolitan Washington Region													

ITEM 7 - Action
January 23, 2013

Approval of Funding and Transmittal Letter for TPB's 2013 Membership in the Association of Metropolitan Planning Organizations

Staff Recommendation: Approve funding from the FY 2013 UPWP along with an associated transmittal letter for the TPB's 2013 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 23, 2013

Ms. DeLania Hardy
Executive Director
Association of Metropolitan Planning Organizations
Suite 345
444 North Capitol St, NW
Washington, DC 20001

Dear Ms. Hardy:

In response to the invoice of January 1, 2013 requesting dues payment for the National Capital Region Transportation Planning Board's (TPB) 2013 membership in the Association of Metropolitan Planning Organizations (AMPO), I am pleased to inform you that at its January 23, 2013 meeting, the TPB approved a 2013 dues payment to AMPO in the amount of $25,000. 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,

Scott York
Chairman
National Capital Region
Transportation Planning Board

Enclosure

Association of Metropolitan Planning Org.

444 N. Capitol St. NW
Suite 345
Washington, DC 20001
202-624-3680

Invoice

Date	Invoice #
1/1/2013	2013-79

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 2013 - Restricted	20,000.00
AMPO Membership Dues 2013 - Unrestricted	5,000.00

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.

Our percent of federal funds is _____.

	Total	$25,000.00

ITEM 9 – Action
January 23, 2013

Approval of an Amendment to the FY 2013-2018 TIP that is Exempt from the Air Quality Conformity Requirement to include Funding for Improvements to US Route 1 near Fort Belvoir in Fairfax County

Staff Recommendation: Adopt Resolution R5-2013 to amend the FY 2013-2018 TIP to include funding for the construction of improvements to US Route 1 from the south boundary of Fort Belvoir north to Mount Vernon Highway: 3.4 miles of roadway widening including turn lanes and other intersection improvements.

Issues: None

Background: At the December 19th meeting, notice was provided that Eastern Federal Lands Highway Division (EFLHD), Federal Highway Administration has requested an amendment to include funding for the construction of improvements to US Route 1 from the south boundary of Fort Belvoir north to Mount Vernon Highway: 3.4 miles of roadway widening including turn lanes and other intersection improvements.

TPB R5- 2013
January 23, 2013

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

RESOLUTION ON AN AMENDMENT TO
THE FY 2013- 2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT
TO INCLUDE FUNDING FOR THE WIDENING OF US 1 THROUGH FORT BELVOIR,
AS REQUESTED BY THE EASTERN FEDERAL LANDS HIGHWAY DIVISION
OF THE FEDERAL HIGWHAY ADMINISTRATION (EFLHD)

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 Moving Ahead for Progress in the 21st Century (MAP-21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

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

WHEREAS, on July 18, 2012 the TPB adopted the FY 2013-2018 TIP; and

WHEREAS, in the attached letter of December 11, 2012, EFLHD has requested an amendment to the FY 2013-2018 TIP to include $180 million in Office of Economic Adjustment/Defense Access Road program funds for the widening of US Route 1 from the south boundary of Fort Belvoir north to Mount Vernon Highway, as described in the attached materials; and

WHEREAS, at the December 19, 2012 TPB meeting, notice was provided that EFLHD had requested this amendment to add this project into the FY 2013-2018 TIP; and

WHEREAS, in the attached letter of January 17, 2013, EFLHD has responded to a question that was raised at the December 19, 2012 TPB meeting and in subsequent comments received from the public, regarding accommodation of a bicycle lane adjacent to the outside lanes of the proposed improvements; and

WHEREAS, this project was previously included in the air quality conformity analysis of the 2012 CLRP and the FY 2013-2018 TIP*;*

NOW, THEREFORE, BE IT RESOLVED THAT the Transportation Planning Board amends the FY 2013-2018 TIP to include $180 million in Office of Economic Adjustment/Defense Access Road program funds for the widening of US Route 1 from the south boundary of Fort Belvoir north to Mount Vernon Highway, as described in the attached materials.

U.S. Department of Transportation
Federal Highway Administration

Eastern Federal Lands Highway Division

21400 Ridgetop Circle
Sterling, VA 20166-6511

DEC 11 2012

In Reply Refer to: HFPP-15

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

Subject: FY 2013-2018 Transportation Improvement Program Amendment
National Capital Region

Dear Chairman Turner:

The Eastern Federal Lands Highway Division (EFLHD), of the Federal Highway Administration, requests amending the National Capital Region's FY 2013-2018 Transportation Improvement Program (TIP) to designate funding for construction of the US Route 1 Widening Project through Fort Belvoir, Virginia. The project involves the widening and reconstruction of US Route 1 from the south boundary of Fort Belvoir north to Mount Vernon Highway (VA Route 235) to create a 6-lane, median divided arterial roadway for a distance of approximately 3.4 miles.

The project is included in the 2012 Constrained Long Range Plan and its air quality conformity analysis. An addendum to the FY 2013-2018 TIP table is enclosed. The proposed TIP amendment would acknowledge the construction activities being funded in the amount of about $200M through the Defense Access Roads program of the U.S. Department of Defense. Representatives of EFLHD are available to attend the Transportation Planning Board meetings on December 19, 2012, and January 23, 2013, if necessary to answer any questions regarding this requested TIP amendment.

Upon approval of this amendment, please provide copies of the approval to Mr. Lewis Grimm, Planning Team Leader. Should you have any questions, please feel free to contract Mr. Grimm at 703-404-6289 or Lewis.Grimm@dot.gov. Thank you for your consideration of this request.

Sincerely,

Karen A. Schmidt
Director, Program Administration

Enclosure

cc:
Mr. Christopher Lawson, FHWA, District of Columbia Division Office
Ms. Sandra Jackson, FHWA, District of Columbia Division Office
Mr. Thomas Fahrney, VDOT-NoVA
Mr. Kanathur Srikanth, VDOT-NoVA

EASTERN FEDERAL LANDS HIGHWAY DIVISION
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in $1,000)

	Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
Federal Lands Highway Program										
Federal Lands Highways, Virginia										
TIP ID: **6062** Agency ID: **VA OEA US1(1)** Title: **US 1 Improvements**										Complete:
Facility:	DAR	100/0/0		180,000 c						180,000
From:									***Total Funds:***	***180,000***
To:										

Description: Improvements to US Route 1 from the south boundary of Ft. Belvoir north to Mount Vernon Highway; 3.4 miles of roadway widening including turn lanes & other intersection improvements.

Add New Project **Requested on:** 1/23/2013

Amend this project into the FY 2013-2018 TIP with $180 million in DAR funding in FY 2013.

FY 2013 - FY 2016 Transportation Improvement Program
EFLHD - VIRGINIA

PROJECT	AWARD FY	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	CATEGORY	PRIMARY FUND SOURCE	TOTAL PROGRAM AMOUNT (RANGE)	FUNDS FROM TITLE	ADMIN BY / DELIVER BY	PHASE	CONSIST. WITH LRTP	REGION SIGNIF. PROJECT	CHANGE FROM LAST UPDATE (September 28, 2011)	CONG DIST NUMBER	FLMA REGION
VA A AD 637(1)	2013	VA	STAFFORD	Department of Defense, Quantico Marine Corps Base	Construction of new turn lanes and other improvements at the Rt 1/Telegraph Road intersection.	New Construction	Defense Access Roads (DOD)	$1.5 to 3 million	Other	EFLHD	Planned	No LRTP	N/A	New project, added 3/16/2012	01	Other
VA COLO 2011-1(1)	2013	VA	WILLIAMSBURG	National Park Service, Colonial National Historical Park	Road repairs. ERFO Disaster VA2011-1-NPS COLO	Repair/Reconstruction/ Resurface	Emergency Repair for Federally Owned Roads	$100,001 to $250,000	Title 23	EFLHD	Planned	LRTP in progress	N/A	New project, added 04/10/2012	01	NPS-NER
VA FH 0601(101, 102, 103)	2013	VA	BOTETOURT	U.S. Forest Service	FH 601, Botetourt Co. - Bridge replacement on 1.25 mi South SR 618 in Salem District in Jefferson NF (CN)	Bridge Replacement	Public Lands Highway - Forest Highway	$1 to 1.5 million	Title 23	State	Planned	No LRTP	N/A	New project, added 9/18/2012	06	FS-R8
VA FH-306(101)	2013	VA	WARREN	U.S. Forest Service	FH 306, Warren County - SR 613- PE for bridge replacement over Shenandoah River, Bridge #'s 6011 & 6012 .	Bridge Replacement	Public Lands Highway - Forest Highway	$3 to 10 million	Title 23	State	Planned	No LRTP	N/A	New project, added 9/20/2012	10	FS-R8
VA GRFA 2011-1(1)	2013	VA	FAIRFAX	National Park Service, Great Falls National Park	Road repairs. ERFO Disaster VA 2011-1-NPS Great Falls NPS	Repair/Reconstruction/ Resurface	Emergency Repair for Federally Owned Roads	$100,001 to $250,000	Title 23	EFLHD	Planned	LRTP in progress	N/A	New project, added 04/10/2012	10	NPS-NER
VA I-564 INTERMODAL CONNECTOR	2013	VA	CITY OF NORFOLK	Department of Defense, Naval Station Norfolk	Construction of a new urban interstate from the International Terminal Boulevard near I-64 to Hampton Boulevard at the Entrance to the Norfolk Naval Air Station.	New Construction	Defense Access Roads (DOD)	$100 to 200 million	Other	EFLHD	Planned	No LRTP	YES	New project, added on 9/25/2012.	08	Other
VA OEA US1(1)	2013	VA	FAIRFAX	VDOT, Fairfax County, DOD	Improvements to US Route 1 from the south boundary of Ft. Belvoir north to Mount Vernon Highway; 3.4 miles of roadway widening including turn lanes & other intersection improvements.	New Construction	Defense Access Roads (DOD)	$100 to 200 million	Other	EFLHD	Planned	No LRTP	N/A	New project.	08	Other

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

Eastern Federal Lands
Highway Division

21400 Ridgetop Circle
Sterling, VA 20166-6511

JAN 17 2013

In Reply Refer to: HFPP-15

The Honorable Scott York, Chairman
National Capital Region
Transportation Planning Board
777 North Capitol Street, N.E., Suite 300
Washington, DC 20002-4239

Subject: U.S. Route 1 Improvements at Fort Belvoir, Fairfax County, Virginia

Dear Mr. Chairman:

The Eastern Federal Lands Highway Division, of the Federal Highway Administration (FHWA), in cooperation with the Virginia Department of Transportation (VDOT), Fairfax County and U.S. Army Garrison Fort Belvoir is proceeding with plans to make improvements to U.S. Route 1 which includes widening from four to six lanes between Telegraph Road and Mount Vernon Highway.

During the Transportation Planning Board meeting of December 19, 2012, a question was raised regarding accommodation for a separately delineated, on road, bicycle lane adjacent to the outside lanes of the proposed improvements. The FHWA, VDOT and Fairfax County are committed to maximizing the ability of automobiles, trucks, transit, bicycles and pedestrians to safely and efficiently utilize this road corridor. As with all transportation projects we have a wide range of natural resources, cultural resources as well as social, political and cost issues to consider in determining how the limited right of way will be the utilized. Small reductions in standard roadway lane widths will be considered by the project team as a means to provide additional width to the currently proposed shared lane bicycle accommodation.

This project will be designed and constructed as a design/build project. Reduction to standard travel lane widths will only be considered when the design/build team's initial designs have been submitted to FHWA and VDOT. As previously stated, both agencies are committed to considering waiver/exceptions to lane widths. We look forward to keeping the Transportation Planning Board informed of the project's progress and resolution of this issue.

Should you or your staff have any questions or wish to discuss this information, please contact Mr. Jack Van Dop, Senior Program Manager, at (703) 404-6282.

Sincerely yours,

Kurt A. Dowden
Planning and Programming Manager

cc:
Ms. Laura Miller, Fairfax County DOT, Fairfax, VA
Mr. Thomas Fahrney, NOVA, VDOT, Fairfax, VA
Mr. Andrew Austin, Transportation Planner, MWCOG, Washington, DC

The following comment was received via email at TPBPublicComment@mwcog.org from the persons signed below:

> I bicycle in northern Virginia, and I write to express deep concern over the current proposal to force bicyclists to ride alongside full-speed traffic on a 14 foot wide outside lane along Route 1 through Ft. Belvoir. This widening project presents ample opportunity to do better.
>
> As you know, this portion of roadway is part of US Bicycle Route 1, which runs the length of the east coast from Florida to Main, and therefore is an important thoroughfare for bicyclists nationally, as well as regionally.
>
> This project should include bike lanes. If it will not include bike lanes and will instead require the sharing of an outside lane between fast-moving motor vehicles and bicycles, that outer curb lane should be at least fifteen feet in width to allow for safe sharing as such highway speeds.
>
> Either option would be an improvement for bicyclists and for overall roadway safety, and would not require additional overall width.
>
> Thank you for your efforts to improve transportation in our region. Please ensure that bicyclists are considered and made safer by your efforts by including bike lanes or sufficient width for bicyclists to share the roadway at the proposed speeds.

Brian McEntee
WASHINGTON, DC 20003

Nicole Lee
Arligton, VA 22209

Christopher Slatt
Arlington, VA 22204

Dan Owens
Takoma Park, MD 20912

David Cranor
Washington, DC 20003

Umang Varma
Falls Church, VA 22043

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Erik Normark
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Melissa Welch
Fairfax, VA 22033

Katherine Lewis
Arlington, VA 22206

Maura Keaney
Lorton, VA 22079

Brian Feldman
Alexandria, VA 22315

Chris Poch
Vienna, VA 22180

ITEM 10 - Information
January 23, 2013

Briefing on the Draft Report: "What do People Think About Congestion Pricing? A Deliberative Dialogue with Residents of Metropolitan Washington"

Staff Recommendation: Receive briefing on the draft report on a study of the public acceptability of congestion pricing in the Metropolitan Washington Region.

Issues: None

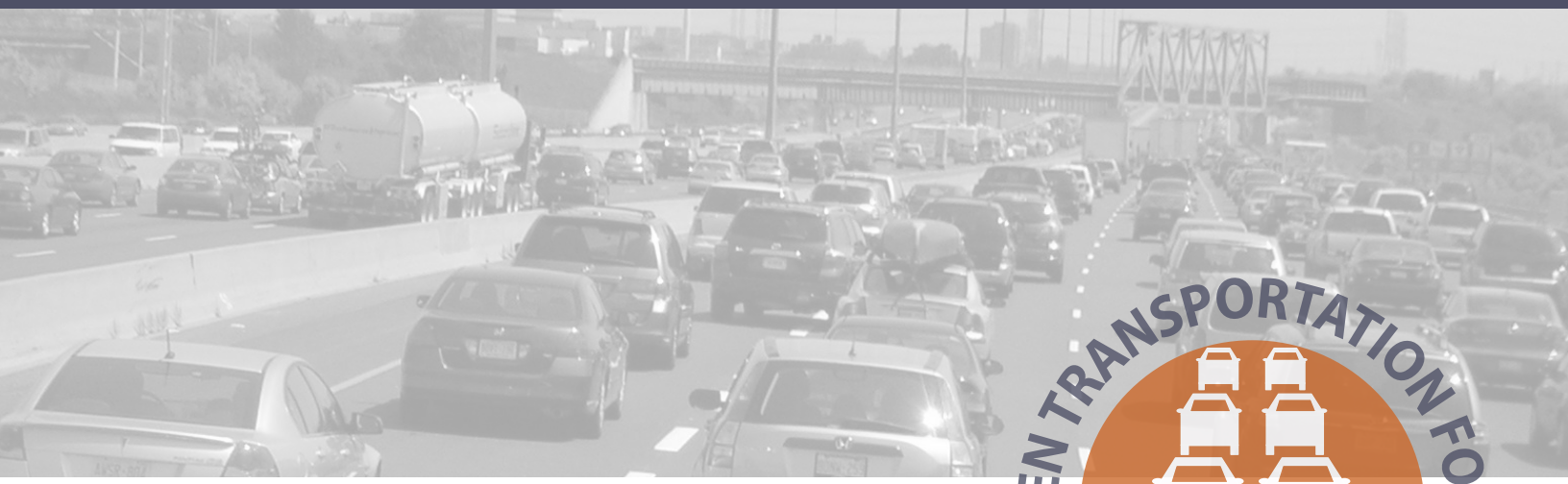
Background: This study grant was funded through the Federal Highway Administration Value Pricing Pilot Program. The study was initiated in Spring 2011 and concluded in Fall 2012.

EMBARGOED: Not For Release Until 12:01 AM January 23, 2013

FINAL DRAFT
1/18/13

WHAT DO PEOPLE THINK ABOUT CONGESTION PRICING?

A Deliberative Dialogue with Residents of Metropolitan Washington



CITIZEN TRANSPORTATION FORUMS

A Study of the Public Acceptability of Congestion Pricing in the Metropolitan Washington Region

National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
In Partnership with the Brookings Institution

Funded through the Federal Highway Administration (FWHA) Value Pricing Pilot Progam (VPPP)

TPB
National Capital Region Transportation Planning Board

January 2013

ACKNOWLEDGEMENTS

Metropolitan Washington Council of Governments (MWCOG)
Chuck Bean, Executive Director

National Capital Region Transportation Planning Board (TPB)
Ronald F. Kirby, Director, Department of Transportation Planning

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Special thanks to the many other individuals who helped make the deliberative forums for this study a success:
Naomi Abrams, David Anstett, Amera Bilal, Helen Brown, James Brown, Thomas Byrd, Renee Carl, Maria Carrasquillo, Olivia Ceccarelli, Payton Chung, Eric Diters, Stephan Dix, Robert Duffy, Willia Dumbuya, Joe Duszak, Michael Farrell, Roseanne Ferruggia, Allison Forbes, Stephenie Foster, Sean Garney, Denise Goodson, Mary Lauran Hall, Ryan Hand, Alice Holmes, Melissa Hopper, Diana Hossack, Robin Juni, Justine Kendall, Dana Kenney, Allison Laskey, Karen Long, Doug Masiuk, Leticia Mata, Gwen Merrill, Glendora Meyers, Sophie Mintier, Erin Morrow, Myra Neale, Mark Noll, Sunish Patrick, Tina Patterson, Ryan Price, Huijing Qiang, Donzell Robinson, Edith Robinson, Jonathan Rogers, Andrea Scallon, Thomas Sheffer, Deb Sward, Robert Thomas, Matt Tingstrom, Harriet Tuxhorn, Donya Maria Twyman, Evelyn VanderMeer, Raksha Vasudevan, Alison Wakefield, Shawnta Walcott, Vickey Wilcher

This study was funded with a grant from the Federal Highway Administration (FHWA) Value Pricing Pilot Program (VPPP). The Virginia Department of Transportation (VDOT) administered the grant.

Contents

Executive Summary

RESEARCH CHALLENGE: Public Opposition to Congestion Pricing

Too much congestion. Not enough funding. These two problems increasingly have come to define transportation policy woes in our nation's metropolitan areas, and the Washington, D.C., region is no exception. Many experts agree that congestion pricing—charging tolls or fees that are higher when and where congestion is worse—could at least partially solve both of these challenges.

With some notable exceptions, however, public opposition to congestion pricing—or the perception of such opposition—has stood in the way of implementation. This study therefore focused on the lack of public support for congestion pricing as the key challenge to explore. Through a series of deliberative forums, the study asked whether more information and education about pricing could influence attitudes. The study also sought to unravel the key factors—issues like fairness, effectiveness or privacy—that make a pivotal difference in determining opinions.

The National Capital Region Transportation Planning Board (TPB) carried out the research in partnership with the Brookings Institution. The Federal Highway Administration (FHWA) provided grant funding for the study through its Value Pricing Pilot Program (VPPP). The TPB also engaged the non-profit organization America*Speaks* to guide the design and implementation of the five deliberative forums that were the primary research vehicle for this study.

Preliminary research, including the TPB's 2010 *State of the Commute* Survey, a review of public opinion research around the country, and a series of listening sessions with stakeholders, informed the structure and content of the deliberative forums.

RESEARCH DESIGN: Using Deliberative Forums to Explore Public Opinion

Deliberative forums make it possible to solicit more informed feedback from the general public on concepts or ideas that are unfamiliar or especially complex.

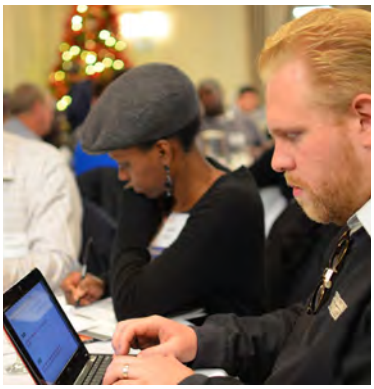
A deliberative forum is a public engagement event in which people come together to learn and talk about a problem, and explore potential solutions. This process makes it possible to solicit more informed feedback from the general public on concepts or ideas that are unfamiliar or especially complex. The extended exchange of ideas and opinions that takes place during a deliberative forum also mirrors the wider process of public deliberation about policy issues, and can thus help identify the challenges and opportunities that decisions makers might face if they were to advance congestion pricing proposals publicly.

More than 300 participants who were broadly representative of the region's population came together in five forums—two in Virginia, two in Maryland, and one in the District of Columbia—that each lasted four and a half hours. Presentations provided information on the current and projected state of transportation funding and congestion, and three scenarios for congestion pricing:

- **Scenario 1:** Priced Lanes on All Major Highways – variably priced lanes on all interstates, as well as some other major roadways
- **Scenario 2:** Pricing on All Roads and Streets – variable, per-mile pricing using vehicle-based GPS systems
- **Scenario 3:** Priced Zones – drivers pay a fee to enter or drive within a designated area

Participants engaged in facilitated small-table discussions, which were documented on laptops. They also recorded their individual opinions through keypad voting and paper surveys. Discussion topics included an opening opportunity for participants to define the region's transportation problems, separate discussions about each congestion pricing scenario, and a final discussion in which participants suggested their alternatives for dealing with the region's transportation problems.

(Left) Scenario 1: Priced Lanes on All Major Highways. Drivers would have the option to pay a toll to travel in free-flowing lanes or drive in general purpose lanes free of charge.; (Center) Scenario 2: Pricing on All Roads and Streets. A fee would be applied based on distance traveled, time of day and road type.; (Right) Scenario 3: Priced Zones. Motorists would have to pay a fee to enter certain zones.



(Left) Participants engaged in small-group discussions led by trained facilitators. (Right) "Scribes" at each table used laptop computers to record the key points of the small-group discussions.

FINDINGS: What Did the Public Tell Us?

The study provided insight on the following key questions:

1. **How do people see the region's transportation problems?**

   A vast majority of participants agreed that congestion is a critical problem facing the region and emphasized its personal impacts, describing the ways it limits opportunities and lifestyle choices. The burdens of congestion seem to rob people of a sense of control over their lives, furthered by the feeling that driving is the only transportation option for most people in the region.

   Congestion resonates as a critical problem more than funding shortfalls do. Participants who said they wanted more transportation alternatives rarely connected the lack of those options to the lack of funding. Some participants expressed doubts about the reality or extent of funding problems. Many said they lack confidence in the government's ability to solve transportation problems even if enough funding were available.

   Participants were generally unaware of the details of how transportation is currently funded, including the fact that the federal gas tax hasn't been raised in nearly two decades and is not indexed to inflation.

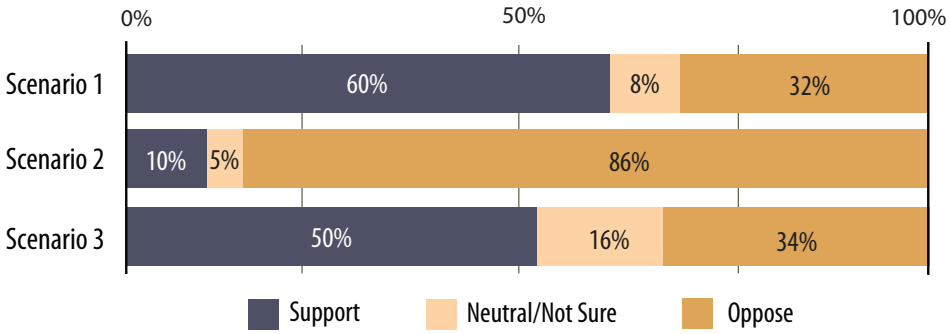
Congestion resonates as a critical problem more than funding shortfalls do.

2. **How do people react to different congestion pricing scenarios**?

   Of the three scenarios, "Priced Lanes on All Major Highways" (Scenario 1) garnered the most support. People liked it because it's optional (non-tolled options would generally be maintained) and offers added predictability. But they were concerned about fairness and congestion displacement.

   People had strong negative reactions to the GPS-based Scenario 2 (Pricing on All Streets and Roads). They saw it as an invasion of privacy, too complicated, and impossible to implement. Scenario 3 (Priced Zones) seemed logical and straightforward, but many participants were less interested in it because they felt it would not do enough to solve regional problems.

Figure 1: Comparison of End-of-Day Support for the Three Scenarios



Of the three scenarios, "Priced Lanes on All Major Highways" (Scenario 1) garnered the most support.

People were skeptical about the effectiveness of the scenarios, particularly in reducing congestion. They did not believe that pricing could actually reduce demand because, they said, driving for most people is a necessity not a choice. Participants emphasized that people in this region drive because they have to, not because they want to.

3. **What's the basis for people's opinions? Which specific factors influence attitudes about congestion pricing and how?**

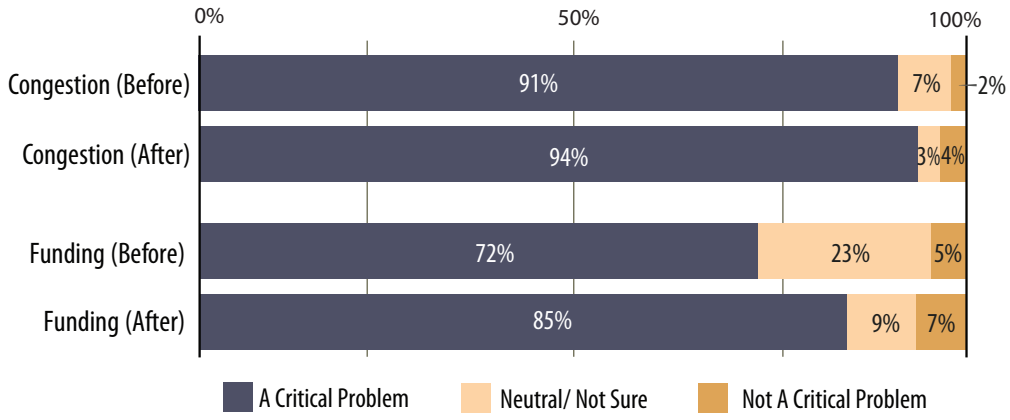
"Privacy" and "choice" were the most important factors in determining support for the scenarios. Comments about privacy were often related to wider apprehensions about losing personal control in an increasingly complicated world.

A sense of choice seems vital to cultivating public support for congestion pricing. Many participants said that because driving is not a choice for most people, pricing should be. The availability of other options besides driving—such as transit, walking and biking—increased receptiveness to pricing. Participants also spoke favorably of proposals that would maintain non-tolled lanes or routes for those who cannot or do not want to pay.

Participants seemed to inherently doubt that congestion pricing would be effective in improving the region's transportation system. Therefore, framing pricing as an effective tool for addressing congestion problems and funding shortfalls does not seem to resonate with the public. However, if congestion pricing can effectively create specific and useful transportation alternatives, people showed more interest. Participants indicated they would be more likely to support the scenarios if transparency and accountability with the funds was guaranteed.

Participants were asked their opinions about how fairly congestion pricing would treat two groups: low-income people and people who are dependent on driving. Participants said that fairness mattered, but it does not appear these concerns were pivotal in determining levels of support for different congestion pricing scenarios. However, many people did express concerns about whether pricing would be fair to them personally, relative to the assumptions they had built their lives upon.

Figure 2: Perceptions of Congestion and Funding Shortfalls as Critical Problems



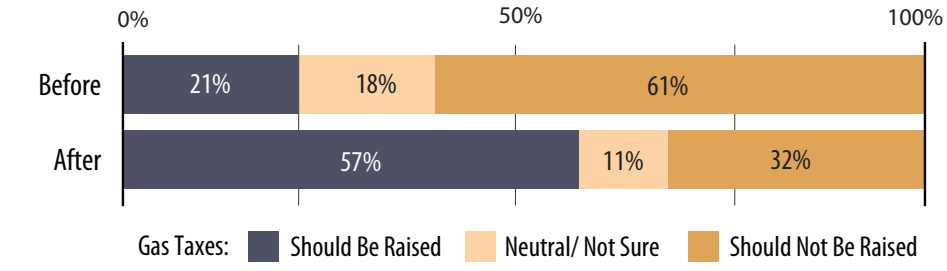
4. **After learning and talking about congestion pricing, what do people think?**

As the dialogue progressed, opinions regarding specific scenarios shifted in telling ways, revealing comparative preferences: Support increased for Scenario 1 (Priced Lanes on All Major Highways), whereas opposition to Scenario 2 (Pricing on All Streets and Roads) increased, and people became less interested in Scenario 3 (Priced Zones). Support for raising gas taxes nearly tripled between the beginning and end of the forums, once people learned more about it and considered congestion pricing alternatives.

Participants suggested that congestion pricing could play a role in the future, but would need to be tailored to the region's needs and integrated into existing systems. Participants expressed a desire for more integrated planning and problem-solving that includes strategies such as land-use changes to reduce trip lengths and enhanced transit alternatives to serve the region's growth and increasing densities. Before anything else, many people emphasized that they want to see common-sense improvements, such as better coordination of construction schedules or improvements in the Metro system.

Participants suggested that congestion pricing could play a role in the future, but would need to be tailored to the region's needs and integrated into existing systems.

Figure 3: Change in Support for Raising Gas Taxes



CONCLUSIONS AND RECOMMENDATIONS: What Do the Findings Mean?

Recognition of funding as a critical problem also increased as the dialogue progressed, and support for gas tax increases nearly tripled.

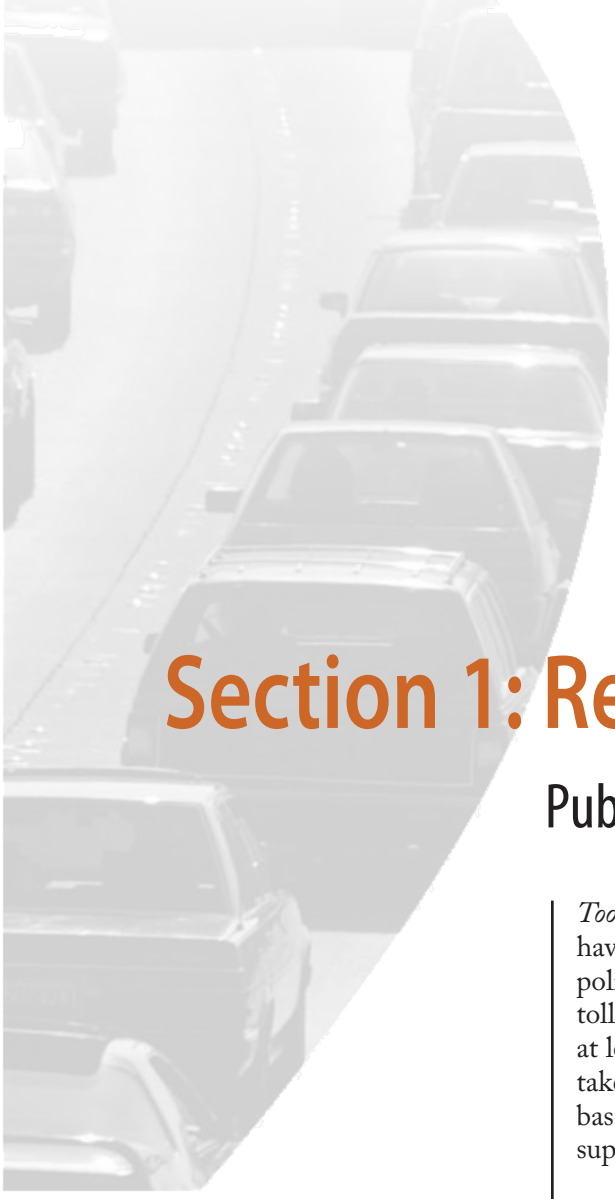
Based on the findings outlined above, this study offers several conclusions and recommendations for policy makers:

1. **People are skeptical of pricing as a comprehensive solution to regional transportation problems, but may support specific proposals if they see direct benefits in their daily lives.**
   - » Congestion pricing proposals should explicitly state a compelling value proposition for individuals, emphasizing benefits such as increased choice and individual control. The costs of the congestion pricing policies must be acknowledged, at least implicitly, but the benefits must be shown in a clear and compelling manner to override those costs.
   - » Pilots or trials may reduce skepticism regarding the effectiveness of congestion pricing. For example, the introduction of a congestion priced zone in Stockholm, Sweden, was preceded by a trial phase that demonstrated to a doubtful public that the program would actually reduce congestion.
   - » Incremental implementation of road pricing, such as the new high-occupancy/toll (HOT) lanes in Virginia, may also help ease the transition to broader, more comprehensive programs.
   - » Education campaigns may help reduce skepticism, particularly regarding the region's transportation funding shortfall and the need for creative solutions.

2. **People are much more concerned about government overreach and perceived incompetence than they are about "Lexus Lanes."**
   - » Congestion pricing proposals should avoid imposing mandates that do not provide individuals with a reasonable array of options. In some cases this may mean improving transit service or other alternatives before implementing road pricing.
   - » Proposals should clearly indicate how revenues raised through congestion pricing will be used, and ensure transparency and accountability in the allocation of these funds.
   - » Common-sense improvements, such as better coordination of construction schedules or visible improvements in the Metro system, should be implemented in an effort to rebuild the public's confidence. Such improvement should be a key component in implementing any major congestion pricing system in the region, or any other attempt to raise significant additional revenues.

3. **People are more likely to support more obvious solutions—such as increasing gas taxes—than more radical approaches like congestion pricing.**
   - » Policy makers should consider conducting a public information campaign on the inadequacies of current transportation funding mechanisms and the need to increase gas tax revenues, at least as a short-term strategy.

4. **People want to know that congestion pricing is part of a wider strategic vision.**
   - » Policy makers should articulate a wider strategic plan and implement various elements of the plan before or concurrent with the implementation of congestion pricing. While the public cannot be expected to articulate (or even know about) all the details of such a plan, they do need to see and feel that the pieces of this strategy fit together and that they will produce a more dynamic and vibrant region that will enhance their own personal lives.



Section 1: Research Challenge

Public Opposition to Congestion Pricing

Too much congestion. Not enough funding. These two problems increasingly have come to define transportation policy woes in our nation's metropolitan regions. Many experts agree that congestion pricing—charging tolls or fees that are higher when and where congestion is worse—could at least partially solve both of these challenges. Congestion pricing can take many different forms, including toll lanes, priced zones or vehicle-based mileage fees, but has not been widely implemented because public support is lacking—or is perceived to be.

This research project explored the issues that influence opinions about congestion pricing. The study sought to identify which features of congestion pricing proposals actually matter to people, how strongly they feel about those factors, and what, if anything, might cause people to change their minds.

Congestion and Funding Challenges in the Washington Region

The metropolitan Washington region provides sobering evidence of the twin challenges of increasing congestion and decreasing revenues. In our region, travel forecasts reveal a disturbing mismatch between demand and capacity. Between 2013 and 2040, driving on the region's roads (measured in "vehicle-miles of travel," or VMT) is anticipated to increase 25%, while actual freeway and arterial lane-miles will only increase 7%. The number of lane-miles of peak-hour morning congestion is forecast to grow by 78% in the same period.[1]

1 - National Capital Region Transportation Planning Board, *2012 Financially Constrained Long-Range Transportation Plan (CLRP)*, 2012, p. 25.

The 495 Express Lanes in Virginia provide drivers with the option to pay a toll in order to avoid congestion in the non-tolled lanes.

At the same time, transportation funding is tight and forecasts for future funding are bleak. Revenue sources have simply not kept up with needs, in large part because fuel taxes have not been increased with inflation, nor have they taken into account improvements in vehicle fuel efficiency. Costs associated with building, operating and maintaining transportation infrastructure have also increased faster than inflation.

Today, three out of the five most expensive projects in the National Capital Region recently completed or planned for the next six years are toll projects.

As congestion grows and funding shrinks, decision-makers are increasingly turning to road pricing mechanisms. Today, three out of the five most expensive projects in the National Capital Region recently completed or planned for the next six years are toll projects—Virginia's two HOT lanes projects (on the Capital Beltway and I-95 south of the Beltway) and Maryland's Intercounty Connector (ICC). Toll revenues also constitute a major portion of the funding for the region's most expensive transit project: the extension of Metrorail to Dulles Airport and Loudoun County. Many planners anticipate a substantial increase in the use of toll revenues over the coming decades to finance the region's roads and transit systems.

The Precarious Politics of Congestion Pricing

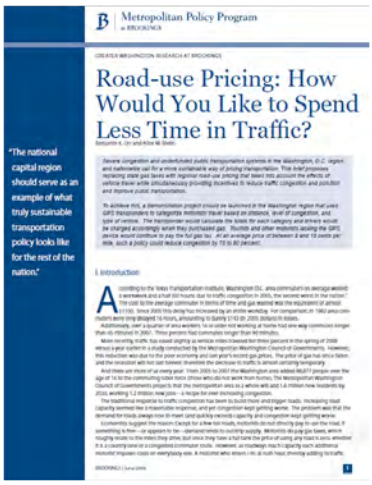
Despite these trends, it seems the public remains unconvinced. While proponents have articulated a persuasive case in support of pricing policies, the politics of congestion pricing remain precarious. Most congestion pricing proposals in the United States—particularly those that would charge drivers for using existing road capacity—have faced steep political opposition. Many people saw the defeat of the Manhattan congestion pricing proposal in 2009 as evidence of the political toxicity of such policies overall.

Rightly or wrongly, the public is assumed to be innately opposed to most pricing concepts, but the sources of these apprehensions and the opportunities to influence or change public opinion have not been studied in the Washington region. This study therefore focused on the lack of public support for congestion pricing as the key challenge to explore. Through a series of deliberative forums, the study asked whether more information and education about pricing could influence attitudes. The study also sought to unravel the key factors—issues like fairness, effectiveness or privacy—that make a pivotal difference in determining opinions.

Background to this Study

This study builds upon a decade of technical analysis and policy discussions conducted by the National Capital Region Transportation Planning Board (TPB). In 2003, the TPB convened more than 200 elected officials, community leaders, planners and academics for a conference to galvanize regional interest in pricing as part of the solution to the region's perpetual transportation funding shortfalls. Later that year, the TPB formed a Value Pricing Task Force to develop regional goals for variably priced projects in the region and to oversee an analysis of a proposed regional network of variably priced lanes. This analysis was funded through the Federal Highway Administration (FHWA) Value Pricing Pilot Program (VPPP).

This technical analysis of priced lanes, documented in a 2008 report,[2] evaluated the demand, potential revenue, transit viability and land-use impacts of a regional network of variably priced lanes. A more recent study, called the CLRP Aspirations Scenario,[3] looked at concentrated land-use patterns along with a network of priced lanes similar to the 2008 analysis. The scenario also featured a 500-mile network of high-quality bus service designed to take advantage of the free-flowing road capacity created through pricing.


Metropolitan Policy Program

Road-use Pricing: How Would You Like to Spend Less Time in Traffic?

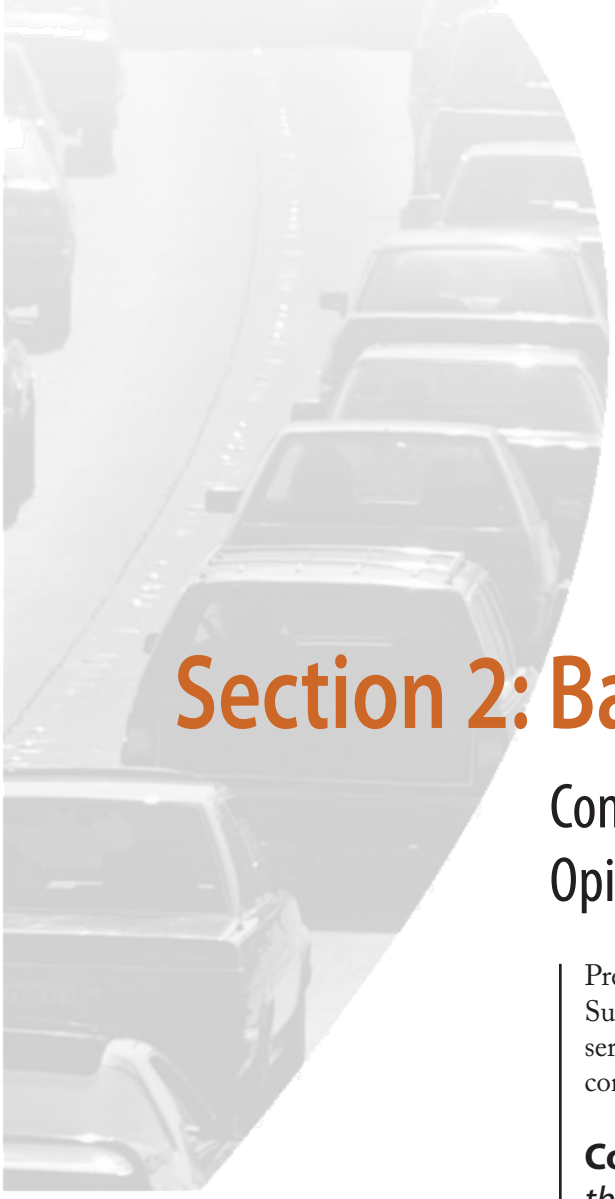
"The national capital region should serve as an example of what truly sustainable transportation policy looks like for the rest of the nation."

These studies demonstrated the technical viability and potential benefits of road pricing, but did not address the political viability of implementation. Therefore in 2009 the TPB applied for a grant from the FHWA's Value Pricing Pilot Program to study the public acceptability of congestion pricing. The TPB submitted the proposal in partnership with the Brookings Institution, which made news in 2009 with the release of a paper titled "Road-use Pricing: How Would You Like to Spend Less Time in Traffic?" Written by Alice Rivlin and Benjamin Orr, the paper called for the establishment of a pilot project in the Washington region that would use a GPS-based pricing system to collect mileage-based user fees that would vary based upon levels of congestion. The proposed system would replace the gas tax and raise new revenues from vehicle travel. The proposal was billed as a way of "simultaneously reducing traffic congestion and pollution and improving public transportation."

FHWA awarded the study grant to the TPB in January 2011. The project was initiated in the spring of that year and concluded in the fall of 2012.

FHWA awarded the study grant to the TPB in January 2011. The project was initiated in the spring of that year and concluded in the fall of 2012. The Brookings Institution acted as a research partner of the TPB throughout the process. The TPB also engaged the non-profit organization America*Speaks* to guide the design and implementation of the five deliberative forums that were the primary research vehicle for this study. America*Speaks* has a reputation for designing and facilitating innovative approaches to public engagement.

2 - Eichler, Michael D., Gerald K. Miller, Jinchul Park, *Evaluating Alternative Scenarios for a Network of Variably Priced Highway Lanes in the Metropolitan Washington Region*, National Capital Region Transportation Planning Board (MWCOG), 2008.
3 - Bansal, Monica and Darren Smith, *CLRP Aspirations Scenario Final Report*, National Capital Region Transportation Planning Board (MWCOG), 2010.



Section 2: Background Reseach

Community Survey Data, Stakeholder Opinions and National Surveys

Preliminary research, including the TPB's 2010 *State of the Commute* Survey, a review of public opinion research around the country, and a series of listening sessions with stakeholders, informed the structure and content of the study's research approach.

Commuter Survey Data: The Region's 2010 *State of the Commute* Survey

The TPB's 2010 *State of the Commute* Survey polled 6,629 randomly-selected employed residents of the Washington, D.C., region. The survey, which has been conducted every three years since 2001, documents trends in commuting behavior, such as commute mode shares and distance traveled, and prevalent attitudes about specific transportation services, such as public transit, that are available to commuters in the region.

Anticipating future research on the public acceptability of congestion pricing (the proposal for the study that is the subject of this report had already been submitted to FHWA), TPB staff decided to include questions regarding transportation satisfaction and investment in the 2010 *State of the Commute* Survey. These questions are listed in the box on page 19. Some of these questions measured the public acceptability of various revenue options, including replacing the gas tax with a mileage charge, instituting tolls on existing roads, and instituting tolls on new road capacity. Other questions probed opinions about the state of the

region's transportation system and attitudes regarding the performance of public officials in responding to the region's transportation needs. This was the first time such questions were included in the survey.

Some broad observations can be distilled from the survey findings:

People feel worse about the region's transportation system than about the region's overall quality of life. Only 40% of respondents were satisfied with the transportation system in the region, whereas two-thirds (66%) were generally satisfied with the region's quality of life. People with longer commutes were less satisfied with the system (29%), while people who live near a rail station were more satisfied (58%). More than a third (37%) of respondents rated the system as poorly managed, compared with only 23% that rated the system as well managed. Respondents were also generally dissatisfied with elected officials' level of attention to transportation issues. Respondents were slightly more satisfied with the attention paid by local governments (33% satisfied) than with the attention of state (25% satisfied) and federal (23% satisfied) officials to transportation problems.

People feel worse about the region's transportation system than about the region's overall quality of life.

Commuters want more public transit. Three out of four (76%) respondents said more transportation funding should be allocated to expanding transit. In contrast, approximately half of respondents (53%) supported more funding for road expansion, while 58% supported more funding for pedestrian and bicycle facilities. This pattern was similar even for people who are more car-oriented (i.e., those who drive alone to work or live in the outer suburbs). In response to an open-ended question seeking suggestions for improving transportation, the most common answers focused on public transit, including expanding Metrorail to more destinations (19% of respondents) and more general comments about wanting more bus and train service (17%).

When asked simple survey questions about transportation funding options, people are not very supportive of any types of revenue increases. None of the 11 funding mechanisms tested in the survey garnered support from more than 30% of the respondents. "Increasing gas taxes" was the funding mechanism that got the most support (30%). People who are less car-oriented (i.e., those who do not drive to work or who commute shorter distances) and those with higher incomes were more likely to support increasing gas taxes.

Replacing the gas tax with a mileage-based fee is not popular on face value. Fifteen percent of respondents supported "replacing the gas tax with a per mile charge on vehicle-miles driven." People who do not drive to work and higher-income respondents were more supportive of such a fee.

People are much more likely to support tolls for new roads than tolls on existing roads. Respondents were approximately twice as likely to support instituting tolls to build new roads (28%) as they were to support instituting tolls on existing roads (15%). People who drive alone to work were slightly less likely to support tolls for either new or existing roads, whereas those who were less car-oriented were much more likely to support tolls for both existing and new roads.

Stakeholder Opinions: Listening Sessions with Key Voices

The study team conducted four listening sessions in the summer of 2011 to solicit input on the design of the deliberative forums. Each session focused on a different set of stakeholders:

- Veterans of other pricing projects in the United States and abroad
- Regional Stakeholders
  - » The TPB Citizens Advisory Committee (CAC)
  - » Advocates separately representing the business community, road users and free-market principles
  - » Smart growth and social equity advocates

Stakeholders discussed three basic pricing scenarios and provided feedback on how to present the scenarios to the participants of the pricing forums. In every session, stakeholders emphasized that the specific details of actual projects would modify their responses in important ways, but they were able to provide useful feedback on the simplified scenarios.

In every session, stakeholders emphasized that the specific details of actual projects would modify their responses in important ways.

2010 *State of the Commute* Survey

Questions Regarding Transportation Satisfaction & Investment

1. Overall, how would you rate the quality of life in the Washington region? (Use a scale of 1 to 5 where 1 means "poor" and 5 means "excellent.")
2. How satisfied are you with the transportation system in the Washington metropolitan region? (Scale of 1-5)
3. How satisfied are you with the level of attention being paid to transportation needs by elected officials? (Scale of 1-5)
   a. Federal level
   b. State level
   c. County / city level
4. How well do you think the operation of the regional transportation system is managed? (Scale of 1-5)
5. Do you have any recommendations for how the transportation system in the region needs to be improved? (open question)
6. I'm going to read you several possible ways the Washington region could spend its current transportation dollars. For each, tell me if you think the region should allocate more, less, or about the same amount of money on this item as it does now? (Options: allocate more, allocate less, about right, don't know)
   a. Road maintenance
   b. Maintenance for public transit, including Metro
   c. Road expansion
   d. Expansion of public transit
   e. Expansion of pedestrian and bicycle facilities
   f. Programs to support use of carpools, vanpools, and public transit
7. Finally, I'll read several possible ways to increase transportation funding for the region. Rate your support for each using a scale of 1 to 5, where 1 means you "strongly oppose" it and 5 means you "strongly support" it as a way to increase transportation funding. How much do you support:
   a. Increasing gas taxes
   b. Automatically adjusting gas taxes based on inflation
   c. Increasing transit fares
   d. Instituting tolls to build new roads
   e. Instituting tolls on existing roads
   f. Increasing vehicle registration fees
   g. Increasing vehicle sales taxes
   h. Replacing the gas tax with a per-mile charge on vehicle-miles driven
   i. Increasing income taxes
   j. Increasing property taxes
   k. Increasing sales taxes

Veterans of Road-Use Pricing

Brookings Senior Fellow Robert Puentes moderated a telephone conference call in June 2011 with a group of noted U.S. and international practitioners, including:

- Ken Buckeye, Minnesota Department of Transportation
- Tilly Chang, San Francisco Department of Planning
- Rob Fellowes, Washington State Department of Transportation
- Martin Richards, MVA Consulting, London (retired)
- Bruce Schaller, New York City Department of Transportation
- Gunnar Soderholm, City of Stockholm

People have direct experience of congestion, so they believe it is a problem. They do not have direct experience with the funding shortfalls, and often view pricing projects as money-grabs.

Multiple themes emerged from discussion with the veterans of road-use pricing:

- ***Empower the public to define the problem.*** If the public defines the problem they take ownership of it and will be more willing to make hard choices about how to solve it. But the public has to retain the option of saying "do nothing" if they are to truly take ownership of the problem. Do not presume you know how to frame the issue or proposal. Listen to how the public frames it.
- ***Educate the public on funding.*** People have direct experience of congestion, so they believe it is a problem. They do not have direct experience with the funding shortfalls, and often view pricing projects as money grabs.
- ***Acknowledge skepticism.*** The general public understands that congestion is a complex problem and looks askance at any policy that claims to be able to solve it. The public also has to believe that your data and modeling are accurate.
- ***Show the public that you have exhausted all other options.*** An awareness of all the things that have been tried and failed increases their willingness to look at new ideas.
- ***Focus on the benefits.*** In the end, people want to know how a policy is going to affect them. What are the tradeoffs they are being asked to make? What do they get in exchange? They need to see that the benefit is greater than the cost to them personally before they are willing to support the policy.
- ***Simpler projects are better.*** They are easier to explain, implement and understand.
- ***Retaining choice is very important to the public.*** As noted above, citizens need the option to say no, even if they don't exercise it. They need choices about how they get around, some of which are less expensive. The public will also push back against projects that appear designed to force behavior modifications.
- ***Two types of equity are important***:
  - Geographic equity: not favoring or penalizing one area or jurisdiction over another.
  - Income equity: not favoring or penalizing high- or low-income drivers.

- ***Actual pricing projects need a political champion.*** The London congestion zone succeeded because it had a very strong advocate in the newly-elected mayor, who moved quickly and decisively once in office. Other projects suffered for lack of a champion.

Regional Stakeholders

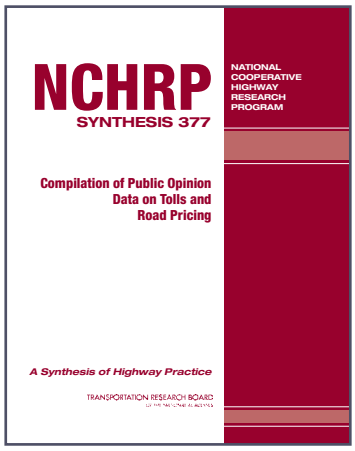
The study team conducted three listening sessions in July 2011 with groups representing key voices and interests within the Washington region. These groups included the TPB's Citizens Advisory Committee (CAC); leaders who advocate for drivers, roads, business interests and market-oriented solutions to policy problems; and leaders representing smart growth, environmental and social equity perspectives.

Several key recommendations emerged from these listening sessions:

- ***Be specific.*** Specific pricing proposals offer unique advantages and disadvantages and therefore exploring public attitudes toward pricing as a generic concept is not very useful. A particularly important detail is how the money raised will be used.
- ***Education on funding issues is critical.*** The public does not understand how the transportation system is currently funded. Furthermore many people think they already pay too much for not enough mobility. Study participants need to receive information on the current transportation funding system, why it is inadequate and what might replace it.
- ***More politically feasible options may be less effective or desirable***. Measures that are easier to implement may be less likely to substantially reduce travel demand or change behavior. For example, new toll lanes might be politically more palatable, but may be less effective at congestion reduction than other options. The forums should seek to balance achievability with boldness.
- ***Emphasize benefits; acknowledge costs.*** Congestion pricing proposals should include clear performance goals related to congestion, pollution, VMT, fleet fuel efficiency, and health impacts, and should also honestly acknowledge negative aspects. For example, proposals should directly and specifically address concerns about privacy and other sensitivities. The study should evaluate how important these factors are in determining support for specific proposals.
- ***Frame congestion pricing as part of a regional package of solutions***. Stakeholders argued that congestion pricing programs need to enhance and complement initiatives throughout the region, including efforts to enhance transit, support the urban core and activity centers, and provide reasonable transportation options for low- and moderate-income households.

The study team conducted three listening sessions in July of 2011 with groups representing key voices and interests within the Washington region.

National Studies: Lessons from Nationwide Research



Academic analyses and public opinion researchers have looked at pricing from many different angles. In conducting background research for this study, the study team reviewed a variety of reports and studies.[1]

A report prepared for the National Cooperative Highway Research Program (NCHRP) in 2008 provides a particularly useful summary of a wide range of public opinion research.[2] The report distilled public opinion data from more than 100 surveys, polls and focus groups on a variety of road-use pricing policies, including traditional tolling, express toll lanes, high-occupancy toll lanes, cordon tolling, public-private partnerships, tax-related initiatives for transportation infrastructure funding, and surveys on a range of road-pricing and funding issues.

Eight common themes cut across the public opinion data, regardless of the nature of the pricing project or the segment of the public polled:

*"1. The public wants to **see the value** of the proposal. When a concrete benefit is linked to the idea of tolling or charging for road usage (e.g., reducing congestion on a specific highly-congested facility) as opposed to tolling in the abstract, public support is higher. It is important to articulate benefits as they pertain to individuals, to communities and to society as a whole.*

*2. The public wants to react to **tangible and specific examples**. When public opinion is measured in the context of a specific project as opposed to a general principle, the level of support is higher. In the former context, road pricing is perceived of as a "choice" rather than as punishment. This is likely the reason that low-income individuals generally support tolling and road pricing. Regardless of their economic circumstances, they appreciate having the choice of paying to use uncongested lanes or roadways.*

*3. The public cares about **the use of revenues**. Use of tolling revenues is a key determinant to the acceptance or rejection of tolling and road pricing. Revenues should be linked to specific uses not to specific agencies. Support tends to be higher when revenues are used for highway infrastructure, public transit improvements, or more rapidly completing necessary construction.*

*4. The public learns from **experience**. Support from a majority of citizens often cannot be expected from the outset. When the opportunity to use a tolled facility already exists, public support is higher than when it is simply a possibility for the future. Building support is a long-term, continuous process that should not stop after implementation.*

*5. The public uses knowledge and **available information.** When opinion is informed by objective explanation of the conditions and mechanics of tolling and its pros and cons, public support is higher than when there is no context for how tolling works. This*

1 - Previous research on public acceptability was summarized in a report that can be found on this study's website: "Literature Review: Public Acceptability of Road-Use Pricing," Prepared for the Brookings Institution by Rick Rybeck, Just Economics, LLC, April 28, 2012.
2 - Zmud, Johanna and Carlos Arce (NuStats, LLC), *NCHRP Synthesis 377: Compilation of Public Opinion Data on Tolls and Road Pricing*, National Cooperative Highway Research Program (NCHRP), 2008.

factor may explain why members of the public may express negative opinions about tolling or road pricing as theoretical constructs but will use a priced facility when it opens.

*6. The public believes in equity but **wants fairness**. Public opposition of tolling is higher where there is perceived unfairness. This aspect relates to why having an alternative cost-free route is so important or why support is generally higher for tolling new facilities than for tolling existing facilities. The public needs to be reassured that the government is not treating them unfairly. In terms of equity, there is general agreement that decisions to use or not use a priced facility revolve around people's needs and preferences.*

*7. The public wants **simplicity**. When the mechanics of tolling or other user fee programs are simple and clear and therefore easy to understand, public support is higher than in situations where there is a high level of complexity in how pricing should be applied. Opposition is generally lower for the simplest proposals and increases as proposals become more complex.*

*8. The public **favors tolls over taxes**. Although there are isolated instances of groups preferring tax increases over tolling, most individuals prefer tolling over taxes. With toll revenues, the public is more assured of getting their fair share, because revenues are generated and applied locally. Also, tolling represents freedom of choice; only users pay."*[3]

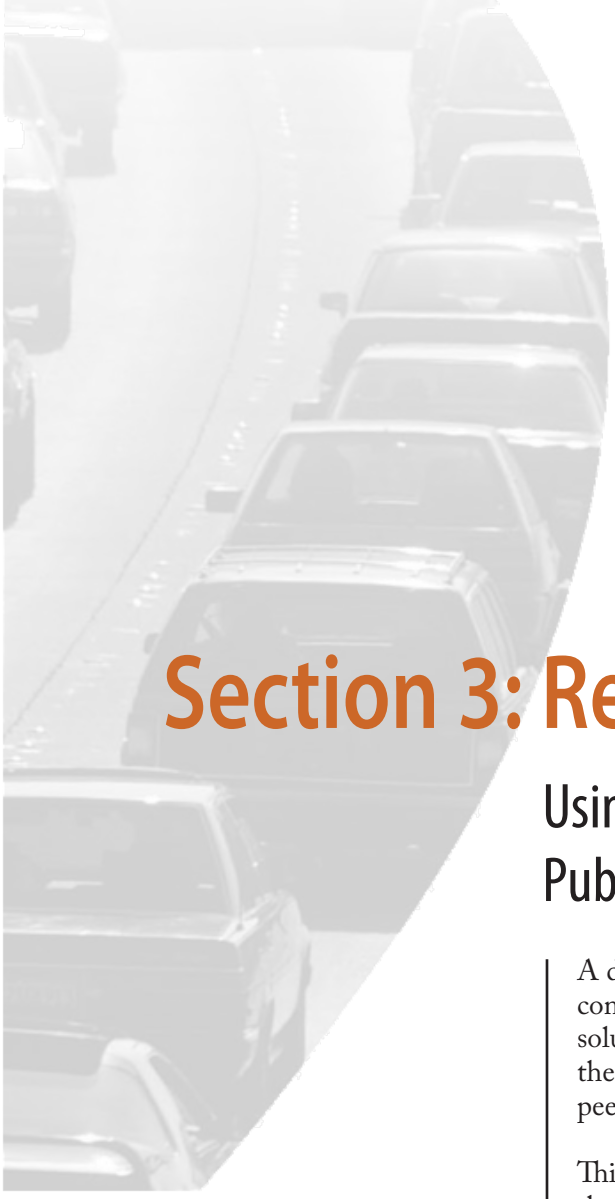
Applying the Background Research to the Study

The background research described above provided a baseline understanding of public opinions about congestion pricing and confirmed the study team's decision to use deliberative forums as the primary research tool. The *State of the Commute* Survey showed that when asked for their quick opinions, people generally are not supportive of new revenues or tolling. But such surveys do little to explain the various factors that underlie those opinions. Deliberative forums, described in the next chapter, are a useful tool for exploring opinions in greater depth to identify underlying motivations and influences.

The background research informed the study team's decisions regarding the content of the deliberative forums.

The background research also informed the study team's decisions regarding the content of the deliberative forums. Introductory presentations provided educational background on transportation funding and the wider context of regional planning. Following this introduction, an open discussion of the region's transportation problems provided an opportunity for participants to describe the sources of their personal dissatisfaction with the transportation system. The bulk of each forum focused on three separate pricing scenarios with detailed features, including costs and benefits. Discussion questions sought to explore the relationship between support for the scenarios and various factors, including confidence in the public sector, how the revenues are used, and pricing of existing versus new capacity. Several key polling questions were asked both during the forum and again at the end, so the study team could evaluate what, if anything, might cause people to change their opinions.

3 - *NCHRP Synthesis 377*, pp 2-3.



Section 3: Research Design

Using Deliberative Forums to Explore Public Opinion

A deliberative forum is a public engagement event in which people come together to learn and talk about a problem and to explore potential solutions. Through a process of group deliberation, participants have the opportunity to discuss benefits and costs, hear the opinions of their peers, and potentially modify or solidify their opinions.

This process makes it possible to solicit more informed feedback from the general public on concepts or ideas that are unfamiliar or especially complex. The extended exchange of ideas and opinions that takes place during a deliberative forum also mirrors the wider process of public deliberation about policy issues and can thus help identify the challenges and opportunities that decisions makers might face if they were to advance congestion pricing proposals publicly.

Although deliberative forums are often used to build consensus and foster voluntary public input, this study used deliberative forums as a public opinion research tool. In a broad sense, the forums served as "mega-focus groups." More than 300 participants came together in five forums that each lasted four and a half hours. Presentations provided information on the current and projected state of transportation funding and congestionand three scenarios for congestion pricing. Participants engaged in facilitated small-table discussions, which were documented on laptops. They also recorded their individual opinions through keypad voting and paper surveys.

Applying the America*Speaks* Model to This Study

Subject matter experts made presentations aimed at giving participants the foundation of knowledge necessary to engage in constructive conversation.

In designing the deliberative forums for this study, the TPB enlisted the help of America*Speaks*, a national non-profit organization with a reputation for designing and facilitating innovative approaches to public engagement. The agenda for a typical America*Speaks* deliberative forum combines:

- **Short educational presentations**
- **Small-group discussions (led by trained facilitators)**
- **Discussion notes recorded on laptop computers**
- **Real-time synthesis of discussion themes**
- **Electronic keypad polling**

The study team worked closely with America*Speaks* to apply these five key elements of the America*Speaks* model to the congestion pricing forums in the following ways.

Short Educational Presentations

Two subject matter experts made presentations on the following topics, aimed at giving participants the foundation of knowledge necessary to engage in constructive conversation about the possibility of applying congestion pricing in the Washington region:

- Overview of the Washington region and its transportation system
- Introduction to the twin problems of roadway congestion and transportation funding shortfalls
- Explanation of congestion pricing as a concept and how it might be applied to driving
- Overview of each of three specific scenarios that could be applied in the region (see pages 32-34 for detailed descriptions of the scenarios):
  - Scenario 1: Priced Lanes on All Major Highways
  - Scenario 2: Pricing on All Roads and Streets
  - Scenario 3: Priced Zones

In addition to the educational presentations, forum participants also received a printed discussion guide they could use to follow along with the presentations and as a reference during the small-group discussions. The discussion guide included most of the same information that was in the presentations.[1]

Small-Group Discussions

Participants sat at tables of five to eight people (plus a facilitator and scribe) – few enough people to allow everyone in the group to speak, but enough people to have a diversity of opinion to keep conversation flowing. Each table included a mix of people with diverse backgrounds and experiences.

Trained facilitators seated at each table used specific discussion questions to help guide conversation in the most constructive and efficient way possible. The small-group discussions were organized into five modules throughout the course of each forum:

- ***Module 1:*** **Participant Perceptions of the Region's Transportation Problems.** The first small-group discussion provided an opportunity for participants to identify challenges other than congestion and funding shortfalls that they see as troubling the region.
  - » *"In light of the presentations and your own experience, what do you think are the primary transportation problems in the region?"*

- ***Module 2 through Module 4:*** **Reactions to the Three Scenarios.** These questions formed the backbone of the study, soliciting from participants the richest information about their attitudes and opinions of congestion pricing, as embodied in the three specific scenarios that could be applied in the Washington region.
  - » *"Which **'arguments for'** this scenario are most important, and why? Are there any others you would like to add?"*
  - » *"Which **'arguments against'** this scenario are most important, and why? Are there any others you would like to add?"*
  - » *"What **changes or guarantees** to this scenario would make it more acceptable?"*

Trained facilitators seated at each table used discussion questions to help guide conversation in the most constructive and efficient way possible.

1 - The *Discussion Guide* for the deliberative forums can be found on the study's website at www.mwcog.org/CongestionPricing/PublicAcceptability.

As scribes recorded discussion notes at each table, those notes were fed to a central computer where a team of subject matter experts synthesized the notes in real time .

- ***Module 5:*** **Participants' Suggested Alternative Solutions to the Region's Transportation Problems.** This final discussion module afforded participants the opportunity to offer their own solutions to the region's transportation problems.
  - » *"Given your own experience traveling around the region and everything you've learned today, how would you propose to significantly fix the most important transportation problems in our region?"*
  - » Optional follow-up: *"How would you pay for your solution?"*

Discussion Notes Recorded on Laptop Computers

"Scribes" familiar with the issues being discussed sat at each table and used a laptop computer to record the key points of the small-group discussions. The scribes also noted non-verbal communication among participants, the overall tone of conversation, or specific points that seemed to cause widespread confusion or shared agreement or disagreement. The goal of the note-taking was to capture not only *what* people talked about but *how* they talked about it as a way to shed light on what issues matter most for people in determining whether or not they support each of the scenarios.

Real-Time Synthesis of Discussion Themes

As scribes recorded discussion notes at each table, those notes were fed to a central computer where a team of subject matter experts synthesized the notes in real time and identified key themes. The key themes were shared with the entire participant group via PowerPoint following each discussion module so as to maximize the exchange of diverse ideas and opinions throughout the room.

(Left) "Scribes" at each table used laptop computer to record the key points of the small-group discussions. Typed notes were then submitted electronically to the "theme team." (Right) A group of subject matter expertsthe—"theme team"—synthesized discussion notes in real time and identified key themes.

Electronic Keypad Polling

Each forum included several rounds of electronic keypad polling. Participants used keypads with unique identifying numbers so that the research team could later cross-tabulate individual responses. Some of the questions served to capture baseline opinions against which responses to the same questions at the end of the forum could be compared to evaluate how opinions changed over time.[2]

- **Demographic Information and Initial Perceptions of the Status Quo.** An initial round of keypad polling gathered demographic information and gauged participants' perceptions of the current state of the transportation system and the challenges it faces.
  - » Demographic Information
    - Gender, age, race/ethnicity, annual household income
    - Geographic location of home and work
    - Travel mode and travel time to and from work
    - Existing familiarity with congestion pricing
  - » Initial Perceptions of the Status Quo
    - Perception of congestion as a critical problem facing the region*
    - Perception of transportation funding shortfalls as a critical problem facing the region*
    - Knowledge that the federal gas tax has not been raised since 1993
    - Support for raising gas taxes to pay for transportation improvements*
    - Confidence in the public sector to solve transportation problems

- **Initial Reactions to the Concept of Congestion Pricing.** Following the presentation describing the twin problems of congestion and funding shortfalls, and the introduction to congestion pricing as a possible solution, a round of keypad polling gauged participants' initial reactions to congestion pricing as a reasonable way to deal with:
  - » The region's transportation problems generally*
  - » Congestion*
  - » Transportation funding shortfalls*

- **Perceptions of Effectiveness and Levels of Support for Individual Scenarios.** Next, participants were polled on their opinions of each of the individual scenarios.
  - » Perceptions of Effectiveness of Individual Scenarios
    - In reducing congestion on the region's roadways
    - In solving the region's transportation funding shortfalls
  - » Level of Support for Individual Scenarios*

Participants used electronic keypads to record their individual opinions and responses to poll questions throughout the forum.

Participants used keypads with unique identifying numbers so that the research team could later cross-tabulate individual responses.

2- The baseline questions that were repeated at the end of the forums are indicated with asterisks (*).

- **Impact of "Key Factors."** The study team sought to gather information about certain "key factors" related to various approaches to congestion pricing and the importance of those factors in determining their level of support for specific scenarios.
  - » Asked during Scenario 1:
    - Support for **use of revenues:**
      - › To fund new high-quality public transit
      - › To build new roads or to add lanes
  - » Asked during Scenario 2:
    - Perception of **fairness:**
      - › To people of different economic groups
      - › To people who have no choice but to drive, or have to drive long distances
    - Concerns about **privacy**
    - Importance of having the **choice** to pay a toll or participate in a tolling scheme
    - Importance of new tolls **replacing existing gas taxes**
      - › *"This scenario would entirely replace gas taxes. Does this make you more or less likely to support it?"*
      - › *Follow-up plenary discussion*: In a short discussion with all participants, the lead facilitator asked participants to explain why they might be less likely to support the scenario if it replaced gas taxes.[3]

The study team sought to gather information about certain "key factors" related to various approaches to congestion pricing.

The research team also distributed paper surveys following the electronic keypad polling for each of the individual scenarios. The surveys asked participants to rate the importance of each of the "arguments for" and "arguments against" for each of the scenarios in determining their level of support for that scenario.

3 - The study team added this plenary discussion to the agenda after the first forum because the results of the preceding polling question were somewhat surprising—51% of participants said they were less likely to support the scenario if it replaced gas taxes. The study team wanted further explanation of this result and therefore asked the lead facilitator of the forums to conduct a brief discussion. This was the only plenary discussion at the forums.

The Intercounty Connector (ICC), which connects I-270 in Montgomery County with I-95 in Prince George's County, Maryland, opened in 2011. The ICC is an example of a variably-priced toll road in the Washington region.

Forum Content: Background Presentations and Three Congestion Pricing Scenarios

The background research presented in the previous chapter suggested that members of the general public would need specific proposals to react to rather than broad concepts or theories. The study team therefore presented three distinct potential pricing scenarios to forum participants. The scenarios represented three very different approaches to addressing the twin problems of roadway congestion and transportation funding shortfalls in the region. They also reflected proposals that have been studied by the TPB (Scenario 1) or the Brookings Institution (Scenario 2), or that have been proposed or implemented elsewhere in the United States and overseas (Scenario 3).

The scenarios represented three very different approaches to addressing the twin problems of roadway congestion and transportation funding shortfalls in the region.

In addition to the short educational presentations on each scenario, participants also received a discussion guide that included more detailed information about the scenario and "day-in-the-life" vignettes of fictional characters to show how different individuals might be affected by or benefit from the scenario. The discussion guide also spelled out "arguments for" and "arguments against" the scenario as a reference for participants to use during small-group discussions.

Background Presentations

To provide a baseline for discussion, participants received an overview of the Washington region and its transportation system, and an introduction to the causes of congestion, its economic and social costs, and evidence that it is getting worse. They also learned how the region's transportation system is funded and the reasons why revenues, particularly gas taxes, are failing to meet funding needs.

Participants also learned about the basic concepts underlying congestion pricing—including examples of how it is applied elsewhere in people's lives, like in utility and airline ticket pricing—and how it might be used both to reduce congestion and to raise additional revenue for transportation.

Scenario 1: Priced Lanes on All Major Highways. Drivers would have the option to pay a toll to travel in free-flowing lanes or drive in general purpose lanes free of charge.

Scenario 1: Priced Lanes on All Major Highways

Under this scenario, tolls would be charged on at least one lane in either direction on all the major highways in the region. The toll rates for lanes would increase during the most congested times of day to maintain free-flowing traffic for drivers. Some existing lanes would be converted to toll lanes, while some new toll lanes would be built. Most roads would maintain non-tolled options for drivers. This scenario would use an open road tolling system in which drivers would not have to stop or slow down to pay the toll. Most drivers would pay using the EZPass system or they would be billed based upon overhead photographs of their license plates.

Under Scenario 1, tolls would be charged on at least one lane in either direction on all the major highways in the region.

Revenues from the tolls would be used to operate an extensive regional network of high-quality bus service (i.e., bus rapid transit, or BRT) on the priced lanes. Operating in free-flowing traffic would ensure reliable bus service and a convenient alternative to paying the toll.

Such a system is currently being built on the Capital Beltway in Virginia. The Intercounty Connector (ICC) in Maryland is also an example of such priced lanes on major highways.

- "Arguments for":
  - » Provides congestion reduction on highways
  - » Provides funds for transportation, especially bus rapid transit (BRT)
  - » Relatively easy to implement; people are familiar with paying tolls
- "Arguments against":
  - » Congestion could be displaced onto non-tolled roads, including local roads
  - » Could be unfair to people with limited incomes and those who are dependent on driving

Scenario 2: Pricing on All Roads and Streets

Scenario 2: Pricing on All Roads and Streets. A fee would be applied based on distance traveled, time of day and road type.

Instead of paying gas taxes at the pump, drivers under this scenario would pay per-mile fees calculated by GPS systems in their cars. Driving on all streets and roads would be subject to this charge, but the prices would vary depending on where and when one was driving. In some cases, drivers would pay far less per mile than they do under the gas tax. Discounts would be provided for low-income drivers. Data collected from the GPS unit would be sent to a third-party, non-government provider. Drivers would be charged at the end of the month, or could use anonymous prepaid accounts.

The system would reduce congestion on roads that are frequently backed up and would raise funds for road repairs and a wide variety of transportation improvements, including local bicycle and pedestrian improvements and new regional transit options.

- "Arguments for":
  - » Provides congestion reduction on all roads throughout the region
  - » Provides a sustainable source of funding for transportation
- "Arguments against":
  - » Could be unfair to people with limited incomes and those who are dependent on driving
  - » Could be an invasion of privacy or too much government intrusion

Instead of paying gas taxes at the pump, drivers under scenario 2 would pay per-mile fees calculated by GPS systems in their cars.

Scenario 3: Priced Zones. Motorists would have to pay a fee to enter certain zones.

Scenario 3: Priced Zones

Drivers would have to pay to enter one of the Washington region's major activity centers, such as the central business district in the District of Columbia, Silver Spring in Maryland, or Tysons Corner in Virginia on weekdays during rush hours. Electronic transponders or license plate readers would charge drivers a flat fee to enter the zone.

Drivers would have to pay to enter one of the Washington region's major activity centers under Scenario 3.

Under this scenario, congestion in the priced zones would be reduced significantly. Funds raised through the congestion charge would be used to improve local roads, provide better transit within the zones and on routes leading into the zones, and make it safer and easier to walk and bike. Such systems have been implemented in London, proposed in San Francisco, and proposed and rejected in New York City.

- "Arguments for":
  - Provides congestion reduction in priced zones and on routes leading into the zones
  - Provides a source of funding for transportation improvements that make it easier to travel without a car within priced zones and on routes leading into priced zones
  - There is already a good supply of transportation alternatives that allow people to avoid paying the congestion charge
- "Arguments against":
  - Could encourage businesses to locate outside the priced zone
  - Ignores the region's main congestion problems, which occur primarily on highways outside priced zones

Forum Participants: Capturing Diverse Perspectives and Opinions

The study engaged a group of people who were broadly representative of the region's population so as to provide the best glimpse into the attitudes and opinions of the general public regarding congestion pricing. A total of 310 people participated in the five forums, selected from a pool of more than 1,000 applicants.

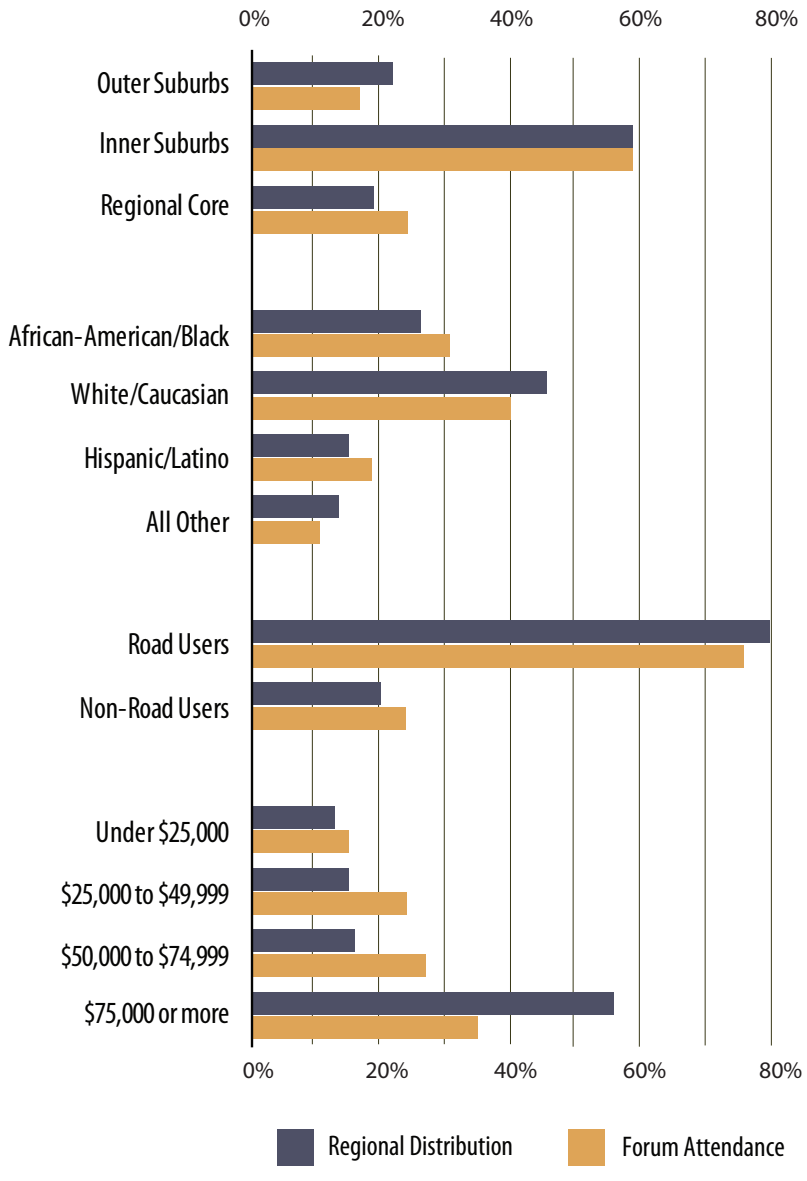
Recruitment Methods

America*Speaks* used three primary methods to solicit applicants:

- **Online advertisements/ announcements.** Advertisements and announcements were published on Craigslist and other websites inviting people to apply to participate.
- **Invitations to groups and individuals.** Emails were sent to key organizations, such as homeowners associations, ethnic organizations and local chambers of commerce inviting their members to apply to participate. Emails were also sent to several hundred individuals with whom America*Speaks* had worked in previous meetings.
- **Canvassing in public places.** America*Speaks* staff canvassed for applicants in geographic locations where applicant turnout from earlier recruitment efforts was low. Staff canvassed in public places like shopping malls, libraries, government buildings and universities.

Participants received a stipend of $100 to participate in the forums, which helped attract members of the general public instead of advocates, activists, or others already especially knowledgeable about transportation or congestion pricing.

Figure 4: Comparison of Regional Demographics and Forum Attendees



Demographic Recruitment Targets

The study team established recruitment targets based on the latest Census data for the region and used demographic information collected from the pool of applicants to select participants. Geography, race and travel mode were the primary recruitment criteria, while income, age and gender were of secondary importance.

The Study Team established recruitment targets based on the latest Census data for the region .

Figure 4 compares the demographic characteristics of forum participants to the region.

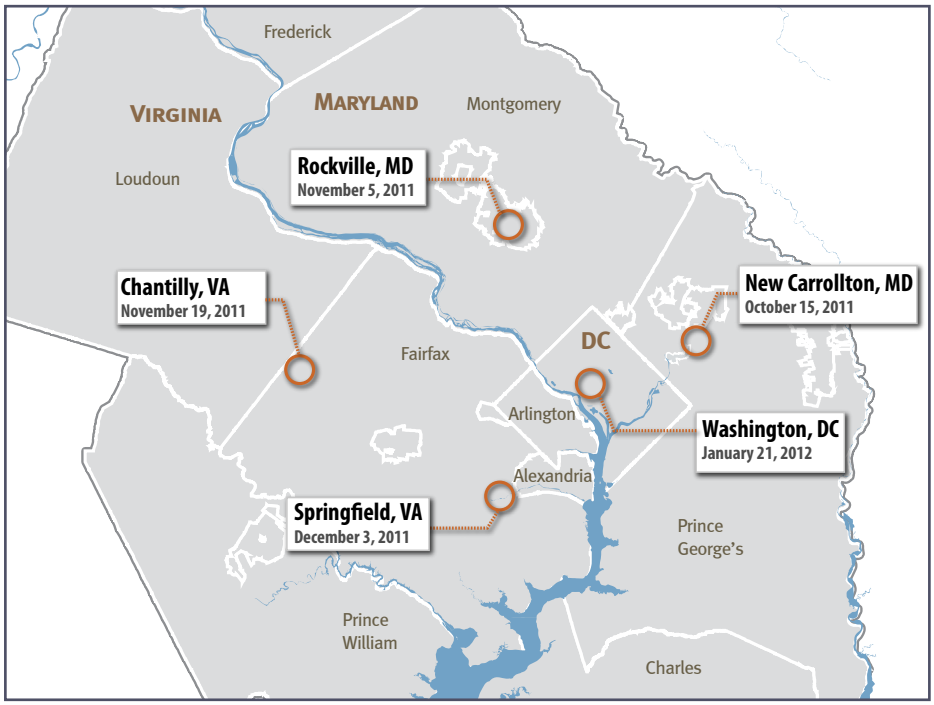
Forum Locations and Length

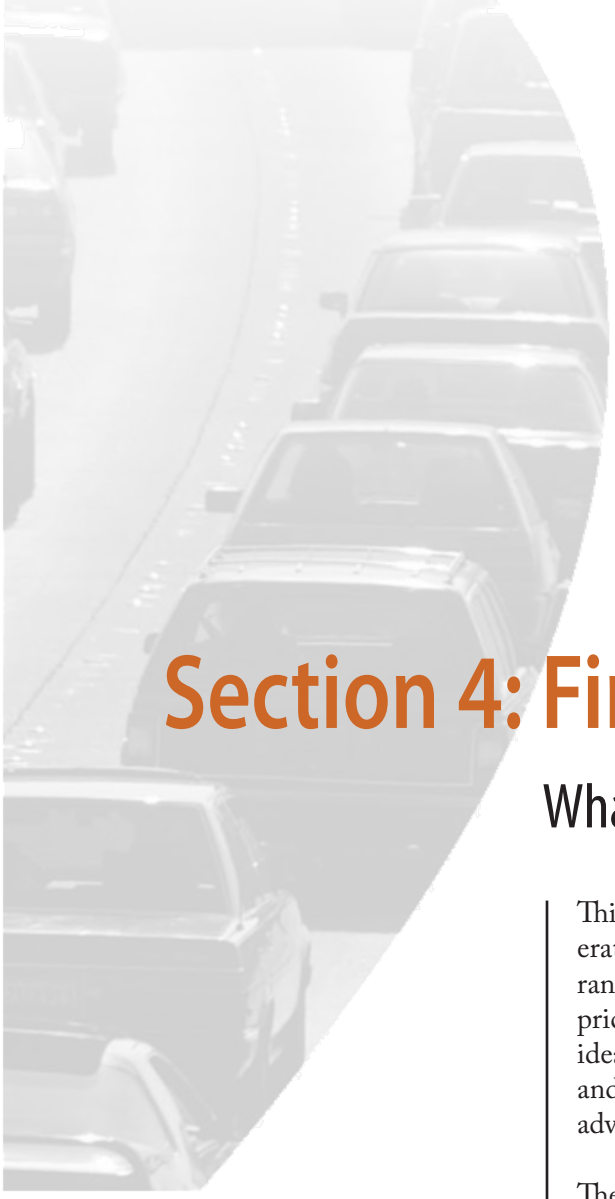
The study team chose five forum locations (two in Maryland, two in Virginia and one in the District of Columbia) based on their proximity to different geographic parts of the region and to areas where key demographic groups were located to help recruit representative participants.

Each forum lasted four and a half hours. This provided enough time for the research team to impart the necessary information to participants and for participants to engage in conversation and share their opinions while still being "worth" the $100 stipend. The forums began at 10:00 a.m. and lasted until 2:30 p.m., with no scheduled breaks other than a short "working lunch" approximately halfway through the program.

America*Speaks* provided musical entertainment, a lively forum host, and several rounds of a team-based trivia competition to help keep the attention of participants and to keep them energized and willing to engage in discussion.

Figure 5: Forum Locations and Dates





Section 4: Findings

What Did the Public Tell Us?

This study on the public acceptability of congestion pricing used deliberative forums to explore attitudes toward a variety of pricing options, ranging from variably priced toll roads to area-wide mileage-based pricing systems. By engaging the public in an extended exchange of ideas, opinions and reactions, the project sought to identify challenges and opportunities that decision makers would face if they were to advance congestion pricing proposals publicly.

The findings in this chapter are grouped around key questions the study attempted to address:

- **How do people see the region's transportation problems?**
- **How do people react to different congestion pricing scenarios?**
- **What's the basis for people's opinions?**
- **After learning and talking about congestion pricing, what do people think?**

How do people see the region's transportation problems?

In the opening discussion, participants had the chance to define the region's transportation problems, drawing from their own knowledge and experiences. In addition to engaging in table discussions, participants answered a number of polling questions designed to measure attitudes about the status quo, including opinions about the severity of the funding shortfall and congestion, trust in government, gas taxes and general receptivity to congestion pricing.

Key findings:

- **A vast majority of people agree that congestion is a critical problem.**

  People don't need to be convinced that congestion is bad. In a poll at the beginning of the forums, 91% of participants "agreed" or "strongly agreed" that congestion is a critical problem facing our region. In group discussions, they spoke about it with passion and deep concern.

- **People tend overwhelmingly to focus on the personal impacts of congestion.**

  People spoke about congestion in very personal ways, conveying deep frustrations. They described how congestion affects their lifestyle choices and limits opportunities. Some spoke about jobs they had turned down because the commute would be too difficult. Others bemoaned lost time with their families.

  Many said congestion made their day-to-day lives more difficult and unpredictable. "It's hard to plan in the morning," one participant said. "Every day is difficult to schedule," said another. The burdens of congestion seemed to rob people of a sense of control over their lives. In part, the lack of control seemed to result from a feeling that driving is the only option for most people in the region.

The burdens of congestion seemed to rob people of a sense of control over their lives. In part, the lack of control seemed to result from a feeling that driving is the only option for most people in the region.

- **People are quick to point to other causes besides their own travel behavior that contribute to congestion.**

  As a starting point, many participants expressed a belief that the amount of driving on the region's roads was largely fixed. Most people have no choice of whether or not to drive. Therefore, while the effects of congestion are felt personally, people are unlikely to identify themselves personally as a source of the problem. They are quick to point to other causes besides their own travel behavior that contribute to congestion.

  Without necessarily using the term "demand," participants talked a lot about demand pressures, saying they feel crowded by too many people and too much development, and that too many people are trying to use the roads. They also talked a lot about "supply" problems, including a lack of good transit options or alternative routes for driving. In a few cases, participants said that the region's infrastructure wasn't located near job opportunities.

  Many participants blamed construction, including bad coordination and

poor timing of construction, as a major cause of the region's transportation problems. In fact, construction was one of the topics mentioned most often during the opening conversation. Others spoke about poorly timed traffic signals. Many people also were quick to blame others, including bad drivers and drivers from other jurisdictions, for the region's traffic woes.

- **People lack confidence in the government's ability to solve transportation problems.**

  At the beginning of the forums, 39% of participants "disagreed" or "strongly disagreed" with the statement, "If the government had more money to spend on transportation, I am confident we would have a better transportation system."[1]

  Some participants voiced a general sense that the public sector is incompetent. Poorly-coordinated construction schedules and a lack of safe and reliable transit options were cited as examples of the government's inability to meet the region's transportation needs. Participants also questioned the government's ability to manage and spend money efficiently and ethically, citing wasteful spending as a cause of the region's transportation problems.

  More broadly, participants suggested that a lack of leadership is a source of the region's transportation problems. They seem to believe that other regions—including New York, Seattle or Chicago—are doing a better job of planning for the future and taking care of current demands. They cited factionalism among our local and state governments as one reason for this lack of leadership.

Participants questioned the government's ability to manage and spend money efficiently and ethically, citing wasteful spending as a cause of the region's transportation problems.

- **While acknowledging that the transportation funding shortfall is a critical problem, people don't connect it to their personal lives.**

  At the beginning of the forums, 72% of participants "agreed" or "strongly agreed" that the transportation funding shortfall is a critical problem facing our region, compared to 91% who "agreed" or "strongly agreed" that congestion is a critical problem. In their conversations, they rarely raised funding as a key issue. When it was raised, usually toward the end of the opening conversation, it was discussed in a perfunctory and non-personal manner. Participants who said they wanted more transportation alternatives rarely connected the insufficiency of those options to the general lack of funding. Some participants expressed doubts about the reality or extent of funding problems.

1 - This lack of confidence is consistent with the TPB's 2010 *State of the Commute* Survey described on pages 17-19. In that survey, only 23% of respondents gave a rating of 4 or 5 when asked if the region's transportation system was well managed. Respondents also expressed fairly low satisfaction with the level of attention being paid by officials to transportation problems.

Comments and answers to poll questions suggest that many were unaware that the federal gas tax is not indexed to inflation and that it hasn't been raised in nearly two decades.

❖ **People are generally uninformed about gas taxes.**

Participants were generally uninformed about basic facts related to transportation funding, including gas taxes. Comments and answers to poll questions suggest that many were unaware that the federal gas tax is not indexed to inflation and that it hasn't been raised in nearly two decades. Only 27% knew or correctly guessed that the federal gas tax is currently 18.4 cents per gallon; 65% thought it had gone up since 1993.

At the beginning of the forums, a large majority (61%) "disagreed" or "strongly disagreed" with the statement, "Gas taxes should be raised to pay for transportation improvements." Only 21% agreed with that statement.[2] People from higher-income households were slightly more likely to support raising gas taxes.

❖ **The general concept of congestion pricing has limited appeal, although people are more receptive to it as a strategy for addressing funding shortfalls.**

At the beginning of the forums, only 39% of participants thought that congestion pricing seemed like "a reasonable way to deal with the region's transportation problems generally." Participants were more likely to agree that pricing was reasonable as a strategy for dealing specifically with congestion (45%), and slightly more than half (53%) agreed that pricing was reasonable for dealing specifically with transportation funding shortfalls.

Receptivity to congestion pricing, as measured by responses to the "reasonableness" question, did not differ significantly across people of different incomes. Non-road users (people who typically commute by transit, walking or biking, or who work at home), however, were more likely to agree that pricing was reasonable.

2 - For the purposes of baseline comparison, the TPB's 2010 *State of the Commute* Survey found somewhat higher support for raising gas taxes. When presented with a range of revenue-raising mechanisms, "increasing gas taxes" received the most support (30% with a rating of 4 or 5, with 5 meaning "very supportive").

How do people react to different congestion pricing scenarios?

While grounded in common principles, congestion pricing is best understood as a range of different approaches with different goals, benefits and costs. To gauge public acceptability, the study asked citizens to separately consider three scenarios: 1) a regional network of variably priced lanes on all freeways, as well as some other major roadways (Priced Lanes on All Major Highways); 2) variable pricing on all streets and roads using vehicle-based GPS systems (Pricing on All Streets and Roads); and 3) zone-based charges in which drivers pay a fee to enter or drive within a designated area or zone (Priced Zones).

After receiving a brief presentation on each scenario (described in the previous chapter), participants discussed its benefits and disadvantages. After each discussion, participants were polled on various questions related to the scenario, including their level of support for the scenario. At the conclusion of the forums, participants were again polled on all of the scenarios.

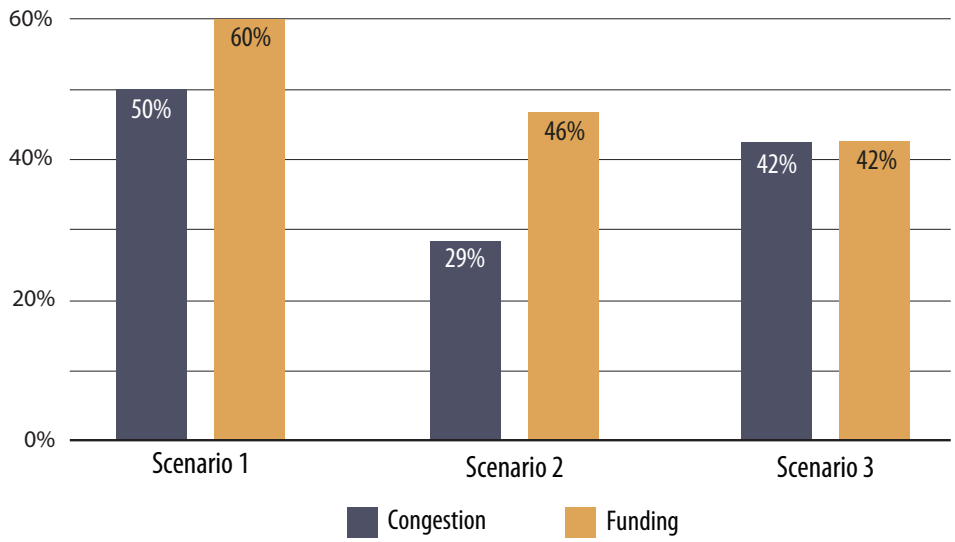
People were skeptical about the effectiveness of the scenarios, particularly in reducing congestion.

Key findings:

- **People were skeptical about the effectiveness of the scenarios, particularly in reducing congestion**

  Sixty percent of participants thought that Scenario 1 (Priced Lanes on All Major Highways) would be effective in solving the region's transportation funding shortfall, whereas only 50% thought the scenario would be effective in reducing congestion on the region's roadways. The difference was even more dramatic for Scenario 2 (Pricing on All Streets and Roads): 46% thought the Scenario would be effective at solving the funding shortfall, compared with only 29% that agreed it would be effective at addressing congestion. Participants thought Scenario 3 (Priced Zones) would be equally effective (42%) in dealing with both problems (see Figure 6).

Figure 6: Perceptions of Effectiveness at Addressing Congestion and Funding Shortfalls



Pricing will not reduce demand, they argued, because most people don't drive because they want to; they drive because they have to.

This finding is striking, given that participants were told during an earlier presentation that Scenario 2 would be the most effective congestion reduction measure among the options discussed. Many comments again reflected a general belief that the amount of driving on the region's roads is largely fixed. Pricing will not reduce demand, they argued, because most people don't drive because they want to; they drive because they have to. Making them pay for it won't change their need to drive.

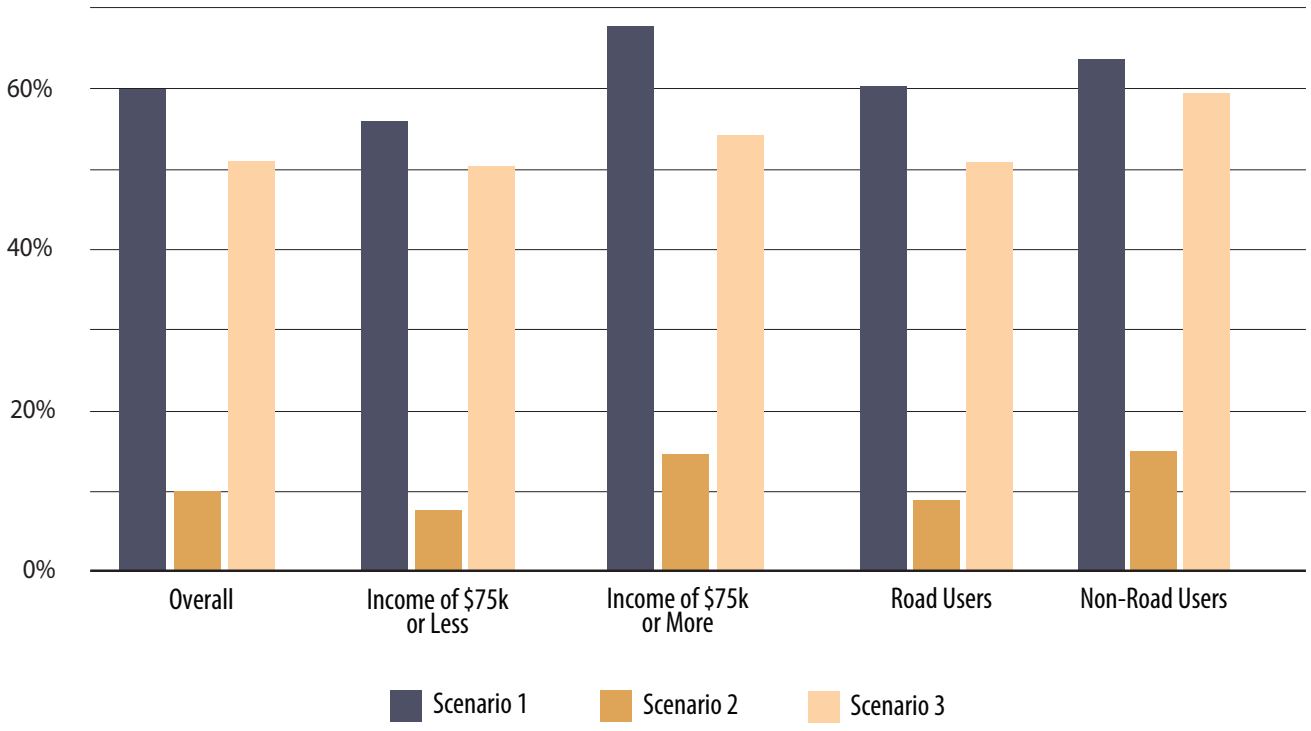
❖ **Participants clearly preferred Scenarios 1 and 3 over Scenario 2, although support for the scenarios varied across income group and commute mode.**

All demographic groups clearly preferred Scenarios 1 (Priced Lanes on all Major Highways) and 3 (Priced Zones) over Scenario 2 (Pricing on All Streets and Roads).

As Figure 7 illustrates, people from higher-income households were more likely to support the scenarios, as were non-road users (people who typically take transit, walk or bike to work, or who work at home).

Not surprisingly, people who agreed that pricing was reasonable and effective were more likely to support the scenarios. People who were more confident in the government were more likely to support Scenario 1, but not the other scenarios.

Figure 7: Comparison of Support for Each Scenario by Income Group and Commute Mode



Scenario 1: Priced Lanes on All Major Highways. Drivers would have the option to pay a toll to travel in free-flowing lanes or drive in general purpose lanes free of charge.

❖ **Scenario 1 (Priced Lanes on All Major Highways) generated cautious interest.**

Many participants seemed to find the first scenario to be a reasonable approach that could be useful to them in their daily lives, but only after an initial reaction of surprise at the idea of such a comprehensive network of tolled roads.

» **A significant number of people said they supported Scenario 1.**

After first hearing about the scenario, 51% of participants said they "strongly support" or "somewhat support" Scenario 1, which would implement at least one priced lane on all of the region's major highways. By the end of the forums, that number had increased to 61%. In comparison to the other scenarios, participants were most supportive of this one.

» **They expressed interest in the choice and predictability offered by Scenario 1.**

Participants came to appreciate the choice and predictability that this scenario might provide in their lives. Some said they might benefit from being able to pay a little extra to get to work on time when running late, while others said it would make it easier for them to factor in the cost of commuting in their daily lives. They also appreciated the fact that the scenario would offer a choice of whether or not to use the tolled lanes – they would not be required to pay if they didn't want to.

The addition of a bus rapid transit (BRT) system or other high-quality transit alternative was also an attractive feature of the scenario. Of all the transportation improvements discussed at the forums, BRT seemed to represent something truly new to many participants and they were interested in it.

» **But they had major doubts about the scenario, especially regarding fairness and the displacement of congestion onto local roads and alternate routes.**

Participants were concerned that this scenario was unfair. They spoke about class divisions, often placing themselves on the disadvantaged side of this split. "Our country is already too divided," said one participant.

Many comments reflected a belief that this scenario would be particularly unfair to middle-class, suburban-oriented commuters who are auto-dependent. Participants emphasized that such people often cannot afford

Participants agreed that high-quality transit alternatives would have to be in place before the toll lanes were opened to ensure that people had other options from the very beginning.

to live closer to their jobs—or may not want to. They stressed that putting tolls on existing lanes (as opposed to just adding new tolled lanes) seemed particularly unfair.

Others expressed concerns about displacement of congestion onto local streets. Some argued that such displacement would be particularly egregious because they didn't believe the scenario would actually reduce traffic volumes—consistent with the skepticism regarding the effectiveness of the scenarios in addressing congestion revealed in the keypad polling data reported above.

Participants agreed that high-quality transit alternatives would have to be in place before the toll lanes were opened to ensure that people had other options from the very beginning.

Participants agreed that high-quality transit alternatives would have to be in place before the toll lanes were opened to ensure that people had other options from the very beginning.

Scenario 2: Pricing on All Roads and Streets. A fee would be applied based on distance traveled, time of day and road type.

- **Scenario 2 (Pricing on All Streets and Roads) triggered strong negative reactions.**

  The objections toward this scenario were visceral. Participants found the proposal overwhelming and unfamiliar, they thought it would be impossible to implement, and they were concerned about where the money that was raised would go.

  - **Only one in 10 people said they support this scenario.**

    By the end of the forums, 86% of participants said they were "somewhat opposed" or "strongly opposed" to Scenario 2. The intensity of opposition was sharp: 76% said they "strongly opposed" it.

  - **"You might as well strap on an ankle bracelet"**

    The scenario provoked a sense of outrage regarding issues of privacy and government overreach. The phrase "big brother" was repeated frequently. Many comments reflected a general sense of disbelief: "You're going to charge me just to go to the grocery store?" Some people said that the scenario would restrict movement in a way that was "un-American." Some participants expressed a sense of being gouged: they felt the proposal would be taking advantage of the fact that people have no choice but to drive.

» **The details seemed confusing and unpredictable for consumers, and impossible to implement.**

Visualizing the scenario seemed to make some participants feel weary and overwhelmed. Personal trip planning would be difficult ("You can't research the price of every road before you drive it") and they were concerned about the burden of "another unknown bill at the end of the month." It seemed to represent one more hassle in lives that are already too difficult.

Many felt that implementation would be costly and bureaucratic – a "nightmare," according to one participant. And many felt that enforcement would be impossible. "What happens to people who don't pay?" they asked. "What about out-of-town drivers?" The scenario seemed fraught with opportunities for evasion, fraud and poor implementation.

Most of the changes or guarantees that participants said would make them more likely to support the scenario were focused on solutions that would be more likely to protect their privacy and/or reduce the hassle of paying attention to additional costs.

Most of the changes or guarantees that participants said would make them more likely to support Scenario 2 were focused on solutions that would be more likely to protect their privacy and/or reduce the hassle of paying attention to additional costs.

» **People were suspicious about the funding aspects of the scenario, particularly the elimination of the gas tax.**

The scenario was presented as a way to eliminate gas taxes, but most people did not find that to be a selling point. In fact, poll results from the forums suggest that many people may actually be disinclined to support congestion pricing if such a system replaces gas taxes. The fact that Scenario 2 would entirely replace gas taxes made 51% of participants say they were "somewhat less likely" or "much less likely" to support it.

For the study team, this poll result initially seemed counter-intuitive and seemed to indicate that participants had somehow misunderstood the scenario. However, in plenary comments and during table discussions, many participants confirmed their preference for maintaining gas taxes in the face of this scenario. They explained that even if gas taxes were removed, they did not believe that gas prices would go down. Some further noted that they preferred gas taxes because they were familiar and predictable. Others said they liked the fact that gas taxes encouraged fuel efficiency while mileage-based fees would not.

Overall, participants largely viewed this scenario less as a congestion-reduction method and more as a means to raise money—which was not necessarily seen positively. Ultimately, many seemed to consider revenue increases to be a benefit to government but not to them.

Scenario 3: Priced Zones. Motorists would have to pay a fee to enter certain zones.

❖ **Scenario 3 (Priced Zones) spurred less intense reactions.**

For many participants, priced zones seemed simple and logical, but because they would affect fewer people they generated less interest – positive or negative.

» **Support for Scenario 3 was greater than opposition.**

At the end of the forums, 50% of participants said they would "strongly support" or "somewhat support" Scenario 3, which would establish priced zones in central business districts. About one-third (34%) said they would "somewhat oppose" or "strongly oppose" the scenario, whereas 16% were neutral or unsure.

» **For some it seemed logical and straight-forward.**

People saw the priced zone scenario as targeted and logical—something they could envision and understand. They understood how it might reduce congestion, at least in the limited locations where it would be applied. And some thought it made sense—or that it would be fair—because transportation alternatives were already available in central business districts or were more likely to become available in the near future using revenues raised under the pricing system.

» **People were concerned about negative impacts just outside zones.**

Specific concerns about implementing the scenario focused on the immediate impacts it might have on the locations just outside the zones. Would it increase congestion in those places? Wouldn't those locations need to increase parking? Participants also worried about negative effects on businesses both inside and outside the zones.

» **A level of disinterest.**

The strength of opinions often depended on whether this would affect people directly. Many suburbanites indicated they didn't really care about this scenario because they never go into central business districts.

» **Not seen as regional.**

While this scenario seemed intriguing and sensible to some, others felt this was actually too local and would not solve the region's larger transportation problems, particularly highway congestion. They asked why the region would go to all the trouble of implementing a priced zone system for limited impact. Some asked: Why not just raise the gas tax?

While Scenario 3 (Priced Zones) seemed intriguing and sensible to some, others felt this approach was actually too local and would not solve the region's larger transportation problems, particularly highway congestion.

What's the basis for people's opinions? Which specific factors influence attitudes about congestion pricing and how?

A variety of factors—including questions of effectiveness, privacy, fairness and choice—are at play in determining opinions about congestion pricing. The study sought to untangle information about these different concerns. Through table discussions and poll questions, participants revealed the factors that mattered to them and how strongly. They also indicated whether and how these factors influenced their support for different pricing scenarios and how new information about key factors might cause them to change their minds.

"Privacy" and "choice" were the most important factors in determining support for scenarios.

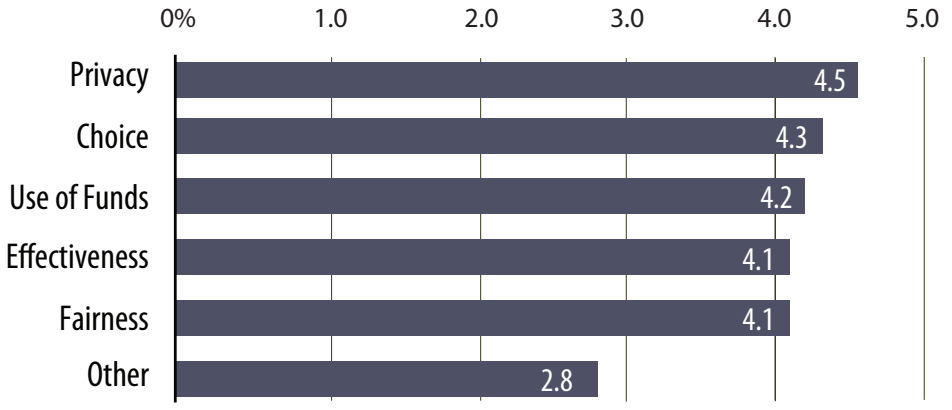
Key findings:

- **"Privacy" and "choice" were the most important factors in determining support for scenarios.**

  On a scale from 1 to 5, where 1 indicated "not important" and 5 indicated "very important" in determining one's level of support for the pricing scenarios, participants gave the highest average ratings to factors relating to "privacy" (4.5) and "choice" (4.3).

  - Participants also rated the effectiveness of the scenarios in addressing regional problems and concerns about fairness as important, but to a lesser degree (average rating of 4.1 for both). Other factors, such as the familiarity of toll lanes and the opportunity to replace the gas tax with a whole new system, were rated as relatively unimportant (see Figure 8).

Figure 8: Ranking of the Importance of Key Factors



❖ **Privacy**

Participants were outraged by the loss of privacy that Scenario 2 seemed to represent. Comments about privacy were often related to wider apprehensions about losing personal control in an increasingly complicated world.

» **For Scenario 2, privacy seemed to be the most pressing concern.**

In discussions about Scenario 2, apprehensions about privacy were mentioned early and frequently. Eighty-four percent of participants indicated they were "very concerned" or "somewhat concerned" about privacy in this scenario.

Many participants seemed to feel the scenario represented an invasion of personal space and private property. Participants expressed concerns about data security or fears about surveillance through GPS systems. A number of attendees sarcastically commented on the constraints the scenario would place on cheating spouses.

» **Comments about privacy often invoked related, but deeper, anxieties.**

Comments about privacy were often related to wider apprehensions about losing personal control in an increasingly complicated world.

Comments about privacy sometimes seemed to be a shorthand way of expressing deeper misgivings that were more difficult to pinpoint and articulate. People spoke about principled objections to the encroaching powers of government or private companies that keep track of people's movements. More broadly, the comprehensiveness of Scenario 2 represented a surrender of control and an increased burden that some participants found unsettling.

» **Loss of privacy was deemed a high cost without clear benefits.**

In the opening discussions at the forums, participants articulated feelings of powerlessness and loss of control in their personal lives due to congestion. For most participants, Scenario 2 appeared to exacerbate those anxieties, not allay them. The potential loss of privacy was deemed to be a high cost that was not worth it.

❖ **Choice**

In the opening discussion many people said their major complaint about the current system was the lack of transportation options in the region. Throughout the ensuing discussions, participants tried to assess whether congestion pricing scenarios would increase their choices or reduce them.

» **The lack of transportation options is considered a major existing problem.**

As a starting point, increased transportation choice was deemed a worthy goal. Participants bemoaned the lack of different options for getting around. Available options are not reliable or convenient – roads are clogged, transit is not dependable.

» **There is a wide belief that driving isn't a choice, therefore pricing should be a choice.**

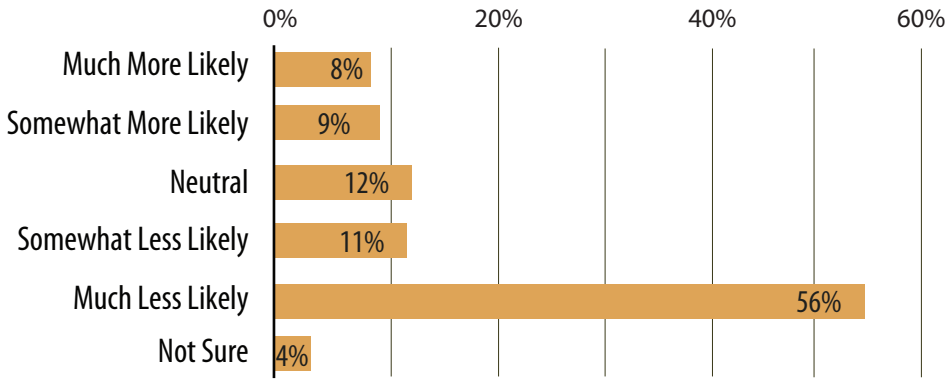
Explicitly and implicitly, participants said that people in this region have no choice but to drive to get to work, school and shopping. Therefore, to charge people to get to essential activities, without giving them a choice to pay or not, would be unfair and burdensome. Such a mandate would amount to an act of gouging helpless consumers.

The perceived pricing mandate in Scenario 2 triggered strong objections. Sixty-seven percent of participants indicated they were "much less likely" or "somewhat less likely" to support the scenario in light of the fact that drivers would not have the option to choose a free (but slower) lane or route.

For Scenario 1, participants said that they would like new lanes to be built and tolled rather than converting existing lanes.[3]

Participants said that people in this region have no choice but to drive, so to charge people to get to essential activities, without giving them a choice to pay or not, would be unfair and burdensome.

Figure 9: "Scenario 2 Would Entirely Replace Gas Taxes. Does This Make You More or Less Likely to Support it?"



» **Availability of options such as transit, walking and biking increase receptiveness to pricing.**

Non-road users (people who typically take transit, walk, or bike to work, or who work at home) were more likely to agree that congestion pricing seemed like "a reasonable way to deal with the region's transportation problems." They were also more likely to support the scenarios.

Changes or guarantees that participants said would make them more likely to support the scenarios included improving transit service before implementing any pricing mechanisms and ensuring the revenues raised go to transit.

3 - This preference for building new tolled lanes rather than tolling existing lanes is consistent with the findings of the 2010 *State of the Commute* Survey in which respondents were approximately twice as likely to support instituting tolls to build new roads (28%) than instituting tolls on existing roads (15%).

» **A sense of choice seems vital to cultivating public support for congestion pricing.**

Participants seemed to reach a consensus that having the choice to participate in congestion pricing is better than not having a choice. This was reflected in the contrast between Scenarios 1 and 2. The choice of non-tolled lanes in Scenario 1 made it more palatable than Scenario 2, which would price everyone.

But perhaps more importantly, this interest in choice was reflected in the different attitudes between Scenario 1 and the status quo. The availability of tolled and untolled options in Scenario 1 made it more appealing to many people than the status quo, which largely offers only untolled lanes that are often congested.

❖ **Use of funds**

Participants often questioned where the additional money raised through congestion pricing would go, who would have control over it, and how transparent the process for deciding how to spend the money would be. For Scenario 2, which was seen primarily as a way to raise funds, many people seemed to view it as a government money-grab. Revenue increases were seen as a benefit to government, but not to them.

» **Transparency and accountability is essential.**

Each of the scenarios differed in exactly how the revenues generated would be used, yet participants rated "how the funds will be used" as an important factor in determining their support for all three of the scenarios. Changes and guarantees that participants said would increase their support for the scenarios included ensuring transparency and accountability with the funds.

This finding relates to the lack of confidence in the public sector revealed at the beginning of the forums: 39% of participants "disagreed" or "strongly disagreed" with the statement, "If the government had more money to spend on transportation, I am confident we would have a better transportation system." Clarity about how the funds will be used could help increase confidence, and may be just as important as the specific use (e.g., highways versus transit improvements). Participants who expressed confidence in the public sector were more likely to support Scenario 1, in particular.

❖ **Effectiveness**

Participants who believed pricing could be effective in reducing congestion or solving funding problems were more likely to support the scenarios. Overall, however, participants rated this factor as less important than other considerations, especially privacy and choice.

» **Framing pricing as an effective tool for addressing congestion problems and funding shortfalls does not resonate with the public.**

On the question of reducing driving on the region's roads, concerns about effectiveness were not particularly influential because many participants doubted congestion pricing would be effective. While they said they cared about congestion, they simply did not believe that congestion pricing would work.

On the question of raising revenue, concerns about effectiveness were not particularly influential, but for the opposite reason. Participants saw that congestion pricing may be effective in raising revenue, and perhaps even a reasonable way to deal with funding shortfalls. But the funding problem, broadly defined, is not something people seemed to personally care about.

» **If congestion pricing can effectively create specific and useful transportation alternatives, people are interested.**

On a more personal level, concerns about effectiveness did potentially seem to have an effect. If congestion pricing could be shown to be effective at providing transportation alternatives and alleviating the sense of powerless caused by congestion, it could be influential. For example, the choice of bus rapid transit and an uncongested lane in Scenario 1 was attractive to some because it could increase options and the sense of personal control in their lives.

❖ **Fairness**

Issues about fairness were repeatedly raised. Participants said that fairness mattered, but it does not appear that concerns about fairness were pivotal in determining levels of support for different congestion pricing scenarios.

» **Interpretations of the term "fairness" varied.**

The discussion guide for the forums described questions of fairness related to two groups: low-income people and people who are dependent on driving. Many participants discussed both of these aspects as questions of equity: Are different groups of people being treated equally? Are they receiving roughly equivalent outcomes?

When discussing fairness, however, participants also spoke about whether pricing would be fair to them personally—not in comparison to others, but in comparison to the assumptions they had built their own lives upon. Would it impose unfair costs without providing alternatives? Would it remove options instead of providing more?

Concerns about fairness were similar across income levels, and for both road-users (people who typically drive to work) and non-road users (people who typically take transit, walk or bike to work, or who work at home).

» **Many participants articulated a sense of class division.**

For some, congestion pricing on face value seemed unjust: Those who can pay can get around congestion; those who can't are stuck with it. "There is already enough division in this country," said a participant in Springfield.

» **Priced Lanes on All Major Highways (Scenario 1) seemed to highlight key concerns about "haves" and "have nots."**

Fairness was the major complaint about Scenario 1. Many participants referred to a picture in the PowerPoint presentation that illustrated a stark difference between uncongested priced lanes and clogged untolled lanes. This visual depiction of the "haves" and "have-nots" (as one participant put it) seemed to invoke class anxieties that underlay much of the discussion. Many participants apparently viewed themselves as "stuck in the slow lane" generally in life, and the scenario seemed to reaffirm that self-image. The physical proximity of an express toll lane to a slow-moving untolled lane exacerbates that anxiety, as drivers stuck in traffic watch "fat cats" speeding by.

» **The unfairness of government mandates that limit choice trumped concerns about class divisions.**

Although Scenario 1 provoked the most anxiety about class divisions, it also preserved the option of "free" lanes, and was the most popular scenario. In contrast, some participants thought Scenario 2 was more fair than Scenario 1 in the sense that it would treat everyone equally and wouldn't give special services to the wealthy. Scenario 2 was much less popular than Scenario 1, however, due to concerns that pricing all streets and roads would unfairly limit the options available to people.

After learning and talking about congestion pricing, what do people think?

Each forum lasted more than four hours, giving participants a chance to learn about congestion pricing in different forms and from different perspectives. The research design used this intensive level of interaction to get beyond people's quick impressions and see how opinions change through education and an exchange of ideas. For decision-makers who might be considering congestion pricing, this format helps illuminate issues and opportunities that could shape public opinion over the course of a public education campaign or other public engagement activities.

Key findings:

- **Dialogue about congestion pricing increases both support and opposition.**

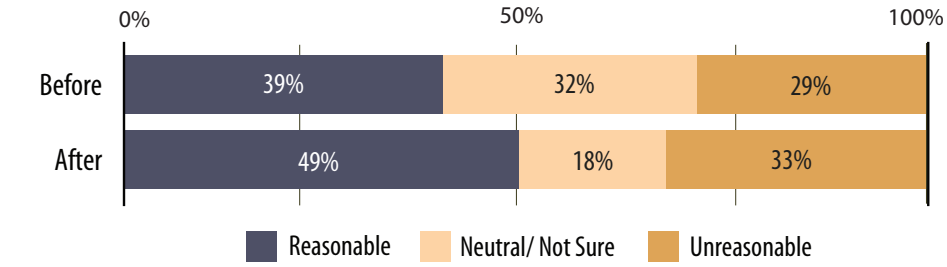
  Receptivity to congestion pricing did increase somewhat: by the end of the forums, 45% of participants "agreed" or "strongly agreed" that congestion pricing is a reasonable way to deal with the region's transportation problems. At the beginning of the forums, 39% believed it was reasonable.

  But skepticism was significant from the beginning, and it also increased over the course of the day. At the end of the forums, 36% "disagreed" or "strongly disagreed" that congestion pricing is a reasonable way to deal with the region's transportation problems. At the beginning, 29% "disagreed" or "strongly disagreed" that it was reasonable.

  Rather than changing the opinions of people who initially supported or opposed congestion pricing, the dialogue mainly served to help people who were initially unsure or neutral to form an opinion. Only 18% of participants were neutral or undecided by the end of the forums, compared with 32% at the beginning of the forums (see Figure 10).

Rather than changing the opinions of people who initially supported or opposed congestion pricing, the dialogue mainly served to help people who were initially unsure or neutral to form an opinion.

Figure 10: Change in Overall Receptivity to Congestion Pricing



Participants increased their support for Scenario 1 because its positive features had been reaffirmed over the course of the forum, while major concerns such as fairness seemed less pressing.

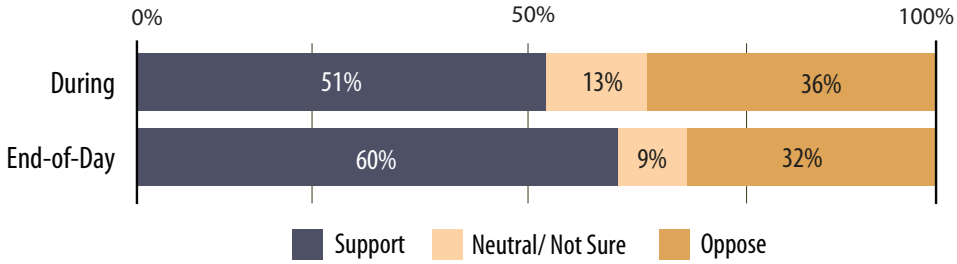
❖ **Opinions regarding specific scenarios shifted in telling ways, revealing comparative preferences and interest in key attributes.**

Participants were asked identical poll question at the end of the day regarding support for each of the three scenarios. Although they were not asked to explicitly compare the scenarios to each other, some degree of comparison inevitably occurred.

» **Support increased for Scenario 1 (Priced Lanes on All Major Highways).**

Immediately following the initial discussion of Scenario 1, 51% of participants said they "strongly supported" or "somewhat supported" implementing at least one priced lane on all of the region's major highways. When participants were asked again at the end of the day about their level of support for Scenario 1, that number had increased nine percentage points to 60% (see Figure 11).

Figure 11: Change in Support for Scenario 1

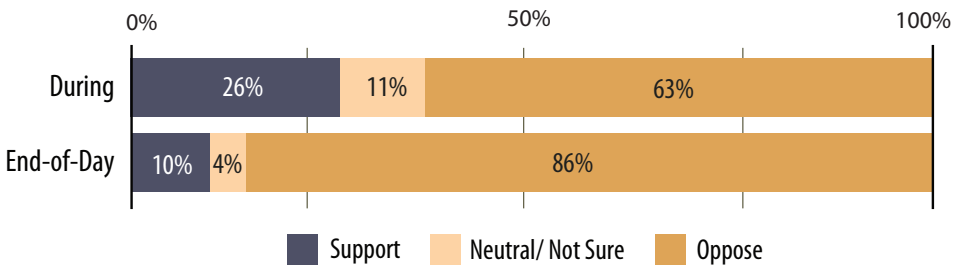


Based upon the final table discussion, it appears that participants increased their support for this option because its positive features—particularly the lack of a mandate to participate and the option to choose the predictability of the priced lane—had been reaffirmed over the course of the forum, while major concerns such as fairness seemed less pressing. Of course, increased support for this scenario was probably also based upon a favorable comparison with the deeply unpopular Scenario 2.

» **Opposition to Scenario 2 (Pricing on All Streets and Roads) increased significantly.**

By the end of the forums, 86% of participants said they were "somewhat opposed" or "strongly opposed" to a variable VMT fee (76% said they "strongly opposed" it), compared with 63% who opposed the scenario earlier. This change reflected not only people forming opinions who were previously neutral or unsure, but also people changing their opinion from "support" to "oppose" (See Figure 12).

Figure 12: Change in Support for Scenario 2



It seems clear that the increased opposition to this scenario was based on a comparison with the other two scenarios. It was identified as the least preferred option, with a number of features that troubled participants.

The notes from the table discussions show a snowballing effect in attitudes about this scenario. The more people heard about how much other people disliked the scenario, the more they felt justified in disliking it themselves. By the time the forums ended, these negative feelings seem to have solidified.

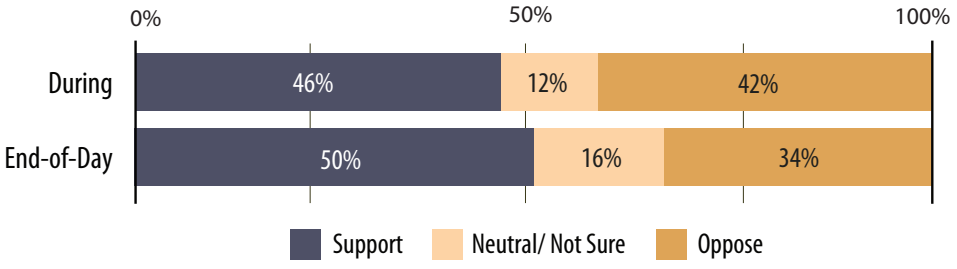
» **Disinterest in Scenario 3 (Priced Zones) increased.**

By the end of the forums, 50% of participants said they "somewhat" or "strongly" supported pricing zones in central business districts, and 34% "somewhat" or "strongly" opposed the scenario. Sixteen percent said they were neutral or unsure, an increase from 12% earlier in the forums, primarily resulting from people initially opposed to the scenario who subsequently dropped their opposition (see Figure 13).

This change seems to reflect the twin sentiments that, because Scenario 3 is focused on such limited areas, it may not adequately address regional transportation problems, but also will not directly affect many people. Therefore people were less interested in this scenario.

The more people heard about how much other people disliked Scenario 2, the more they felt justified in disliking it themselves.

Figure 13: Change in Support for Scenario 3

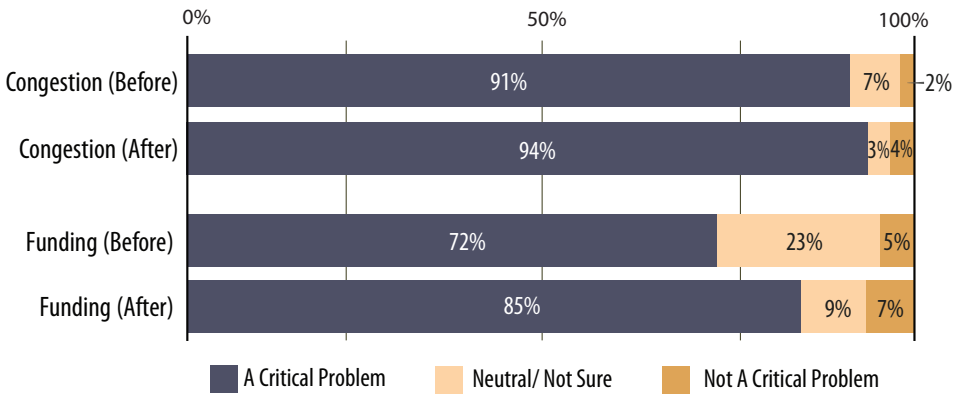


Many participants were more than ready to support a gas tax increase by the end of the session – it seemed like an obvious step.

❖ **Recognition of funding as a critical problem increased, and support for gas tax increases nearly tripled.**

At the end of the forums, participants who agreed that the transportation funding shortfall is a critical problem increased from 72% to 85%.

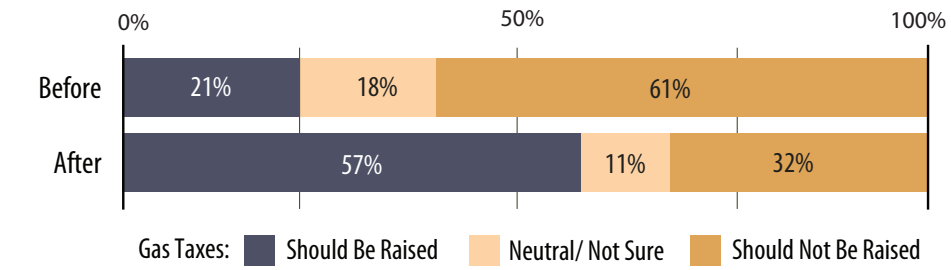
Figure 14: Changes in Attitudes Toward Congestion and Funding Shortfalls



People also became much more supportive of gas tax increases after a lengthy discussion about current funding problems and options for road pricing. At the beginning of the forums, 21% of participants thought gas taxes should be raised to pay for transportation improvements. By the end, 57% thought they should be raised (See Figure 15). This was the largest shift over the course of the forums—an increase of 36 percentage points.

In discussions, participants readily admitted their ignorance about current gas tax levels, which was demonstrated in polling questions about gas taxes that only a small minority answered correctly. Armed with new knowledge about the actual rate of gas taxes and a sense that the other options on the table (i.e., congestion pricing) were less than compelling, many participants were more than ready to support a gas tax increase by the end of the session—it seemed like an obvious step.

Figure 15: Change in Support for Raising Gas Taxes



- **Heightened awareness about the importance of curbing demand.**

  The final discussions indicated that people were more focused on the effects of personal behavior on the region's congestion problems than on inadequacies of the system. They called for more opportunities for teleworking and flexible work schedules. After four hours of learning, talking and thinking about the roots of congestion, they seemed to better appreciate the importance of curbing demand.

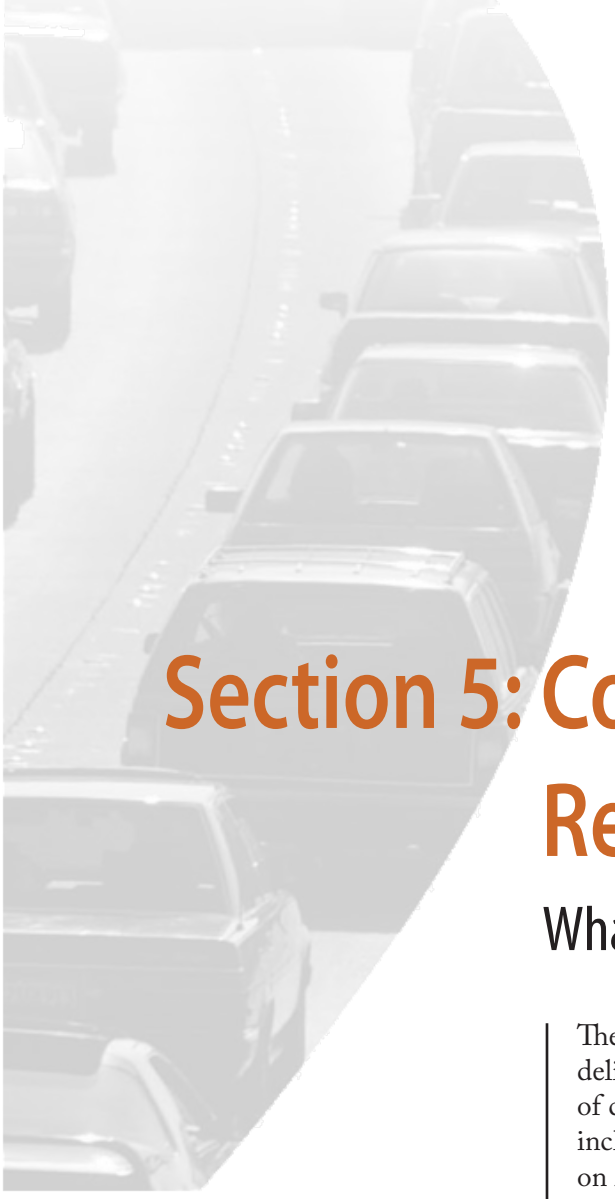
- **Desire for multi-faceted, integrated planning.**

  At the end of the day, many participants expressed a desire for more integrated planning and problem-solving. A surprising number spoke about land-use changes to reduce trip lengths, such as increasing jobs in suburban commercial locations. Others spoke about increasing the supply of transit alternatives to serve the region's growth and increasing densities.

  Many comments suggested that congestion pricing could play a role in the future, but approaches would need to be tailored to the region's needs and integrated into existing systems. Many participants suggested that useful aspects of the scenarios that had been discussed in the forums could be effectively combined, particularly those of Scenarios 1 and 3.

- **First things first.**

  Before anything else, many participants emphasized that they want to see common-sense improvements, such as better coordination of construction schedules or improvements in the Metro system. These comments suggest that basic improvements would help increase the public's confidence in the government's basic competence. Such a demonstration could be a key factor in implementing any major congestion pricing system in the region, or any other attempt to raise significant additional revenues.



Section 5: Conclusions and Recommendations

What Do the Findings Mean?

The previous chapter identified key findings from the series of five deliberative forums in the Washington, D.C., region on various forms of congestion pricing. Some of these findings are fairly dramatic, including the significant level of support for Scenario 1 (Priced Lanes on All Major Highways), strong opposition to Scenario 2 (Pricing on All Streets and Roads) and the major increase in support for raising gas taxes. Other findings may be less striking, but nonetheless can contribute to a better understanding of public attitudes. So, based upon the study's findings, what is our understanding? What do these findings mean?

People are skeptical of pricing as a solution to regional transportation problems, but may support specific proposals if they see direct benefits in their daily lives.

Congestion pricing proposals should explicitly state a compelling value proposition for individuals, emphasizing benefits such as increased choice and individual control.

Although people agree that congestion is a critical problem, they are not convinced that pricing will actually reduce the number of automobiles on the road. And while people may believe that congestion pricing is a reasonable way to raise transportation revenues, the transportation funding shortfall is not a problem that they take much of a personal interest in. Therefore presenting congestion pricing as a solution to the twin problems of congestion and funding shortfalls is not compelling to the public.

People are looking to see how their own personal lives will be improved by bold policy proposals. When they hear about various forms of congestion pricing, they quickly begin to assess personal costs and benefits. If they perceive the benefits outweigh the costs, they are more likely to support a new policy.

The most obvious benefit for most people will be an increase in transportation choices. More public transit—in various forms—is broadly appealing, although people want guarantees that it will be convenient and available in the "right" places and at the "right" times. Free-flowing toll lanes are also a potentially attractive option for many citizens, but they want to know that such lanes won't increase congestion on untolled lanes.

The public is also interested in more indirect, quality-of-life improvements. For example, many participants at the forums said they felt a loss of control and a sense of uncertainty in their daily lives. In this environment, increased consumer choice can feel like a double-edged sword that offers benefits only to those who can spend time and energy "figuring out the system." People want to see that policies like congestion pricing will give them a sense of more control, not less.

Recommendations:

- Congestion pricing proposals should explicitly state a compelling value proposition for individuals, emphasizing benefits such as increased choice and individual control. The costs of the congestion pricing policy must be, at least implicitly, acknowledged, and the benefits must be shown in a clear and compelling manner to override those costs.
- Pilots or trials may reduce skepticism regarding the effectiveness of congestion pricing. For example, the introduction of a congestion priced zone in Stockholm, Sweden, was preceded by a trial phase that demonstrated to a doubtful public that the program would actually reduce congestion.
- Incremental implementation of road pricing, such as the new HOT lanes in Virginia, may also help ease the transition to broader, more comprehensive programs.
- Education campaigns may also help reduce skepticism, particularly regarding the region's transportation funding shortfall and the need for creative solutions.

People are much more concerned about government over-reach and perceived incompetence than they are about "Lexus Lanes."

The issue of fairness invariably comes up in any discussion of congestion pricing, often expressed as concerns about "haves" and "have-nots"—only wealthy people will benefit from congestion-free priced lanes, while the rest of the population will be stuck in stop-and-go traffic. Yet this argument misses a critical point, as evidenced by the fact that the scenario most susceptible to the "Lexus Lane" criticism was in fact the most popular among participants in this study. People actually preferred this scenario because it allowed them to opt out of paying the toll, providing the benefits of increased choice and individual control discussed above.

In contrast, some people viewed the scenario that priced all streets and roads as more fair in the sense that it would treat all people equally, but many felt it was an egregious form of government overreach. Not only did people perceive this form of pricing as an unfair and burdensome mandate, they were outraged at the violation of privacy they believed such a scheme would require.

More generally, the public seems increasingly distrustful of government's competence and disdainful of the lack of leadership among public officials. They express these opinions openly. This level of distrust is particularly striking in a region with an economy so dependent upon the public sector. At the forums, 39% of participants disagreed with the statement, "If the government had more money to spend on transportation, I am confident we would have a better transportation system." They were very concerned about how any revenues generated through congestion pricing may be used.

Recommendations:

- Congestion pricing proposals should avoid imposing mandates that do not provide individuals with a reasonable array of options. In some cases this may mean improving transit service or other alternatives before implementing road pricing.
- Proposals should clearly indicate how revenues raised through congestion pricing will be used, and ensure transparency and accountability in the allocation of these funds.
- Common-sense improvements, such as better coordination of construction schedules or visible improvements in the Metro system, should be implemented in an effort to rebuild the public's confidence. Such a demonstration could be a key component in implementing any major congestion pricing system in the region, or any other attempt to raise significant additional revenues.

Proposals should clearly indicate how revenues raised through congestion pricing will be used, and ensure transparency and accountability in the allocation of these funds.

People are more likely to support more obvious solutions —such as increasing gas taxes—than more radical approaches like congestion pricing.

People want to see immediate and obvious solutions before they will support radical changes like congestion pricing. Such changes include more telecommuting options and better traffic management.

Most strikingly, many people can be persuaded that gas tax increases are an obvious solution. The forums demonstrated that the vast majority of people know very little about gas taxes. Most do not know how much they pay in gas taxes, or when they were last increased. After receiving information about the reality of gas tax funding, and discussing various bold pricing options, many people decided that gas tax increases made sense. Over the course of the forums, support for a gas tax increase rose from 21% to 57%.

Recommendation:

- State or federal leaders should consider conducting a public information campaign on the inadequacies of current transportation funding mechanisms and the need to increase gas tax revenues, at least as a short-term strategy.

People want to know that congestion pricing is part of a wider strategic vision.

Many people can be persuaded that gas tax increases are an obvious solution. Most do not know how much they pay in gas taxes, or when they were last increased.

People want to be confident that road pricing policies will be integrated into a wider package of improvements that adds up to a long-term strategy for the future. These improvements should include land-use changes that bring more destinations closer to where people live and housing closer to where they work and shop. They also include an increase in the number of transportation options for people in all parts of the region, including a wide variety of public transit choices, and more opportunities to get around on foot or bike.

Recommendation:

- Develop a wider strategic plan and implement various elements before or concurrent with the implementation of congestion pricing. While the public cannot be expected to articulate (or even know about) the details of such a plan, they do need to see and feel that the pieces of this strategy fit together and that they will produce a more dynamic and vibrant region that will enhance their own personal lives.

Addressing the Region's Problems As People See Them

Opinion research shows that Washington area residents value our region's strong economy and high quality of life. A legacy of progressive planning and decision making has contributed to the successes we have achieved. Our Metrorail and bus systems, extensive road network and increasingly walkable and bikeable communities are evidence of our success.

Yet, opinion research, including this study, have identified a mismatch between positive attitudes about the region and growing dissatisfaction with our transportation system. People increasingly believe the transportation system cannot be relied upon and is getting worse. Rather than controlling daily decisions in their own lives, many people seem to feel that the transportation system is controlling them.

This study shows that the real challenge—and opportunity—for congestion pricing is to determine how such policies can be effective at increasing the sense of control that individuals feel in their lives. In order to be acceptable to the public, congestion pricing will need to provide increased choice and opportunity. It will need to be designed so that it does not increase confusion about costs and anxieties about surveillance. And it will need to contribute to a compelling vision for the future that offers a variety of convenient transportation options.

Most important, this study shows that bold policies like congestion pricing must demonstrably address the regional problems that people encounter in their daily lives and worry about when they consider their futures. People must believe the benefits of congestion pricing outweigh the costs. It's that simple. And that complicated.

Citizens must believe the benefits of congestion pricing outweigh the costs. It's that simple. And that complicated.

REFERENCES

The following documents are posted or linked on the study's website: www.mwcog.org/CongestionPricing/PublicAcceptability. The Appendices represent activities and research that were conducted under this study. The Key Documents are key references cited in the report.

Appendices

Discussion Guide: Should we use congestion pricing to help solve our traffic woes? Deliberative Forums, October 2011-January 2012. MWCOG/TPB Study on the Public Acceptability of Congestion Pricing.

PowerPoint Presentations: Should we use congestion pricing to help solve our traffic woes? Deliberative Forums, October 2011-January 2012. John Swanson, MWCOG/TPB; Benjamin Orr, Brookings Institution. MWCOG/TPB Study on the Public Acceptability of Congestion Pricing.

Results of Keypad Voting, Deliberative Forums, October 2011-January 2012. MWCOG/TPB Study on the Public Acceptability of Congestion Pricing.

2010 State of the Commute Survey, Technical Survey Report on Questions on Transportation Satisfaction and Investment. Prepared for the MWCOG Commuter Connections Program by LDA Consulting in conjunction with CIC Research, Inc., August 9, 2010.

Literature Review: Public Acceptability of Road-Use Pricing, Prepared for the Brookings Institution by Rick Rybeck, Just Economics, LLC, April 28, 2012.

Synthesis of research to inform the final report on congestion pricing in the Washington DC region, Memo prepared by Martha Ross, Brookings Institution, May 29, 2012.

Key Documents

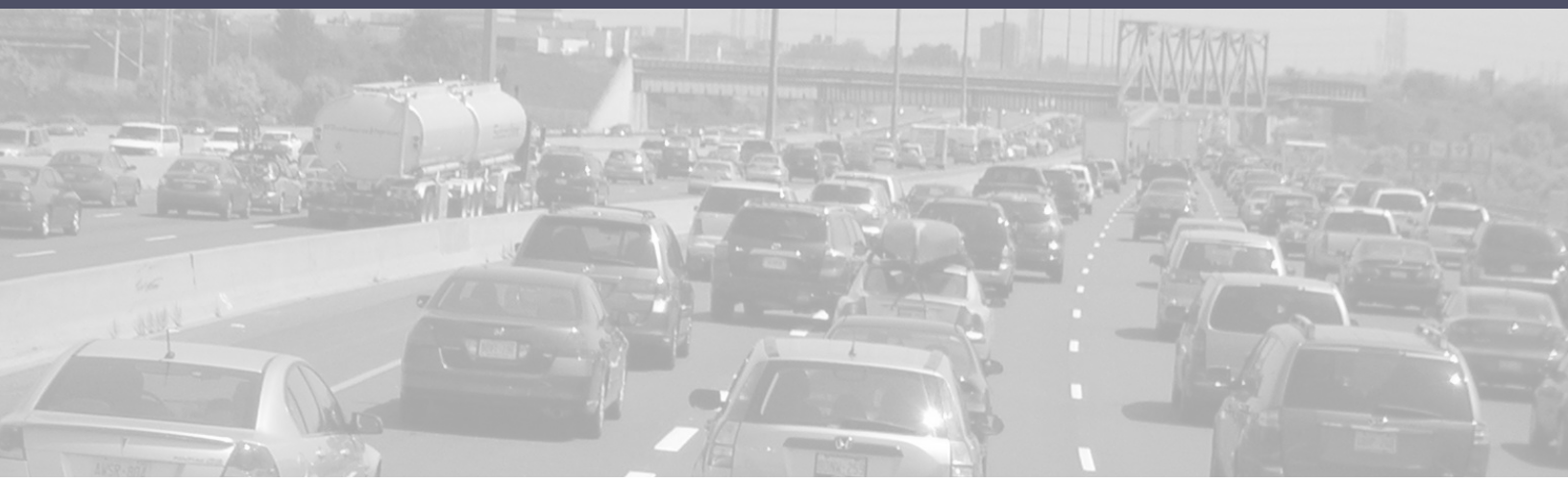
Road-use Pricing: How Would You Like to Spend Less Time in Traffic? Benjamin K. Orr and Alice M. Rivlin, Metropolitan Policy Program at Brookings, June 2009.

CLRP Aspirations Scenario Final Report (Constrained Long-Range Plan), National Capital Region Transportation Planning Board (MWCOG), Authors: Monica Bansal, Darren Smith, 2010.

Evaluating Alternative Scenarios for a Network of Variably Priced Highway Lanes in the Metropolitan Washington Region, National Capital Region Transportation Planning Board (MWCOG), Authors: Michael D. Eichler, Gerald K. Miller, Jinchul Park. 2008.

NCHRP Synthesis 377: Compilation of Public Opinion Data on Tolls and Road Pricing, National Cooperative Highway Research Program (NCHRP), Johanna Zmud and Carlos Arce (NuStats, LLC), 2008.

2010 State of the Commute Survey Report from the Metropolitan Washington Region, National Capital Region Transportation Planning Board (MWCOG) Commuter Connections Program, Author: Nicholas Ramfos, 2011. (This final report largely does not contain the survey results on transportation satisfaction and investment that are described in the technical report listed above.)



TPB
National Capital Region
Transportation Planning Board

ITEM 11 - Information
January 23, 2013

Briefing on Project Submissions for the Air Quality Conformity Assessment for the 2013 Financially Constrained Long Range Transportation Plan (CLRP) and the FY 2013-2018 Transportation Improvement Program (TIP)

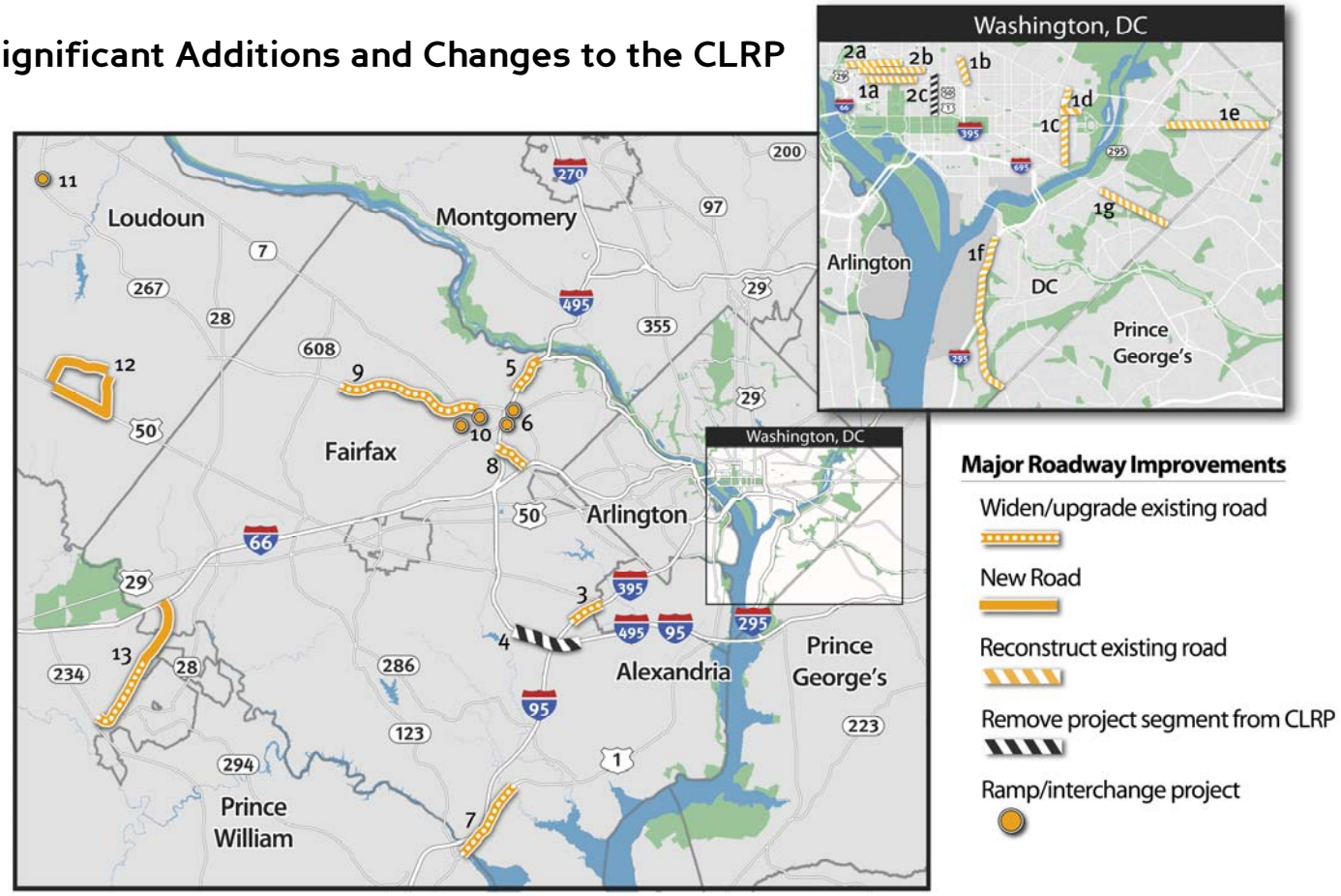
Staff Recommendation: Receive briefing on the projects as described in the enclosed memorandum for inclusion in the air quality conformity assessment for the 2013 CLRP and the FY 2013-2018 TIP.

Issues: None

Background: On October 17, 2012 the TPB released the call for projects document for the 2013 CLRP and FY 2013-2018 TIP. The projects received were reviewed by the Technical Committee on January 11. These projects were released at a public meeting on January 17 for a 30-day public comment period that will end February 16. At the February 20 meeting, the Board will be asked to approve the project submissions for the air quality conformity assessment.

Significant Additions and Changes to The 2013 Update to the Financially Constrained Long-Range Transportation Plan

Significant Additions and Changes to the CLRP



DISTRICT OF COLUMBIA

1. Lane Reductions and Reconfigurations – C St. NE, East Capitol St., I St. NW, New Jersey Ave. NW, Pennsylvania Ave. SE, South Capitol St., 17th St. NE and SE
2. Bike Lane Pilot Projects – 9th St. NW, L St. NW, and M St. NW

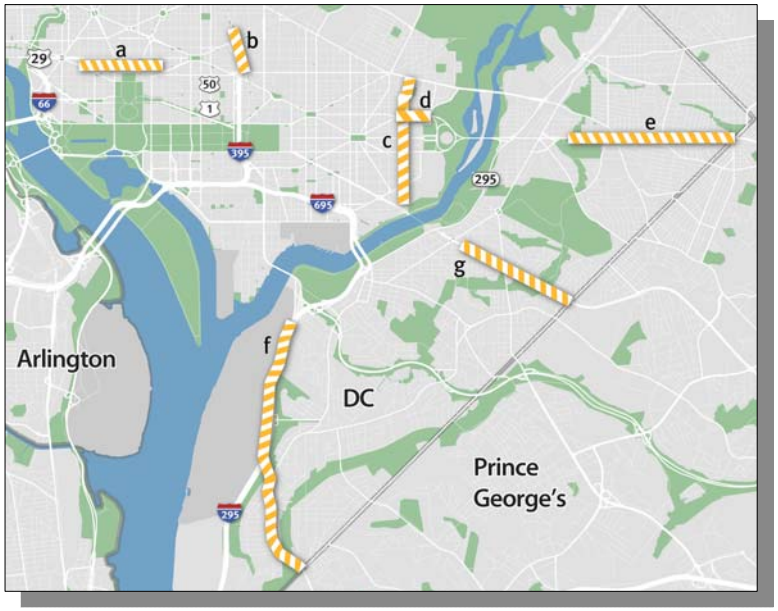
VIRGINIA

3. Widen I-395 Southbound between Duke St. and Edsall Rd.
4. Change of I-495, Capital Beltway Auxiliary Lanes Project Limits
5. Widening of Northern Segment of I-495, Capital Beltway HOT Lanes
6. I-495, Capital Beltway Ramps at Dulles Airport Access Highway and Dulles Toll Rd.
7. Widen US 1, Jefferson Davis Highway from Lorton Rd. to Annapolis Way
8. Widen VA 7, Leesburg Pike from I-495 to I-66
9. Construct Collector-Distributor Roads along Dulles Toll Rd. between VA 684, Spring Hill Rd. and VA 828, Wiehle Ave.
10. Construct Dulles Toll Road Ramps in Tysons
11. Construct Dulles Greenway Ramp in Leesburg
12. Alt. A: Construct Dulles Air Cargo, Passenger and Metro Access Highway
    Alt. B: Construct New Limited Access US 50 and VA 606, Loudoun County Parkway
13. Study VA 28, Manassas Bypass from VA 234, Sudley Rd. to I-66

DISTRICT OF COLUMBIA PROJECTS

1. Lane Reductions and Reconfigurations

DDOT is proposing a number of federally and locally funded projects that will make changes to the number and direction of travel lanes in selected locations, as described in the following:



a) **C St. NE from 16th St. NE to Oklahoma Ave. NE**
Implement traffic-calming measures by removing one of two travel lanes in each direction. Complete: 2013. Cost: $4.5 million.

b) **East Capitol St. from 40th St. to Southern Ave.**
Implement pedestrian safety and traffic operations improvements and remove one of three travel lanes in each direction. Complete: 2015. Cost: $5 million.

c) **I St. NW Peak Period Bus-Only Lanes 13th St. NW to Pennsylvania Ave. NW**
I St. NW is one-way, running westbound between 13th St. NW and Pennsylvania Ave. NW. Parking restrictions are in effect on both sides of the street during morning and evening peak periods, allowing for five lanes of traffic. This project proposes to use one of those five lanes as a bus-only lane during the peak periods. Complete: 2013. Cost: $500,000.

d) **New Jersey Ave. NW from H St. NW to N St. NW**
Reconstruct New Jersey Ave. NW from four lanes, one-way northbound to two lanes in each direction. Complete: 2015. Cost: $7.5 million.

e) **Pennsylvania Ave. SE from 27th St. SE to Southern Ave. SE**
As a part of the Pennsylvania Avenue Great Streets Project, a median was installed reducing the number of lanes from 5 to 4. Completed in 2011.

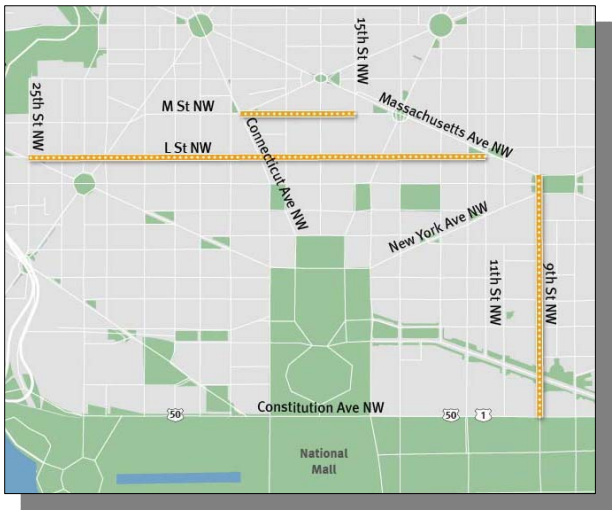
f) **South Capitol St. from Firth Sterling Ave. SE to Southern Ave. SE**
Design and construct a paved bicycle and pedestrian trail along South Capitol St. and reduce the number of lanes from 5 to 4. Complete: 2015. Cost $5 million.

g) **17th St. NE/SE from Benning Ave. NE to Potomac Ave. SE**
Reconstruct 17th St. NE/SE from two lanes southbound to one lane southbound. Complete: 2013. Cost $1.95 million.

See the project descriptions in Attachment A for more information.

2. Bike Lane Pilot Studies

In 2010, DDOT submitted five bike lane projects for inclusion in the CLRP as pilot studies. Two of these projects – 15th St. NW from Constitution Ave. NW to W St. NW and Pennsylvania Ave. NW from 3rd St. NW to 14th St. NW – were completed in 2010. The 15th St. Bike Lane removed one vehicle lane, while the Pennsylvania Ave. Bike Lanes did not remove any vehicle lanes. This year, DDOT is updating the status of the remaining pilot projects as follows:



a. L St. from 11th St. NW to ~~25th St. NW~~ New Hampshire Ave. NW – completed 2012, one travel lane removed
b. M St. from 15th St. NW to ~~29th St. NW~~ 25th St. NW – complete in 2013, one travel lane removed
c. 9th St. NW from Constitution Ave. NW to K St. NW – project withdrawn

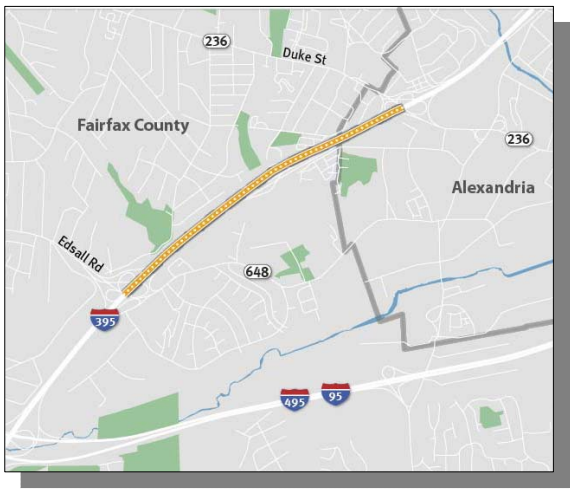
NORTHERN VIRGINIA PROJECTS

3. Widen I-395, Shirley Memorial Highway – Southbound from Duke St. to Edsall Rd.

Add a fourth lane to southbound I-395 between Duke St. and Edsall Rd.

Complete: 2018
Length: 1.5 miles
Cost: $58.5 million
Funding: Federal, State, Other

See the project description in Attachment A for more information.



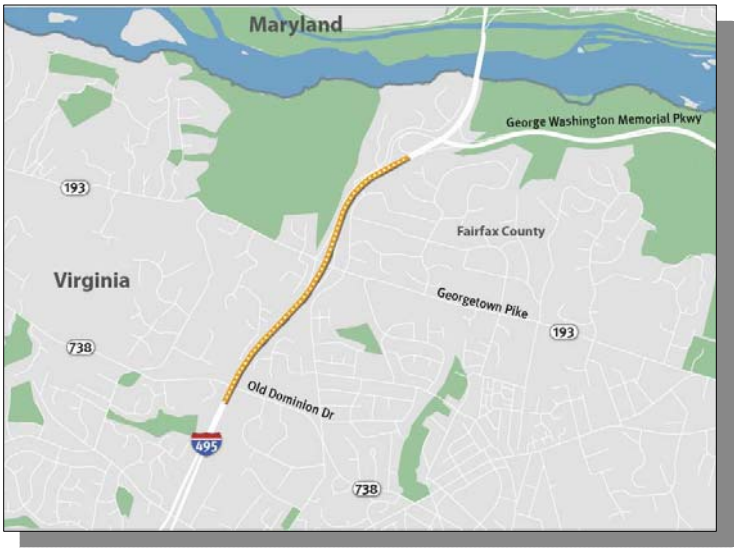
4. I-495, Capital Beltway Auxiliary Lanes – Change of Project Limits

The CLRP includes the addition of one auxiliary lane in each direction on I-495 between VA 193, Georgetown Pike and 1 mile east of the I-95/ I-395/ I-495 Interchange. The southernmost segment between Heming Ave. and 1 mile east of the I-95/395/495 Interchange was scheduled to be complete in 2013, but is now being withdrawn from the CLRP. The remaining segments are scheduled to be complete in either 2013 or 2030, depending upon location. See the Air Quality Conformity Inputs for more details.

5. Widen I-495, Capital Beltway HOT Lanes from South of the George Washington Parkway to South of Old Dominion Dr.

The CLRP includes the construction of a system of HOT Lanes on I-495. The segment of HOT Lanes between south of the George Washington Pkwy and south of Old Dominion Dr. was planned to be 2 lanes wide. VDOT proposes to make this segment 4 lanes wide.

Complete: 2014
Length: 1.5 miles



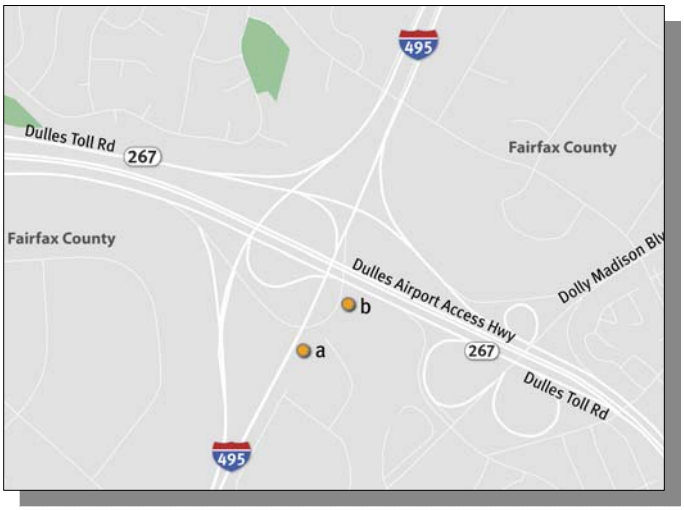
6. Construct and Improve I-495, Capital Beltway Ramps at Dulles Airport Access Highway and Dulles Toll Road

a. Construct a new ramp connecting the northbound general purpose lanes on I-495 to the inner lanes of westbound Dulles Airport Access Highway

Complete: 2030
Length: 0.8 mile
Cost: $7 million
Funding: Federal, State, Private…

b. Widen the ramp connecting eastbound Dulles Toll Road to the northbound general purpose lanes on I-495 from 1 to 2 lanes.

Complete: 2030
Length: 0.7 mile
Cost: $10 million
Funding: Federal, State, Private…



See the project description in Attachment A for more information.

7. Widen US 1, Jefferson Davis Highway from Lorton Rd. to Annapolis Way

Widen US 1 from 4 to 6 lanes within the project limits.

Complete: 2035
Length: 3.5 miles
Cost: $125 million
Funding: Federal, State, Local

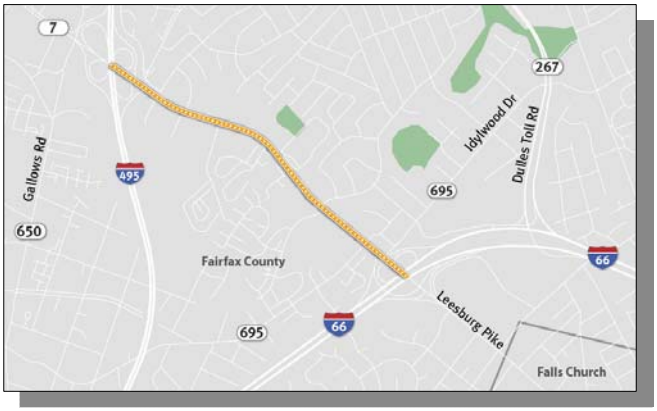
See the project description in Attachment A for more information.

8. Widen VA 7, Leesburg Pike from I-495 to I-66

Widen VA 7 from 4 to 6 lanes within the project limits.

Complete: 2035
Length: 1.3 miles
Cost: $71 million
Funding: Federal, State, Local,

See the project description in Attachment A for more information.



9. Construct Collector-Distributor Roads Parallel to Dulles Toll Road between VA 684, Spring Hill Rd. and VA 828, Wiehle Ave.

Construct new, two-lane collector-distributor roads on either side of the Dulles Toll Rd. eastbound and westbound between VA 684 and VA 828. These new facilities will allow for additional closely-spaced interchanges to be constructed in Tysons.

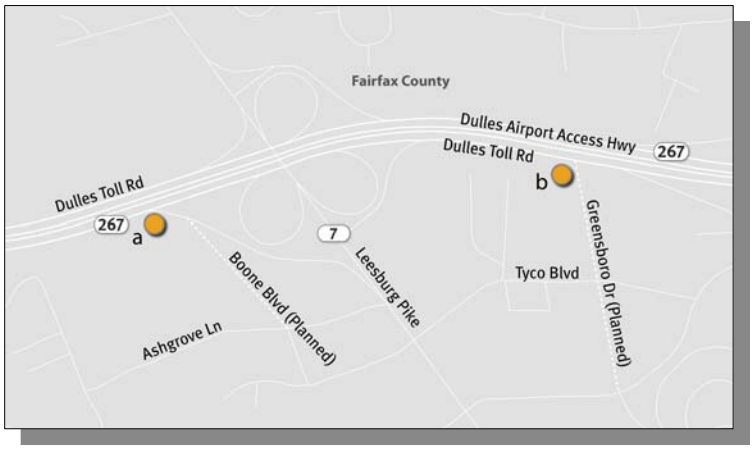
Complete: 2036, 2037
Length: 6 miles
Cost: $186 million
Funding: Federal, Local, Private, Bonds

See the project description in Attachment A for more information.

10. Dulles Toll Road Ramps in Tysons at Boone Blvd., and Greensboro Dr.

a. Construct a ramp to and from the Dulles Toll Rd. to the new Boone Blvd. extension at Ashgrove Lane.

Complete: 2037
Cost: $79 million
Funding: Federal, State, Private, Bonds



b. Construct a ramp to and from the Dulles Toll Rd. to the new Greensboro Dr. extension at Tyco Rd.

Complete: 2036
Cost: $28 million
Funding: Federal, State, Private, Bonds

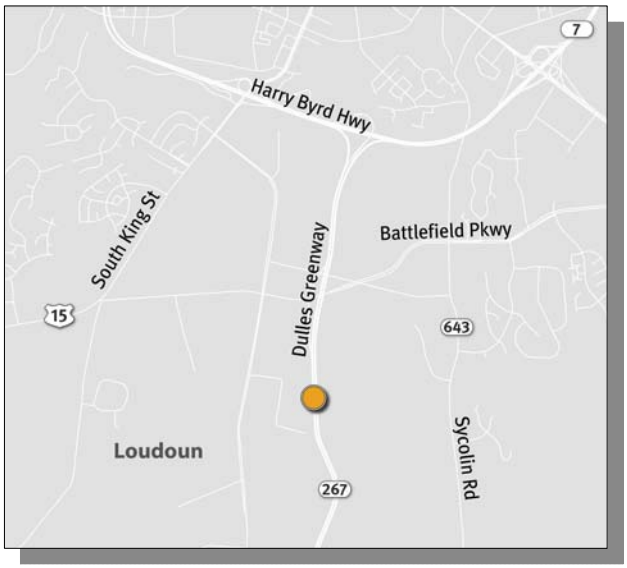
See the project descriptions in Attachment A for more information.

11. Dulles Greenway Ramp at (planned) Hawling Farm Blvd. near Leesburg

Construct a new egress ramp from the Dulles Greenway to the planned Hawling Farm Blvd.

Complete: 2015
Cost: $850,000
Funding: Private

See the project description in Attachment A for more information.

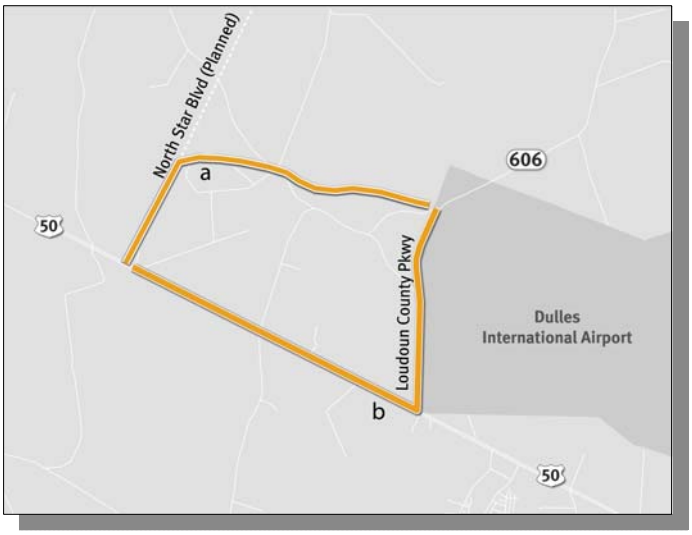


12. Improved Access to Dulles Airport

Two alternatives are currently being considered for improving access to Dulles Airport, particularly for air cargo. Both alternatives will be examined during the TPB's air quality conformity analysis. Prior to TPB's approval of the 2013 CLRP Update, VDOT will be required to select one of the two alternatives for inclusion in the Plan.

a. Dulles Air Cargo, Passenger and Metro Access Highway
from US 50, John Mosby Highway to VA 606, Loudoun County Parkway

Construct a new four-lane facility (on a six-lane right of way) between the intersection of the planned Tri-County Parkway at US 50 and the Loudoun County Parkway at the western end of the Dulles Airport grounds first heading north, then east just south of Broad Run.



Complete: 2025
Length: 3 miles
Cost: $153 million
Funding: Federal, State, Local, Private, Bonds, Other

b. Construct new Limited Access Routes along US 50, John Mosby Highway and VA 606, Loudoun County Parkway

Construct a new, grade-separated, 4-lane limited access facility along US 50 (within existing right-of-way) between the planned Tri-County Parkway and the Loudoun County Parkway (VA 606). Also construct a new, at-grade, 4-lane limited access Loudoun County Parkway between the new grade-separated US 50 and 1.5 miles north of that interchange.

Complete: 2025
Length: 4 miles
Cost: $813 million
Funding: Federal, State, Local, Private, Bonds, Other

13. VA 28 Manassas Bypass Study from VA 234to I-66

Study a proposed 4 to 6 lane bypass from the intersection of VA 234, Sudley Rd. and VA 411, Godwin Drive through Prince William and Fairfax Counties.

Complete:	2018
Length:	1.3 miles
Cost:	$500,000
Funding:	Federal, State, Local

See the project description in Attachment A for more information.

ATTACHMENT A
Project Descriptions

1a. C St. NE from 16th St. NE to Oklahoma Ave.

BASIC PROJECT INFORMATION

1. Submitting Agency: DDOT
2. Secondary Agency:
3. Agency Project ID: ED0C2A
4. Project Type: _ Interstate _ Primary X 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; X Other

6. Project Name: C Street NE Implementation

	Prefix	Route	Name	Modifier
7. Facility:			C St. NE	
8. From (_ at):			16th St. NE	
9. To:			Oklahoma Ave. NE	

10. Description: The C Street NE Traffic Calming project will slow traffic on the corridor by reducing at least one vehicle lane of traffic.

11. Projected Completion Date: 2013
12. Project Manager: Colleen Hawkinson
13. Project Manager E-Mail:
14. Project Information URL:
15. Total Miles:
16. Schematic:
17. Documentation:
18. Bicycle or Pedestrian Accommodations: _ Not Included; _ Included; _ Primarily a Bike/Ped Project; _ N/A
19. Jurisdictions:
20. Total cost: $4.5 million
21. Remaining cost:
22. Funding Sources: X Federal; X State; _ Local; _ Private; _ Bonds; _ Other

1b. East Capitol St. from 40th St. to Southern Ave.

BASIC PROJECT INFORMATION

1. Submitting Agency: DDOT
2. Secondary Agency:
3. Agency Project ID: SR086A
4. Project Type: _ Interstate _ Primary X 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; X Other

6. Project Name: East Capitol Street Corridor Mobility & Safety Plan

	Prefix	Route	Name	Modifier
7. Facility:			East Capitol Street	
8. From (_ at):			40th Street	
9. To:			Southern Ave.	

10. Description: Design and Construct pedestrian safety and traffic operations improvements.

11. Projected Completion Date: 2015
12. Project Manager: Jim Sebastian
13. Project Manager E-Mail:
14. Project Information URL:
15. Total Miles:
16. Schematic:
17. Documentation:
18. Bicycle or Pedestrian Accommodations: _ Not Included; X Included; _ Primarily a Bike/Ped Project; _ N/A
19. Jurisdictions:
20. Total cost: $5 million
21. Remaining cost:
22. Funding Sources: X Federal; X State; _ Local; _ Private; _ Bonds; _ Other

1c. I St. NE Peak Period Bus-Only Lanes from 13th St. to Pennsylvania Ave. NW

BASIC PROJECT INFORMATION

1. Submitting Agency: DDOT
2. Secondary Agency: WMATA
3. Agency Project ID:
4. Project Type: _ Interstate _ Primary X 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; X Operational Program; _ Study; _ Other

6. Project Name: Bus Only Lane (Planning & Implementation)

	Prefix	Route	Name	Modifier
7. Facility:			I Street NW Bus-Only Lane	Peak Period
8. From (_ at):			13th Street NW	
9. To:			Pennsylvania Ave. NW	

10. Description: DDOT and WMATA identified the H and I Street couplet (on eastbound H Street NW from 17th Street NW to New York Avenue NW and on westbound I Street NW from 13th Street NW to Pennsylvania Ave NW) as two possible locations for bus lanes due to the high number of WMATA buses traversing these segments (over 400 buses a day). WMATA has undertaken a feasibility study. This project would complete any planning/outreach needed, and implement.

11. Projected Completion Date: 2013
12. Project Manager: Brooke Fossey
13. Project Manager E-Mail:
14. Project Information URL:
15. Total Miles: 1.7 miles
16. Schematic:
17. Documentation:
18. Bicycle or Pedestrian Accommodations: _ Not Included; X Included; _ Primarily a Bike/Ped Project; _ N/A
19. Jurisdictions:
20. Total cost: $500,000
21. Remaining cost:
22. Funding Sources: X Federal; X State; _ Local; _ Private; _ Bonds; _ Other

1d. New Jersey Ave. NW from H St. NW to N St. NW

BASIC PROJECT INFORMATION

1. Submitting Agency: DDOT
2. Secondary Agency:
3. Agency Project ID: SR055A
4. Project Type: _ Interstate X Primary _ Secondary _ Urban _ Bridge _ Bike/Ped _ Transit _ CMAQ _ ITS _ Enhancement _ Other _ Federal Lands Highways Program _ Human Service Transportation Coordination _ TERMs
5. Category: _ System Expansion; _ System Maintenance; X Operational Program; _ Study; X Other

6. Project Name: Bus Only Lane (Planning & Implementation)

	Prefix	Route	Name	Modifier
7. Facility:			New Jersey Avenue NW	
8. From (_ at):			H Street NW	
9. To:			N Street NW	

10. Description: This is a safety improvement project to facilitate pedestrian and motorists flows. New Jersey will be converted into two-way traffic from H Street to N Street, NW.

11. Projected Completion Date: 2015
12. Project Manager: Ali Shakeri
13. Project Manager E-Mail:
14. Project Information URL:
15. Total Miles:
16. Schematic:
17. Documentation:
18. Bicycle or Pedestrian Accommodations: _ Not Included; X Included; _ Primarily a Bike/Ped Project; _ N/A
19. Jurisdictions:
20. Total cost: $7.5 million
21. Remaining cost:
22. Funding Sources: X Federal; X State; _ Local; _ Private; _ Bonds; _ Other

1e. Pennsylvania Ave. SE from 27th St. Se to Southern Ave. SE

BASIC PROJECT INFORMATION

1. Submitting Agency: DDOT
2. Secondary Agency:
3. Agency Project ID: ED061A
4. Project Type: _ Interstate _ Primary _ Secondary X 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; X Other

6. Project Name: Pennsylvania Avenue-Change order

	Prefix	Route	Name	Modifier
7. Facility:			Pennsylvania Avenue SE	
8. From (_ at):			200 Feet west of 27th Street	
9. To:			Southern Avenue	

10. Description: This The $25M Pennsylvania Avenue Great Streets Project extends two miles east of the Sousa Bridge, beginning 200 feet west of 27th Street, SE and ending at Southern Avenue, SE. The construction completion was originally anticipated for December 12, 2012; completion was extended to February 22, 2012; an additional extension is due to contractor's failure to complete punch list and filing of claim.
11. Projected Completion Date: 2011
12. Project Manager: Robert Chrusciel
13. Project Manager E-Mail:
14. Project Information URL:
15. Total Miles: 1.4 miles
16. Schematic:
17. Documentation:
18. Bicycle or Pedestrian Accommodations: _ Not Included; X Included; _ Primarily a Bike/Ped Project; _ N/A
19. Jurisdictions:
20. Total cost:
21. Remaining cost:
22. Funding Sources: X Federal; X State; _ Local; _ Private; _ Bonds; _ Other

1f. South Capitol St. from Firth Sterling Ave. SE to Southern Ave. SE

BASIC PROJECT INFORMATION

1. Submitting Agency: DDOT
2. Secondary Agency:
3. Agency Project ID: ZUT10C
4. Project Type: _ Interstate _ Primary _ Secondary _ Urban _ Bridge X 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; X Other

6. Project Name: S. Capitol Street Trail

	Prefix	Route	Name	Modifier
7. Facility:			South Capitol Street	
8. From (_ at):			Firth Sterling Avenue SE	
9. To:			Southern Avenue SE	

10. Description: Design and construct a paved bicycle and pedestrian trail along the South Capitol Street, based on the 2010 Concept Plan
11. Projected Completion Date: 2015
12. Project Manager: Jim Sebastian
13. Project Manager E-Mail:
14. Project Information URL:
15. Total Miles: 4 miles
16. Schematic:
17. Documentation:
18. Bicycle or Pedestrian Accommodations: _ Not Included; _ Included; X Primarily a Bike/Ped Project; _ N/A
19. Jurisdictions:
20. Total cost: $5 million
21. Remaining cost:
22. Funding Sources: X Federal; X State; _ Local; _ Private; _ Bonds; _ Other

1g. 17th Street NE/SE from Benning Ave. NE to Potomac Ave. SE

BASIC PROJECT INFORMATION

1. Submitting Agency: DDOT
2. Secondary Agency:
3. Agency Project ID: SR071A
4. Project Type: _ Interstate _ Primary _ Secondary X 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; X Other

6. Project Name: Capitol Hill Infrastructure Improvements, 17th St

	Prefix	Route	Name	Modifier
7. Facility:			17th Street NE/SE	
8. From (_ at):			Benning Avenue NE	
9. To:			Potomac Avenue SE	

10. Description: Review of Capitol Hill Study recommendation to address today's safety and transportation issues along this corridor.
11. Projected Completion Date: 2013
12. Project Manager: James Cheeks
13. Project Manager E-Mail:
14. Project Information URL:
15. Total Miles: 4 miles
16. Schematic:
17. Documentation:
18. Bicycle or Pedestrian Accommodations: _ Not Included; X Included; _ Primarily a Bike/Ped Project; _ N/A
19. Jurisdictions:
20. Total cost: $1.95 million
21. Remaining cost:
22. Funding Sources: X Federal; X State; _ Local; _ Private; _ Bonds; _ Other

3. Widen I-395 Southbound from Duke St. to Edsall Rd.

BASIC PROJECT INFORMATION

1. Agency Project ID: UPC 103316 Secondary Agency:
2. Project Type: X System Expansion; _ System Maintenance; _ Operational Program; _ Study; _ Other
   (check all that apply) X Freeway; _ Primary; _ Secondary; _ Urban; X Bridge; _ Bike/Ped; _ Transit; _ CMAQ; _ ITS; _ Enhancement; _ Other
3. Project Title: I-395 Construct 4th Southbound Lane

	Prefix	Route	Name	Modifier
4. Facility:	I	395	Henry G. Shirley Memorial Highway	
5. From (_ at):		236	North of Duke Street	
6. To:		648	South of Edsall Road	

7. Jurisdiction(s): Fairfax County
8. Description: The project will add a continuous sound bound lane on I 395 between the above limits. The project is to relieve the recurring daily congestion and the associated safety concerns in this segment of the facility. As presently configured southbound I 395 has four though lanes upstream of the Duke Street interchange but three lanes past Duke Street. This project will extend the existing fourth lane through the Duke Street interchange all the way to the Edsall Rd. interchange. This additional lane is expected to provide for improved and safer traffic operations along this segment of SB I 395.
9. Bicycle or Pedestrian Accommodations: X Not Included; _ Included; _ Primarily a Bike/Ped Project; _ N/A
10. Total Miles: Approx. 2.2 miles
11. Project Manager: W. Calvin Britt, P.E. 12. E-Mail: calvin.britt@vdot.virginia.gov
13. Project Information URL:
14. Projected Completion Year: 2018
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): PE: $6,500,000, RW: $2,000,000, CN: $50,000,000
18. Remaining cost (in Thousands):
19. Funding Sources: X Federal; X State; _ Local; _ Private; _ Bonds; X Other

    The Commonwealth Transportation Board has funded the PE phase for the project in its current Six Year Improvement Program (SYP). Preliminary Engineering is currently underway and will conclude with NEPA and Design approvals. Funding for the remaining construction phase is fully anticipated in the upcoming updates of the SYP pending all federal approvals. Funding sources preliminarily identified to date includes: OEA Grant from the Department of Defense, Highway Safety Improvement Program (HSIP) and the required State matching funds.

CONGESTION MANAGEMENT INFORMATION

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

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

24. If not, please identify the criteria that exempt the project here: N/A
    _ The number of lane-miles added to the highway system by the project totals less than 1 lane-mile
    _ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
    _ The project will not allow motor vehicles, such as a bicycle or pedestrian facility
    _ The project consists of preliminary studies or engineering only, and is not funded for construction
    _ The project received NEPA approval on or before April 6, 1992
    _ The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.
    _ The construction costs for the project are less than $5 million.

SAFETEA-LU PLANNING FACTORS

25. Please identify any and all planning factors that are addressed by this project:
    X Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
    X Increase the safety of the transportation system for all motorized and non-motorized users.
    a. Is this project being proposed specifically to address a safety issue? _ Yes; X No
    b. Please identify issues: _ High accident location; _ Pedestrian safety; _ Other
    _ Truck or freight safety; _ Engineer-identified problem
    c. Briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
    X Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.
    X Increase accessibility and mobility of people and freight.
    X Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
    _ Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
    X 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; X 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; 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:

6a. I-495/DAAH Interchange Loop Ramp (Phase III DAAH)

BASIC PROJECT INFORMATION

1. Agency Project ID: VDOT Secondary Agency: MWAA
2. Project Type: X System Expansion; _ System Maintenance; _ Operational Program; _ Study; _ Other
   (check all that apply) X Freeway; _ Primary; _ Secondary; X Urban; _ Bridge; _ Bike/Ped; _ Transit; _ CMAQ; _ ITS; _ Enhancement; _ Other
3. Project Title: I-495/DAAH Interchange Loop Ramp (Phase III DAAH)

	Prefix	Route	Name	Modifier
4. Facility:	I	495	Capital Beltway	
5. From (_ at):	I	495	NB GP Lanes Ramp	
6. To:		DAAH	WB Dulles Airport Access Highway (DAAH) - Inner Lanes	

7. Jurisdiction(s): VDOT, MWAA
8. Description: Construct I-495 NB General Purpose Lanes loop ramp to WB Dulles Airport Access Highway (DAAH) - Inner Lanes.
9. Bicycle or Pedestrian Accommodations: X Not Included; _ Included; _ Primarily a Bike/Ped Project; _ N/A
10. Total Miles: 0.8
11. Project Manager: Larry Cloyed 12. E-Mail: larry.cloyed@vdot.virginia.gov
13. Project Information URL: http://www.vamegaprojects.com/about-megaprojects/i495-hot-lanes/dulles-toll-road-dulles-access-road-interchange/
14. Projected Completion Year: 2030
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): $7,000
18. Remaining cost (in Thousands): $7,000
19. Funding Sources: X Federal; X State; _ Local; X Private; _ Bonds; X Other

CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? X Yes; _ No
21. If so, describe those conditions: X Recurring congestion; _ Non-site specific congestion; _ Frequent incident-related, non-recurring congestion; _ Other
22. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial? X Yes; _ No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? _ Yes; X No
24. If not, please identify the criteria that exempt the project here:
    X 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
    X 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? X Yes; _ No

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

c. Briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
Will eliminate weaving movements currently experienced on the WB DTR.

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

X Increase accessibility and mobility of people and freight.

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

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

X 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; X 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; 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

6b. DTR/I-495 Interchange Ramp Widening (Phase III DTR)

BASIC PROJECT INFORMATION

1. Agency Project ID: VDOT Secondary Agency: MWAA
2. Project Type: X System Expansion; _ System Maintenance; _ Operational Program; _ Study; _ Other
   (check all that apply) X Freeway; _ Primary; _ Secondary; X Urban; _ Bridge; _ Bike/Ped; _ Transit; _ CMAQ; _ ITS; _ Enhancement; _ Other
3. Project Title: DTR/I-495 Interchange Ramp Widening (Phase III DTR)

	Prefix	Route	Name	Modifier
4. Facility:	I	495	Capital Beltway	
5. From (_ at):		DTR	EB Dulles Toll Road (Outer Lanes)	
6. To:	I	495	NB GP Lanes	

7. Jurisdiction(s): VDOT, MWAA
8. Description: Widen a portion of the existing EB Dulles Toll Road to I-495 NB General Purpose lanes ramp to provide for two lanes along the entire ramp roadway.
9. Bicycle or Pedestrian Accommodations: X Not Included; _ Included; _ Primarily a Bike/Ped Project; _ N/A
10. Total Miles: 0.7
11. Project Manager: Larry Cloyed 12. E-Mail: larry.cloyed@vdot.virginia.gov
13. Project Information URL: http://www.vamegaprojects.com/about-megaprojects/i495-hot-lanes/dulles-toll-road-dulles-access-road-interchange/
14. Projected Completion Year: 2030
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): $10,000
18. Remaining cost (in Thousands): $10,000
19. Funding Sources: X Federal; X State; _ Local; X Private; _ Bonds; X Other

CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? X Yes; _ No
21. If so, describe those conditions: X Recurring congestion; _ Non-site specific congestion; _ Frequent incident-related, non-recurring congestion; _ Other
22. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial? X Yes; _ No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? _ Yes; X No
24. If not, please identify the criteria that exempt the project here:
    X 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
    X 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; X Engineer-identified problem

c. Briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
Will eliminate abrupt lane drop on existing ramp.

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

X Increase accessibility and mobility of people and freight.

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

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

X 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; X 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; 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

7. Widen Rte 1 from Telegraph Road (Fairfax County) to Annapolis Way (Prince William County

BASIC PROJECT INFORMATION

1. Agency Project ID: VDOT Secondary Agency:
2. Project Type: X_ System Expansion; _ System Maintenance; _ Operational Program; _ Study; _ Other
   (check all that apply) _ Freeway; _X Primary; _ Secondary; _ Urban; _ Bridge; _ Bike/Ped; _ Transit; _ CMAQ; _ ITS; _ Enhancement; _ Other
3. Project Title: Widen Rte 1 from Telegraph Road (Fairfax County) to Annapolis Way (Prince William County

	Prefix	Route	Name	Modifier
4. Facility:	UUS	1	Jefferson Davis Highway	
5. From (_ at):			Lorton Road (Fairfax County)	
6. To:			Annapolis Way (Prince William County)	

7. Jurisdiction(s): Fairfax County & Prince William County
8. Description: Widen to a 6-Lane divided roadway within the above limits. US 1 is a major thoroughfare in Prince William County and Fairfax County and is part of the National Highway System. This project will be part of a series of improvements being planned or engineered for the US 1 roadway in these two jurisdictions in northern Virginia. US 1 in this corridor serves significant land use activities in addition to serving as a commuter route connecting the core of the metropolitan Washington region with the surrounding and far off jurisdictions of northern Virginia. US 1 in this corridor also serves as an alternate route to I 95 and experiences congested travel conditions through many parts of the day – particularly during the morning and afternoon peak periods. This project will directly tie with the BRAC funded project currently underway widening US 1 from 4 to 6 lanes in the Fort Belvoir area. Other improvements projects planned or being engineered include: (1) upgrading sections between Brady's Hill Road & Neabsco Road and between Neabsco Road & Featherstone Road to a six lane divided highway; (2) construction of a grade separated interchange at US 1 and VA 123 - constructing over CSX railroad to provide a new access point to Belmont Bay; (3) widening US 1 to 6 lanes from Occoquan Road to Annapolis Way, and (4) widening VA 123 to 6 lanes from Horner Road to US 1. This project is estimated to cost 125M. In Fairfax County, BRAC funding is upgrading a segment of US 1 in front of Fort Belvoir from 4 to 6 lanes, which will tie into the this project.
9. Bicycle or Pedestrian Accommodations: _ Not Included; X_ Included; _ Primarily a Bike/Ped Project; _ N/A
10. Total Miles:
11. Project Manager: 12. E-Mail:
13. Project Information URL:
14. Projected Completion Year: 2035
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): $125,000
18. Remaining cost (in Thousands):
19. Funding Sources: _X_ Federal;_X_ State; --X Local; _X_ Private; Bonds; _ Other
    US 1 facility is a major and important facility in Northern Virginia. The complimentary / supplementary nature of this proposed improvement with the other improvement projects underway and in design is recognized in programming considerations by all entities involved. Given the

importance of this facility the project is reasonably expected to be funded through a combination of the funding available to the area - Federal, State, Local and Private – as documented in the financial plan for the Virginia portion of the region's 2010 CLRP – as updated.

CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? X Yes; _ No
21. If so, describe those conditions: X Recurring congestion; _ Non-site specific congestion;
    _ Frequent incident-related, non-recurring congestion; _ Other
22. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial? X_ Yes; _ No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? X_ Yes; _ No
24. If not, please identify the criteria that exempt the project here:
    _ The number of lane-miles added to the highway system by the project totals less than 1 lane-mile
    _ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
    _ The project will not allow motor vehicles, such as a bicycle or pedestrian facility
    _ The project consists of preliminary studies or engineering only, and is not funded for construction
    _ The project received NEPA approval on or before April 6, 1992
    _ The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.
    _ The construction costs for the project are less than $5 million.

SAFETEA-LU PLANNING FACTORS

25. Please identify any and all planning factors that are addressed by this project:
    X Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
    _ 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:

    X Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.
    X Increase accessibility and mobility of people and freight.
    _ 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; X No

8. Route 7 (Leesburg Pike) Widening (I-495 to I-66)

BASIC PROJECT INFORMATION

1. Agency Project ID: N/A Secondary Agency:
2. Project Type: x System Expansion; _ System Maintenance; _ Operational Program; _ Study; _ Other
   (check all that apply) _ Freeway; x Primary; _ Secondary; x Urban; _ Bridge; x Bike/Ped; _ Transit; _ CMAQ; _ ITS; _ Enhancement; _ Other
3. Project Title: Route 7 (Leesburg Pike) Widening (I-495 to I-66)

	Prefix	Route	Name	Modifier
4. Facility:	VA	7	Leesburg Pike	
5. From (_ at):	I	495	Capital Beltway	
6. To:	US	66	Custis Memorial Parkway	

7. Jurisdiction(s): Fairfax County, City of Falls Church
8. Description: Road widening between I-495 and I-66. Pedestrian facilities included.
9. Bicycle or Pedestrian Accommodations: _ Not Included; x Included; _ Primarily a Bike/Ped Project; _ N/A
10. Total Miles: 1.33 miles
11. Project Manager: Karyn Moreland 12. E-Mail: Karyn.Moreland@fairfaxcounty.gov
13. Project Information URL: http://www.fairfaxcounty.gov/tysons/transportation/
14. Projected Completion Year: FY 2021
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): $71,000
18. Remaining cost (in Thousands): $71,000
19. Funding Sources: x Federal; _ State; x Local; x Private; x 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
    _ 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.

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:

_ DC, Maryland or Virginia State Architecture

_ WMATA Architecture

_ COG/TPB Regional ITS Architecture

_ Other, please specify:

31. Other Comments

9. Dulles Toll Road Westbound Collector/Distributor/Additional Lane

BASIC PROJECT INFORMATION

1. Agency Project ID: N/A Secondary Agency:
2. Project Type: x 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: Dulles Toll Road Westbound Collector/Distributor/Additional Lane

	Prefix	Route	Name	Modifier
4. Facility:	VA	267	Dulles Toll Road	
5. From (_ at):	VA	684	Spring Hill Rd.	
6. To:	VA	828	Wiehle Ave.	

7. Jurisdiction(s): Fairfax County
8. Description: Construct collector-distributor road to allow additional closely spaced interchanges to be constructed in Tysons.
9. Bicycle or Pedestrian Accommodations: x Not Included; _ Included; _ Primarily a Bike/Ped Project; _ N/A
10. Total Miles: 6 miles
11. Project Manager: Ray Johnson 12. E-Mail: cjohn4@fairfaxcounty.gov
13. Project Information URL: http://www.fairfaxcounty.gov/tysons/transportation/
14. Projected Completion Year: FY 2037
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): $124,000
18. Remaining cost (in Thousands): $124,000
19. Funding Sources: x Federal; _ State; x Local; x Private; x Bonds; _ Other

CONGESTION MANAGEMENT INFORMATION

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

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

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

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

SAFETEA-LU PLANNING FACTORS

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

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

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

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

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

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

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

x 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.

x 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; 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

9. Dulles Toll Road Eastbound Collector/Distributor/Additional Lane

BASIC PROJECT INFORMATION

1. Agency Project ID: N/A Secondary Agency:
2. Project Type: x 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: Dulles Toll Road Eastbound Collector/Distributor/Additional Lane

	Prefix	Route	Name	Modifier
4. Facility:	VA	267	New Road	
5. From (_ at):	VA	684	Spring Hill Rd.	
6. To:	VA	828	Wiehle Ave.	

7. Jurisdiction(s): Fairfax County
8. Description: Construct collector-distributor road to allow additional closely spaced interchanges to be constructed in Tysons.
9. Bicycle or Pedestrian Accommodations: x Not Included; _ Included; _ Primarily a Bike/Ped Project; _ N/A
10. Total Miles: 6 miles
11. Project Manager: Ray Johnson 12. E-Mail: cjohn4@fairfaxcounty.gov
13. Project Information URL: http://www.fairfaxcounty.gov/tysons/transportation/
14. Projected Completion Year: FY 2036
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): $62,000
18. Remaining cost (in Thousands): $62,000
19. Funding Sources: x Federal; _ State; x Local; x Private; x Bonds; _ Other

CONGESTION MANAGEMENT INFORMATION

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

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

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

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

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

SAFETEA-LU PLANNING FACTORS

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

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

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

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

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

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

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

x Increase accessibility and mobility of people and freight.

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

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

x 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; 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

10. Dulles Toll Road Ramp to Boone Blvd Extension

BASIC PROJECT INFORMATION

1. Agency Project ID: N/A Secondary Agency:
2. Project Type: x 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: Dulles Toll Road Ramp to Boone Blvd Extension

	Prefix	Route	Name	Modifier
4. Facility:			New Bridge/Ramp	
5. From (_ at):	VA	267	Dulles Toll Road	
6. To:			Boone Boulevard at Ashgrove Lane	

7. Jurisdiction(s): Fairfax County
8. Description: Ramp construction from the Dulles Toll Road to the new Boone Boulevard extension at Ashgrove Lane.
9. Bicycle or Pedestrian Accommodations: x Not Included; _ Included; _ Primarily a Bike/Ped Project; _ N/A
10. Total Miles: N/A
11. Project Manager: Ray Johnson 12. E-Mail: cjohn4@fairfaxcounty.gov
13. Project Information URL: http://www.fairfaxcounty.gov/tysons/transportation/
14. Projected Completion Year: FY 2037
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): $79,000
18. Remaining cost (in Thousands): $79,000
19. Funding Sources: x Federal; _ State; x Local; x Private; x Bonds; _ Other

CONGESTION MANAGEMENT INFORMATION

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

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

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

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

SAFETEA-LU PLANNING FACTORS

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

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

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

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

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

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

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

x 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.

x 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; 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

10. Dulles Toll Road Ramp to Greensboro Drive Extension

BASIC PROJECT INFORMATION

1. Agency Project ID: N/A Secondary Agency:
2. Project Type: x 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: Dulles Toll Road Ramp to Greensboro Drive Extension

	Prefix	Route	Name	Modifier
4. Facility:			New Bridge/Ramp	
5. From (_ at):	VA	267	Dulles Toll Road	
6. To:			Greensboro Drive at Tyco Road	

7. Jurisdiction(s): Fairfax County
8. Description: Ramp construction from the Dulles Toll Road to the new Greensboro Drive extension at Tyco Road. Pedestrian facilities included.
9. Bicycle or Pedestrian Accommodations: x Not Included; _ Included; _ Primarily a Bike/Ped Project; _ N/A
10. Total Miles: N/A
11. Project Manager: Ray Johnson 12. E-Mail: cjohn4@fairfaxcounty.gov
13. Project Information URL: http://www.fairfaxcounty.gov/tysons/transportation/
14. Projected Completion Year: FY 2036
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): $28,000
18. Remaining cost (in Thousands): $28,000
19. Funding Sources: x Federal; _ State; x Local; x Private; x Bonds; _ Other

CONGESTION MANAGEMENT INFORMATION

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

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

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

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

SAFETEA-LU PLANNING FACTORS

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

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

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

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

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

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

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

x Increase accessibility and mobility of people and freight.

_ 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.

x 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; 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

11. Construct Dulles Greenway Ramp in Leesburg

BASIC PROJECT INFORMATION

1. Agency Project ID: TRIP II Secondary Agency:
2. Project Type: _ System Expansion; _ System Maintenance; _ Operational Program; _ Study; _ Other
   (check all that apply) _ Freeway; X Primary; _ Secondary; _ Urban; _ Bridge; _ Bike/Ped; _ Transit; _ CMAQ; _ ITS; _ Enhancement; _ Other
3. Project Title: Airport Collector Access / Crosstrail Ramp

	Prefix	Route	Name	Modifier
4. Facility:			Ramp from VA 267 (Dulles Greenway)	
5. From (_ at):		267	Dulles Greenway	Westbound
6. To:			(Future) Hawling Farm Boulevard	

7. Jurisdiction(s): Loudoun County
8. Description: New egress ramp from Westbound Dulles Greenway to future Hawling Farm Blvd.
9. Bicycle or Pedestrian Accommodations: X Not Included; _ Included; _ Primarily a Bike/Ped Project; _ N/A
10. Total Miles: 0.3
11. Project Manager: Timothy Belcher 12. E-Mail: tbelcher@dewberry.com
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): $850
18. Remaining cost (in Thousands):
19. Funding Sources: _ Federal; _ State; _ Local; X Private; _ Bonds; _ Other

CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? _ Yes; X 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; X 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:
    X 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.

X 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; 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? _ Yes; X 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; 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 ramp will provide egress only from the Westbound Dulles Greenway and will not add additional traffic onto the limited access facility. It will redistribute approximately 7,000 vehicles per day from the adjacent Shreve Mill and Battlefield interchanges to access the west side of the Leesburg Executive Airport.

12a. Construct Dulles Air Cargo, Passenger, Metro Access Highway

BASIC PROJECT INFORMATION

1. Agency Project ID: Secondary Agency:
2. Project Type: _X System Expansion; _ System Maintenance; _ Operational Program; _ Study; _ Other
   (check all that apply) _ Freeway; _X Primary; _ Secondary; _ Urban; _ Bridge; _ Bike/Ped; _ Transit; _ CMAQ; _ ITS; _ Enhancement; _ Other
3. Project Title: Dulles Air Cargo, Passenger and Metro Access Highway (DACPMAH)

	Prefix	Route	Name	Modifier
4. Facility:		Unassigned	Dulles Air Cargo, Passenger and Metro Access Highway (DACPMAH)	
5. From (_ at):		Rt. 50	John Mosby Highway	
6. To:		Rt. 606	Loudoun County Parkway/Dulles Airport	

7. Jurisdiction(s): Loudoun County

8. Description: Construct the Dulles Air Cargo, Passenger and Metro Access Highway (DACPMA Hwy) between Route 50 and Washington Dulles International Airport in Loudoun County, Virginia. The DACPMA is a planned four lane (expandable to six lanes) limited access highway on a minimum 200' right of way which will generally take the same alignment as the planned North Star Boulevard between Route 50 and approximately 1 to 1.5 miles north of Rt. 50. The highway alignment will then shift east and traverse south of Broad Run terminating at Route 606 (Loudoun County Parkway) on Washington Dulles International Airport property. The facility is envisioned to ultimately have interchanges at Rte. 50, Rte. 606 (Loudoun County Parkway) and the anticipated intersection of the Northstar Blvd. to the north of this roadway. Additionally this proposed project is being examined as an alternative to the New highway - limited access, grade separated Rte 50 and new limited access at grade Loudoun County Pkwy (Rte 606) - project also proposed to be included in the 2013 CLRP, both of which are undergoing a NEPA review as part of an Environmental Analysis (EA) document. Only one of these two alternatives will be selected for the final EA document seeking federal approval. Identification of the preferred alternative with the approval of the Commonwealth Transportation Board is anticipated by July of 2013. A sketch of the planned improvement is attached. A sketch of the planned improvement is attached.

9. Bicycle or Pedestrian Accommodations: _ Not Included; X_ Included; _ Primarily a Bike/Ped Project; _ N/A
10. Total Miles: 3 miles
11. Project Manager: Tom Fahrney 12. E-Mail:tom.fahrney@vdot.virginia.gov
13. Project Information URL:
14. Projected Completion Year: 2025
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): $153,000,000
18. Remaining cost (in Thousands): $153,000,000
19. Funding Sources: X Federal; X State; X Local; X Private; X Bonds; X Other
    The study has been supported by the local government (Loudoun County) and the Metropolitan

Washington Area Airport Authority (MWAA) with interest from the private sector (development community) as well. Every opportunity to leverage the value added by this improvement to the stakeholders in the area (localities, MWAA, the private sector (development community), the Commonwealth of Virginia) and secure all eligible means of funding including federal, state, proffers, Bonds and private sector investments will be pursued. Given the support and the value of the improvement VDOT is confident in its assessment that it is wholly reasonable to expect the funding needed for this important infrastructure improvement to be available.

CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? X Yes; _ No
21. If so, describe those conditions: X Recurring congestion; _ Non-site specific congestion;
    _ Frequent incident-related, non-recurring congestion; _ Other
22. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial? X Yes; _ No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? X Yes; _ No
24. If not, please identify the criteria that exempt the project here:
    _ The number of lane-miles added to the highway system by the project totals less than 1 lane-mile
    _ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
    _ The project will not allow motor vehicles, such as a bicycle or pedestrian facility
    _ The project consists of preliminary studies or engineering only, and is not funded for construction
    _ The project received NEPA approval on or before April 6, 1992
    _ The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.
    _ The construction costs for the project are less than $5 million.

SAFETEA-LU PLANNING FACTORS

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

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

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

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

    The purpose of the project is to enhance the movement of people, passenger services and air cargo traffic to Dulles International Airport by providing a limited access roadway facility to the west of the airport in order to serve the planned air cargo expansion of Dulles Airport. This proposed project is fully consistent with the planned Master Plan improvements at the Dulles International Airport focusing on the forecast growth in passenger and freight movement in and out of the Airport.


774
606
659
620
50
BELMONT RIDGE RD. RTE.659
BRAMBLETON
PROP. LOUDOUN COUNTY PKWY
PROP. SHREVEPORT DRIVE
ADESA
PROP. NORTHSTAR BLVD
EVERGREEN MILLS RD. RTE.621
Alt. 1: DACPMA Hwy.
BROAD RUN
CABIN BRANCH
WASHINGTON DULLES INTERNATIONAL AIRPORT
TRACON RD.
ARCOLA
LOGBOOK RD.
ARCOLA CENTER
EMCODER RD.
LOUDOUN COUNTY PKWY - RTE.606
PROP. GLASCOCK BLVD
VANCE RD.
TO RTE.15
JOHN MOSBY HIGHWAY - US 50
TO RTE.28
Alt. 2: Rte. 50/606
STONERIDGE
PROPOSED TRI-COUNTY PKWY
SOUTH RIDING
GUM SPRINGS RD. RTE.659
BRADDOCK ROAD - RTE.620
VDOT

12b. New US 50/VA 606, Loudoun County Parkway

BASIC PROJECT INFORMATION

1. Agency Project ID: Secondary Agency:
2. Project Type: _X System Expansion; _ System Maintenance; _ Operational Program; _ Study; _ Other
   (check all that apply) _ Freeway; _X Primary; _ Secondary; _ Urban; _ Bridge; _ Bike/Ped; _ Transit; _ CMAQ; _ ITS; _ Enhancement; _ Other
3. Project Title: New LA Rte 50 (And Loudoun County Parkway -Rte 606)

	Prefix	Route	Name	Modifier
4. Facility:		50 and 606	New - Limited Access Rte 50 and Limited Access Loudoun County Parkway - Highway	
5. From (_ at):		Tri County Parkway	* Rt. 50 - from Tri County Parkway to Loudoun County Parkway * Loudoun County Parkway - from Rt. 50 to approx. 1.5 miles north of Rt. 50	
6. To:		Rt. 606	Loudoun County Parkway/Dulles Airport	

7. Jurisdiction(s): Loudoun County

8. Description: Construct a separate, grade separated 4-lane limited access facility along Route 50, within the existing ROW, between Tri County Parkway and Loudoun County Parkway. Construct Loudoun County Parkway (Rte. 606) as a separate, at grade 4-lane limited access facility continuing from the new grade separated limited access Rt. 50 roadway for approximately 1.5 miles north of Rt. 50. The total cost of this project is estimated to be about $813M. Additionally this proposed project is being examined as an alternative to the Dulles Air Cargo, Passenger and Metro Access Highway (DACPMA Hwy) project also proposed to be included in the 2013 CLRP, both of which are undergoing a NEPA review as part of an Environmental Analysis (EA) document. Only one of these two alternatives will be selected for the final EA document seeking federal approval. Identification of the preferred alternative with the approval of the Commonwealth Transportation Board is anticipated by July of 2013. A sketch of the planned improvement is attached.

9. Bicycle or Pedestrian Accommodations: _ Not Included; X_ Included; _ Primarily a Bike/Ped Project; _ N/A
10. Total Miles: 4 miles
11. Project Manager: Tom Fahrney 12. E-Mail:tom.fahrney@vdot.virginia.gov
13. Project Information URL:
14. Projected Completion Year: 2025
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): $812,895
18. Remaining cost (in Thousands): $812,895
19. Funding Sources: X Federal; X State; X Local; X Private; X Bonds; X Other

    The study has been supported by the local government (Loudoun County) and the Metropolitan Washington Area Airport Authority (MWAA) with interest from the private sector (development

community) as well. As noted under question 8 above, parts of the project is already in the CLRP and funding for this as part of Virginia's financial Plan for the CLRP. Every opportunity to leverage the value added by this improvement to the stakeholders in the area (localities, MWAA, the private sector (development community), the Commonwealth of Virginia) and secure all eligible means of funding including federal, state, proffers, Bonds and private sector investments will be pursued. Given the support and the value of the improvement VDOT is confident in its assessment that it is wholly reasonable to expect the funding needed for this important infrastructure improvement to be available.

CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? X Yes; _ No
21. If so, describe those conditions: X Recurring congestion; _ Non-site specific congestion;
    _ Frequent incident-related, non-recurring congestion; _ Other
22. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial? X Yes; _ No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? X Yes; _ No
24. If not, please identify the criteria that exempt the project here:
    _ The number of lane-miles added to the highway system by the project totals less than 1 lane-mile
    _ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
    _ The project will not allow motor vehicles, such as a bicycle or pedestrian facility
    _ The project consists of preliminary studies or engineering only, and is not funded for construction
    _ The project received NEPA approval on or before April 6, 1992
    _ The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.
    _ The construction costs for the project are less than $5 million.

SAFETEA-LU PLANNING FACTORS

25. Please identify any and all planning factors that are addressed by this project:
    X Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
    X Increase the safety of the transportation system for all motorized and non-motorized users.
    a. Is this project being proposed specifically to address a safety issue? _ Yes; X No
    b. Please identify issues: _ High accident location; _ Pedestrian safety; _ Other
    _ Truck or freight safety; _ Engineer-identified problem
    c. Briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
    X Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.
    X Increase accessibility and mobility of people and freight.
    X Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
    X Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
    X 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; X 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; 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

    The purpose of the project is to enhance the movement of people, passenger services and air cargo traffic to Dulles International Airport by providing a limited access roadway facility to the west of the airport in order to serve the planned air cargo expansion of Dulles Airport.


Alt. 1: DACPMA Hwy.
Alt. 2: Rte. 50/606
BRAMBLETON
PROP. LOUDOUN COUNTY PKWY
PROP. SHREVEPORT DRIVE
ADESA
CABIN BRANCH
BROAD RUN
WASHINGTON DULLES INTERNATIONAL AIRPORT
ARCOLA
ARCOLA CENTER
PROP. GLASCOCK BLVD
LOUDOUN COUNTY PKWY RTE. 606
JOHN MOSBY HIGHWAY US 50
TO RTE.28
STONERIDGE
SOUTH RIDING
PROPOSED TRI-COUNTY PKWY
BRADDOCK ROAD - RTE.620
VDOT

13. Route 28 Manassas Bypass Study

BASIC PROJECT INFORMATION

1. Agency Project ID: Secondary Agency:
2. Project Type: x System Expansion; _ System Maintenance; _ Operational Program; x Study; _ Other
   (check all that apply) _ Freeway; X Primary; _ Secondary; X Urban; _ Bridge; _ Bike/Ped; _ Transit; X CMAQ; _ ITS; _ Enhancement; _ Other
3. Project Title: Route 28 Manassas Bypass Study

	Prefix	Route	Name	Modifier
4. Facility:	VA	411	Route 28 Manassas Bypass	
5. From (_ at):		234	Sudley Road	
6. To:	I	66	Proposed Interchange	

7. Jurisdiction(s): City of Manassas
8. Description: Study a proposed 4 to 6 lane bypass from the intersection of Route 234 (Sudley Road) and VA 411 (Godwin Drive) at the Manassas City Limits through Prince William County and Fairfax County connecting to a proposed interchange at I-66. A Right of Way strip exists between Route 234 and the Fairfax County Line. This study will evaluate the challenges identified with the previous Tri-County Parkway study and determine the feasibility and anticipated costs required to construct a six mile bypass and an interchange at I-66.
9. Bicycle or Pedestrian Accommodations: _ Not Included; X Included; _ Primarily a Bike/Ped Project; _ N/A
10. Total Miles: 5.97
11. Project Manager: 12. E-Mail:
13. Project Information URL:
14. Projected Completion Year: 2018
15. Actual Completion Year:
16. _ This project is being withdrawn from the Plan as of:
17. Total cost (in Thousands): $ 500
18. Remaining cost (in Thousands): $ 500
19. Funding Sources: x Federal; x State; x Local; _ Private; _ Bonds; _ Other

CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? x Yes; _ No
21. If so, describe those conditions: X Recurring congestion; X Non-site specific congestion; _ Frequent incident-related, non-recurring congestion; _ Other
22. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial? X Yes; _ No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? _ Yes; X 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

X 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:

This project will relieve congestion along the Route 28 corridor north of Manassas and Manassas Park.

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

X Increase accessibility and mobility of people and freight.

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

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

X Promote efficient system management and operation.

X 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?

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

_ Energy; X Noise; X Surface Water; _ Hazardous and Contaminated Materials; X 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:

x DC, Maryland or Virginia State Architecture

_ WMATA Architecture

_ COG/TPB Regional ITS Architecture

ITEM 12 - Information
January 23, 2013

Briefing on Draft Scope of Work for Air Quality Conformity Assessment for the 2013 CLRP and the FY 2012-2018 TIP

Staff Recommendation: Receive briefing on the enclosed draft scope of work for the conformity assessment of the 2013 CLRP and the FY 2013-2018 TIP, which was released at a public meeting on January 17 for a 30-day public comment period that will end February 16.

Issues: None

Background: At the February 20 meeting, the Board will be asked to approve the scope of work for the air quality conformity assessment.

AIR QUALITY CONFORMITY ASSESSMENT: 2013 CONSTRAINED LONG RANGE PLAN AND THE FY2013-2018 TRANSPORTATION IMPROVEMENT PROGRAM

SCOPE OF WORK

I. INTRODUCTION

Projects solicited for the 2013 Constrained Long Range Plan (CLRP) and FY2013-2018 Transportation Improvement Program (TIP) are scheduled to be finalized at the February 20, 2013 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 17, 2013. This work effort addresses requirements associated with attainment of the ozone standards (volatile organic compounds (VOC) and nitrogen oxides (NOx) as ozone precursor pollutants), and fine particles ($PM_{2.5}$) standards (direct particles and precursor NOx), 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 14, 2012, and (3) as detailed in periodic FHWA / FTA and EPA guidance. These regulations specify both technical criteria and consultation procedures to follow in performing the assessment.

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

II. 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 most recently approved 8-hour ozone area VOC and NOx mobile emissions budgets. The 2008 Reasonable Further Progress (RFP) budgets were deemed adequate for use in conformity by EPA in September 2009. 2009 attainment and 2010 contingency budgets are expected to be approved by EPA in January 2013. All of these budgets were submitted to EPA by the Metropolitan Washington Air Quality Committee (MWAQC) in 2007 as part of the 8-hour ozone State Implementation Plan (SIP).

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 in the proposed $PM_{2.5}$ Maintenance Plan. $PM_{2.5}$ 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)

As in the past, this analysis will include use of the Version 2.3 travel demand model with the 3722 TAZ area system. Changes include the use of updated Cooperative Forecasts, Round 8.2, and the use of the MOVES emissions model.

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 20, 2013 TPB meeting.

TABLE 1 – Summary of Technical Approach

	Ozone	Wintertime CO	$PM_{2.5}$
Pollutant:	VOC, NOx	CO	Direct particles, Precursor NOx
Mobile Model: NEW!	MOVES 2010a	MOVES 2010a	MOVES 2010a
Conformity Test:	Budget Test: Using mobile budgets most recently approved by EPA. 2008 RFP budgets found adequate in September 2009; or 2009 attainment or 2010 contingency budgets expected to be approved by EPA in January 2013. All budgets were set using Mobile6 emissions model and submitted to EPA in 2007.	Budget Test: Using mobile budgets established with the Wintertime CO maintenance plan. All budgets set using Mobile6 emissions model and submitted to EPA in 2007.	Reductions From Base (2002 inventory) Test & Budget Test; With no approved budgets, reduction from base test will be needed; if EPA approves the PM maintenance plan budgets, those budgets must be used.
Emissions Analysis Time-frame:	Daily	Daily	Annual
Vehicle Fleet Data:	2011 vehicle registration data for all jurisdictions		
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 8.2		
Modeled Area:	3722 TAZ SYSTEM		
Travel Demand Model:	Version 2.3		

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 20, 2013)

   - 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 8.2 Cooperative Forecasts

   - Households by auto ownership, population and employment
   - Zonal data files

3. Prepare forecast year highway, HOV, and transit networks

   - Develop 2015, 2017, 2020, 2025, 2030, & 2040 highway networks
   - Prepare 2015, 2017, 2020, 2025, 2030, & 2040 transit network input files
   - Update transit fares and highway tolls, as necessary

4. Prepare 2015 travel and emissions estimates

   - Execute travel demand modeling
   - Calculate emissions (daily for ozone season VOC and NOx for ozone standard requirements; daily for winter CO; yearly for $PM_{2.5}$ direct particles and precursor NOx)

5. Prepare 2017 travel and emissions estimates

   - Tasks as in year 2015 analysis

6. Prepare 2025 travel and emissions estimates

   - Tasks as in year 2017 analysis
   - Apply “transit constraint” using 2020 levels

7. Prepare 2030 travel and emissions estimates

   - Tasks as in year 2025 analysis, including transit constraint

8. Prepare 2040 travel and emissions estimates

   - Tasks as in year 2030 analysis, including transit constraint

9. Prepare 2020 travel estimates for transit constraint

10. VDOT Dulles Access Alternative

    - Modify 2025, 2030, 2040 highway networks
    - Execute travel demand modeling for 2025, 2030, 2040
    - Calculate emissions for 2025, 2030, 2040

11. 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)

    - Staff will request updated status reports on TERMs from the implementing agencies
    - Staff will review these reports as they are received and update the TERM tracking sheet that was included in the December 19, 2012 air quality conformity report
    - The status reports and the updated TERM tracking sheet will be included in the air quality conformity report.

12. Analyze results of above technical analysis

    - Reductions from 1990 (ozone season VOC and NOx and winter CO) and 2002 base ($PM_{2.5}$)
    - 8-hour ozone season VOC and NOx budgets, direct $PM_{2.5}$ and precursor NOx budgets, and winter CO emissions budgets
    - With oversight from 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

13. 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 17, 2013.

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, PM_{10}, and $PM_{2.5}$ hot spots.
Sec. 93.117	PM_{10} 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, PM_{10}, and $PM_{2.5}$ hot spots.
Sec. 93.117	PM_{10} 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, PM_{10}, and $PM_{2.5}$ violations (hot spots).

The FHWA/FTA project must not cause or contribute to any new localized CO, PM_{10}, and/or $PM_{2.5}$ violations or increase the frequency or severity of any existing CO, PM_{10}, and /or $PM_{2.5}$ violations in CO, PM_{10}, and $PM_{2.5}$ nonattainment and maintenance areas.

Sec. 93.117 Criteria and procedures: Compliance with PM_{10} and $PM_{2.5}$ control measures.

The FHWA/FTA project must comply with PM_{10} 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 2013 Financially Constrained Long-Range Transportation Plan (CLRP) and the FY2013-2018 Transportation Improvement Program (TIP)

*September 19, 2012	TPB is Briefed on Draft Call for Projects
*October 17, 2012	TPB Releases Final Call for Projects - Transportation Agencies Begin Submitting Project Information through On-Line Database
December 14, 2012	**DEADLINE:** Transportation Agencies Complete On-Line Submission of Draft Project Inputs.
January 11, 2013	Technical Committee Reviews Draft CLRP & TIP Project Submissions and Draft Scope of Work for the Air Quality Conformity Assessment
January 17, 2013	CLRP & TIP Project Submissions and Draft Scope of Work Released for Public Comment
*January 23, 2013	TPB is Briefed on Project Submissions and Draft Scope of Work
February 16, 2013	Public Comment Period Ends
*February 20, 2013	TPB Reviews Public Comments and is asked to Approve Project Submissions and Draft Scope of Work
May 3, 2013	DEADLINE: 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 20, 2013).
June 13, 2013	Draft CLRP & TIP and Conformity Assessment Released for Public Comment at Citizens Advisory Committee (CAC)
*June 19, 2013	TPB Briefed on the Draft CLRP & TIP and Conformity Assessment
July 13, 2013	Public Comment Period Ends
*July 17, 2013	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 8.2 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 2/20/2013

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 Model and Inputs

- MOVES2010a emissions model
- 2011 Vehicle Registration Data (VIN)

5. Conformity Assessment Criteria

- Emissions budgets for ozone precursors, $PM_{2.5}$ pollutants, and wintertime CO
- Analysis years: 2015, 2017, 2025, 2030, & 2040

ITEM 13- Information

January 23, 2013

Review of Outline and Preliminary Budget for the
FY 2014 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 2014 (July 1, 2013 through June 30, 2014).

Issues: None

Background: A complete draft of the FY 2014 UPWP will be presented to the Board for review at its February 20 meeting, and the final version will be presented for the Board's approval at its March 20 meeting. The TPB Technical Committee reviewed the outline and budget at its January 11, 2013 meeting.

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

M E M O R A N D U M January 14, 2013

TO: Transportation Planning Board

FROM: Gerald Miller
Director, Program Coordination
Department of Transportation Planning

SUBJECT: Preliminary Budget and Outline for FY 2014 Unified Planning Work Program (UPWP)

A preliminary FY 2014 budget estimate for the UPWP, the work activity funding changes compared to FY 2013 levels, and an outline of the proposed work activities for FY 2014 are attached.

The budget for the FY 2014 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 2013 USDOT budget. Due to the current uncertainty regarding Congressional action on the final FY 2013 USDOT authorization and budget levels, we assume that the FY 2014 funding allocations to be provided by the DOTs will be at the current FY 2013 levels. The estimated funding is shown on the next page. In addition, the budget estimate assumes the level of unobligated funds from FY 2012 will be $1,428,000, which is the same as from FY 2011.

The preliminary estimated total budget excluding carryover funds is $12,019,900, which is the same as the current total FY 2013 budget as amended November 28, 2012. The **basic work program budget is $10,388,800** without carryover funds, which is the same as the corresponding current FY 2013 budget level.

The **technical assistance program budget is $1,631,100**, unchanged from the current FY 2013 budget level. Technical assistance program budgets are based upon percentages of the estimated FY 2014 funding allocations, which are unchanged from FY 2013.

ESTIMATED PRELIMINARY FUNDING FOR FY 2014 UPWP DRAFT 1/14/13				
	FTA	**FHWA**	**New FY 2014**	**Current FY 2013**
DDOT				
New 2014	$468,200	$1,773,600	$2,241,800	$2,241,800
Unob.2012				
MDOT				
New 2014	1,134,400	3,295,300	4,429,700	4,429,700
Unob.2012				
VDOT				
New 2014	912,200	3,007,900	3,920,100	3,920,100
Unob.2012				
TOTAL New 2014	2,514,800	8,076,700	$10,591,600	$10,591,600
TOTAL Unob.2012			1,428,300	1,428,300
FY 2014 Grand Total			$12,019,900	$12,019,900

Technical Assistance Totals:

1) For DC, MD, VA: 13.5% of total new allocation ($302,600 + $598,000 + $529,200 = $1,429,800)
2) For WMATA: 8% of total new FTA funding ($2,514,800) = $201,200
3) Total Technical Assistance is **$1,631,000 or 15.3** percent of total new funding of $10,591,600 for FY 2014.

DRAFT **1.4.2013**

TPB FY 2014 WORK PROGRAM FUNDING CHANGES FROM FY 2013

Work Activity	FY 2014	FY 2013	FY14-FY13	% 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	421,900	0	0
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	450,600	450,600	0	0
Subtotal	2,329,600	2,329,600	0	0
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	516,300	0	0
D. Coord Coop Forecasting & Transp Planning	806,800	806,800	0	0
Subtotal	2,526,400	2,526,400	0	0
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)	**10,388,800**	**10,388,800**	0	0
6. TECHNICAL ASSISTANCE				
A. District of Columbia	302,600	302,600	0	
B. Maryland	598,000	598,000	0	
C. Virginia	529,200	529,200	0	
D. WMATA	201,200	201,200	0	
Subtotal	**1,631,000**	**1,631,000**	0	
Total, Basic Program	**12,019,800**	**12,019,800**	0	0
GRAND TOTAL	12,019,800	12,019,800	0	

PROPOSED WORK ACTIVITIES FOR FY 2014
(July 1, 2013 to June 30, 2014)

1. PLAN SUPPORT

A. UNIFIED PLANNING WORK PROGRAM ($70,700)

- UPWP will be developed to comply with the new metropolitan planning requirements in the Moving Ahead for Progress in the 21st Century (MAP-21) Act.

- 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: TPB Technical Committee

Products: UPWP for FY 2015, amendments to FY 2014 UPWP, monthly progress reports and state invoice information, federal grant materials

Schedule: Draft: January 2014 Final: March 2014

B. TRANSPORTATION IMPROVEMENT PROGRAM (TIP) ($240,600)

New Performance Management

- MAP-21 calls for MPOs, states, and public transportation providers to establish and use a performance-based approach to transportation decision making to support seven national goals. The USDOT must establish performance measures related to seven areas by April 1, 2014. The states then have a year (April 1, 2015) to establish performance targets in support of those measures; and the MPO subsequently has 180 days (October 1,2015) to establish performance targets coordinated with those of the states and public transportation providers. After these targets are set, the CLRP and TIP are required to include a description of the performance measures and targets used in assessing the performance of the transportation system. The CLRP will also have to include a system performance report evaluating the condition and performance of the transportation system with respect to the established targets. The TIP is also required to include a description of the anticipated effect of the TIP toward achieving the performance targets set in the CLRP.

- Once the USDOT has established performance measures for the seven areas, TPB staff will coordinate with DDOT, MDOT and VDOT staff on their setting of the state performance targets in support of the measures. States may set different targets for urbanized and rural areas. TPB staff will coordinate with the

DOT efforts to ensure consistent state measures that are relevant for the TPB planning area. TPB staff will also coordinate with the DOT staffs to develop the specific performance targets in relation to the applicable performance measures for the TPB planning area. Similarly, TPB staff will coordinate with WMATA and other public transportation providers on their setting of performance targets for USDOT established performance measures.

- The 2014 CLRP and new TIP will include a description of the performance measures and targets under development or to be used in assessing the performance of the transportation system. Once the targets are developed in coordination with the State DOTs and public transportation providers, the CLRP will also include a system performance report evaluating the condition and performance of the transportation system with respect to the established targets. The TIP also will include a description of the anticipated effect of the TIP toward achieving the performance targets set in the CLRP.

Ongoing Activities and Schedule

- The TIP will be updated every two years and amended each year. The FY 2013-2018 TIP and 2012 CLRP were approved in July 2012.

- Drafts of the 2013 CLRP and FY 2013-2018 TIP amendments will be prepared and reviewed between January and June 2013 with approval scheduled for July 2013.

- The draft 2014 CLRP and FY 2015-2020 TIP will be prepared and reviewed between January and May 2014 with approval scheduled for July 2014.

- Documentation of the current TIP will be enhanced with additional analysis as a part of the CLRP/TIP brochure and the CLRP web site.

- The guide to the TIP produced in early 2013 will be updated.

- Public access to TIP project data will be improved with an online searchable database.

- The geographic information system linked database of 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.

- Amendments and administrative modifications to the FY 2013-2018 TIP will be processed.

Oversight: TPB Technical Committee

Products: draft FY2015-2020 TIP
updated guide to the TIP

Schedule: July 2014

C. CONSTRAINED LONG-RANGE TRANSPORTATION PLAN (CLRP) ($588,400)

Under SAFETEA-LU, the last major update of the CLRP was approved on November 17 2010. As required by MAP-21, the next major update of the CLRP will be in 2014.

New Performance Management

- MAP-21 calls for MPOs, states, and public transportation providers to establish and use a performance-based approach to transportation decision making to support seven national goals. The USDOT must establish performance measures related to seven areas by April 1, 2014. The states then have a year (April 1, 2015) to establish performance targets in support of those measures; and the MPO subsequently has 180 days (October 1, 2015) to establish performance targets coordinated with those of the states and public transportation providers. After these targets are set, the CLRP and TIP are required to include a description of the performance measures and targets used in assessing the performance of the transportation system. The CLRP will also have to include a system performance report evaluating the condition and performance of the transportation system with respect to the established targets. The TIP is also required to include a description of the anticipated effect of the TIP toward achieving the performance targets set in the CLRP.

- Once the USDOT has established performance measures for the seven areas, TPB staff will coordinate with DDOT, MDOT and VDOT staff on their setting of the state performance targets in support of the measures. States may set different targets for urbanized and rural areas. TPB staff will coordinate with the DOT efforts to ensure consistent state measures that are relevant for the TPB planning area. TPB staff will also coordinate with the DOT staffs to develop the specific performance targets in relation to the applicable performance measures for the TPB planning area. Similarly, TPB staff will coordinate with WMATA and other public transportation providers on their setting of performance targets for USDOT established performance measures.

Ongoing Activities and Schedule

- Document the CLRP via the website and written materials, including:

- Document project submissions for 2014.

- A description of the performance measures and targets under development or to be used in assessing the performance of the transportation system. Once the targets are developed in coordination with the State DOT's, the CLRP will include a system performance report evaluating the condition and performance of the transportation system with respect to the established targets. The TIP also will include a description of the anticipated effect of the TIP toward achieving the performance targets set in the CLRP.

- An overview of the relationship between the transportation strategies and improvements and the development framework shown in the regional activity centers map.

- Evaluate the plan for disproportionally high and adverse effects on low-income and minority population groups.

- The 2014 CLRP and FY 2015-2020 TIP will be prepared and reviewed between January and June 2014 with approval scheduled for July 2014.

- 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.

Environmental Consultation

- Continue to consult with the federal, state and local agencies responsible for natural resources, wildlife, land management environmental protection, conservation and historic preservation as necessary in the District of Columbia, Maryland and Virginia on the discussion of potential environmental mitigation activities.

- To compare the CLRP to natural and historic resources, maps of transportation and historic resources will be updated with the latest available GIS data from the District and the States and forwarded to federal, state and local agencies for comments.

Climate Change Adaption

- Continue to monitor local, state and national practices for potential applicability to the region.

Oversight: TPB Technical Committee

Products: draft 2014 CLRP and documentation

Schedule: July 2014

D. FINANCIAL PLAN ($64,000)

- In Spring 2013, the financial analysis for the 2010 CLRP was reviewed to ensure that it conforms with MAP-21 requirements. The analysis of the financial resources for the 2010 CLRP which covered the years 2011 to 2040 was updated in consultation with the state and local DOTs and public transportation operators to produce a draft analysis for the 2014 CLRP which will cover 2015 to 2040.

- In Fall 2013, in consultation with the state and local DOTs and public transportation operators, the draft financial analysis will be finalized with the estimated revenues reasonably expected to be available used for preparing the draft 2014 CLRP.

- Update financial plan for FY 2015-2020 TIP.

Oversight: Technical Committee

Products: Financial analysis for the draft 2014 CLRP and FY 2015-2020 TIP

Schedule: January 2014

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 implementation of the 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 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 2014
Draft TIP for Public Comment: June 2014

G. ANNUAL REPORT ($80,100)

- This issue will describe the main activities completed in 2013.
- Produce the monthly newsletter *TPB News*.
- Write and distribute the *TPB Weekly Report*, a 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 2014

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 2014:

- Fund at least six technical assistance planning projects at a level between $20,000 and $60,000 each. Fund at least one project for between $80,000 and $100,000 to perform project design to achieve 30% completion.
- Fund one pilot technical assistance project at up to $80,000 to complete preliminary engineering and conceptual design work, enabling one previous TLC technical assistance planning project or other member jurisdiction planning project to move towards construction-readiness.
- Conduct the selection process for small capital improvement projects using funding suballocated to the Washington metropolitan region through the state DOTs from the new MAP-21 Transportation Alternatives Program (TAP).

Coordinate program implementation with the state DOTs.

- Maintain and update the TLC Regional Clearinghouse and website

- Develop tools and activities to facilitate regional learning about TLC issues among TPB member jurisdictions through the Regional Peer Exchange Network. Organize at least one regional meeting to facilitate an exchange of information about lessons learned from past TLC projects.

- 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 2013-June 2014

I. DTP MANAGEMENT ($450,600)

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.
- Address MAP-21 requirements related to the CMP, including:
    - Analyze data from the above sources to support the “congestion reduction”, “System Reliability” and other relevant National Goals for Performance Management.
    - Develop regional congestion performance measures based on the available data; engage in the federal rulemaking process on performance measures for congestion reduction and system reliability.
    - Coordinate with member states on the establishment of congestion reduction and system reliability targets.
- 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
    - A CMP Technical Report, published on an as-needed basis, compiling and summarizing the results of monitoring and technical analysis undertaken

in support of the regional CMP. A major update of the CMP Technical Report will be produced FY2014 (last published in 2012).

- o 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; FY2014 CMP Technical Report; documentation as necessary supporting MAP-21 requirements of the CMP; 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, and have been emphasized in MAP-21. 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:
  - o MAP-21: Address MAP-21 requirements related to MOITS, including:
    - Compile and analyze data to support the “system reliability” National Goal for Performance Management
    - Monitor federal rulemaking on performance measures for system reliability
    - Coordinate with member states on the establishment of system reliability targets
  - o ITS Data: The collection/compilation, processing, warehousing, and sharing of transportation systems usage and condition data from Intelligent Transportation Systems (ITS) sources
  - o Regional Transportation Management: Particularly in conjunction with the Metropolitan Area Transportation Operations Coordination (MATOC)

Program (see also Task 2.I.); support the MOITS Technical Subcommittee in its long-range planning advisory role for the MATOC Program

- 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, in conjunction with MATOC's ongoing development of a regional construction coordination system
- 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; examine traffic signal systems and operations from the regional perspective, including in conjunction with emergency planning needs
- 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; documentation as necessary supporting MAP-21 requirements of MOITS planning

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.

MAP-21 requires the metropolitan planning to address the security of the transportation system for motorized and nonmotorized users.

Major topics to be addressed under this task 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; documentation as necessary supporting MAP-21 requirements of transportation emergency preparedness planning

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. MAP-21 requires metropolitan planning to increase the safety of the transportation system for motorized and nonmotorized users. 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

- Address MAP-21 requirements related to the CMP, including:
    - Compile fatality and injury data to support the “safety” National Goal for Performance Management.
    - Engage in the federal rulemaking on performance measures for safety.
    - Coordinate with member states on the establishment of safety targets.
- 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; documentation as necessary supporting MAP-21 requirements of transportation safety planning

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.
- Complete a major update of the Regional Bicycle and Pedestrian Plan.
- 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.
- Monitor regional Complete Streets and Green Streets activities.

- 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; completion of a new regional bicycle and pedestrian plan; 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 2014 include the following:

- Continued refinement of a priority list of regional projects to improve bus transit services.
- Provide a forum for discussion of the development of the performance measures and selection of performance targets required under MAP-21, in order to coordinate with relevant providers of public transportation to ensure consistency to the maximum extent practicable.
- 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 MATOC Transit Task Force.
- 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)

Under the final USDOT planning requirements for SAFETEA-LU, a Coordinated Plan was required to guide funding decisions for 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). In 2009, the TPB adopted an Update to the Coordinated Human Service Transportation Plan for the National Capital Region ("Coordinated Plan"). The TPB became the designated recipient of the SAFETEA-LU's JARC and New Freedom programs in 2006 for the Washington

DC-VA-MD Urbanized Area.

MAP-21 eliminated the JARC program and consolidated the New Freedom and the Section 5310 Elderly and Individuals with Disabilities Program into a new program “Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities”. A Joint Designated Recipient arrangement between the TPB, the D.C. Department of Transportation (DDOT), the Maryland Transit Administration (MTA), and the Virginia Department of Rail and Public Transportation (DRPT) was finalized in FY2013. Under the Joint Designated Recipient arrangement, the TPB is responsible for the federally required Coordinated Plan, project solicitation and selection. DDOT, DRPT and MTA receive the funds directly from the FTA and administer the projects in their jurisdiction.

The TPB established the Human Service Transportation Coordination Task Force (“Task Force”) to develop and help implement the Coordinated Plan which guided project selection for .JARC and New Freedom, and under MAP-21, and will guide project selection for the new Section 5310 Enhanced Mobility program. The Task Force is comprised of human service and transportation agency representatives from each TPB jurisdiction as well as consumers and private providers. 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 update the Coordinated Plan as needed based on FTA guidance on MAP-21 for human service transportation coordination and the new Section 5310 Enhanced Mobility Program;
- The TPB will carry out the following activities as defined under the joint designated recipient arrangement between the TPB, DDOT, DRPT and MTA:
    - Finalize the regional application for the new Section 5310 Enhanced Mobility Program in coordination with DDOT, DRTP and MTA;
    - Develop priority projects in preparation for the first solicitation for the Enhanced Mobility Program in the Washington DC-VA-MD Urbanized Area;
    - Conduct a project solicitation for the Enhanced Mobility Program; and
    - Convene a selection committee that will make grant funding recommendations for the Enhanced Mobility funding to the TPB in coordination with DDOT, DRTP and MTA.

- 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: Updated Coordinated Plan, Project Priorities for 2014 Solicitation, and Project Recommendations for Enhanced Mobility Funding

Schedule: June 2014

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.
- Complete a new Regional Freight Plan.
- 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.
- Address MAP-21 requirements related to freight planning, including:
    - Analyze available freight movement data for the region including FHWA Freight Analysis Framework total tonnage and total value data for truck, rail, air cargo, and maritime movements in our region; this data may inform freight performance measures.
    - Monitor federal rulemaking on freight performance measures.
    - Coordinate with member states on the establishment of freight targets.

- 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: New Regional Freight Plan; data compilation and outreach materials as needed; white paper(s) on technical issues as needed; structured interviews and summarized results; documentation as necessary supporting MAP-21 requirements of freight planning

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 FY2014 work program will include the following tasks:

- Completion of conformity analysis of the 2013 CLRP 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 2014 CLRP & FY2015-20 TIP 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.

- 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 2013 CLRP Air Quality Conformity Assessment; Work Program for 2015 CLRP & FY2015-20 TIP Conformity Assessment

Schedule: June 2014

B. MOBILE EMISSIONS ANALYSIS ($640,100)

The FY2014 work program will include the following tasks:

- Development of input data for MOVES model runs for the 2014 CLRP & FY2015-20 TIP Air Quality Conformity Assessment, review and evaluation of MODEL outputs. Mobile emissions will also be developed for GHG pollutants using the MOVES model as deemed necessary in support 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).

- Execution of sensitivity tests (as necessary) assessing the likely impacts of input data changes in MOVES model runs

- Measurement of the on road mobile emissions reductions attributable to current and future Transportation Emissions Reductions Measures (TERMs)

- Technical support to the Commuter Connections Program in support of developing implementation plans and evaluating current and future TERMs

- Funding for the COG Department of Environmental Programs (DEP) in support of its contributions towards provision of data from the state air agencies, and updates on federally-mandated issues related to mobile emissions as part of the annual air quality conformity determinations

- Response to requests for technical assistance by governmental entities and/or their consultants working on technical analyses or municipal transportation planning.

- Development of presentation material, rendering technical support and attendance of MWAQC and CEEPC meetings, policy discussions and public hearings.

- Monitoring of performance measures development associated with Air Quality as mandated by MAP-21

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 2014

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). Development of the two-year plan began in July 1, 2011 in FY 2012 with completion anticipated by July 1, 2013, the beginning of FY 2014. Public involvement will be incorporated into each stage of the 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 ten to fifteen potential actions or strategies needed to address them. The process includes three tasks:

Task 1: Reaffirm Regional Goals and Agree Upon Performance Measures

In January 2012, the final Interim Report on Task 1 was presented to the TPB. The report reaffirmed regional goals, and presented possible performance measures, challenges, and strategies for addressing regional challenges.

Five listening sessions with citizen groups and regional stakeholders were held in January and February 2012 to get feedback on the possible performance measures, goals challenges, and strategies for addressing regional challenges. Based upon this feedback from the listening sessions, simpler, less technical performance measures, challenges, and strategies were developed for use in a Citizens Forum on June 2. During the 5-hour forum, the RTPP materials were presented to a representative sample of the persons in region. The feedback from the forum provided lessons for effectively communicating with the broader public about regional challenges and obtaining useful feedback on transportation priorities.

Task 2: Determine Regional Challenges and Strategies to Address Them

In July 2012, the final Interim Report on Task 2 was presented to the TPB. This report documented the activities from January to June 2012 and presented a comprehensive and refined set of goals, challenges, and (near-term, ongoing, and long-term) strategies to be used in developing the plan. It also presented a proposed public involvement methodology to be utilized to obtain public input on the strategies for the plan.

Task 3: Develop Regional Priorities

In the first half of FY 2013, content was developed for inclusion in a web-based community engagement tool to survey a large representative sample of the public to obtain their assessments of the strategies. Statements of the regional transportation challenges were crafted together with clear descriptions of strategies for addressing them. For the on-going and long-term strategies, potential funding methods are part of the strategy. The web-based tool was developed and tested and content loaded. In the

second half of FY 2013, the web-based tool was utilized to survey a representative sample of about 600 persons to obtain their assessments about which strategies are the most feasible. In June 2014, the Interim Report on Task 3 on the ten to fifteen near-term, ongoing, and long-term prioritized strategies will be prepared. The final report incorporating the three interim reports on the regional transportation priorities plan will be produced in early FY 2014.

In FY 2014, the following activities are proposed:

- For the highest prioritized near-term and on-going strategies, identify policy actions and potential projects to be incorporated into the 2014 CLRP. Assess project benefits and costs and identify existing funding sources for near-term implementation. For the unfunded on-going high priority strategies, identify detailed funding needs and develop specific funding proposals.

- For the highest prioritized long-term transportation and land use strategies, develop more details on new projects' costs and implementation phasing for comparison to the adopted CLRP baseline. Support a comprehensive assessment of regional benefits and costs using performance measures and proposed funding sources for long-term implementation.

Other FY 2014 activities include:

- Provision of staff support involving transportation for COG's FY 2014 Region Forward and Economy Forward regional planning and development efforts.

- Preparing project grant applications for promising US DOT grant opportunities, as approved by the TPB.

Oversight: TPB

Products: Final report on regional priorities plan- September 2013

Policy actions and potential projects to be incorporated into the 2014 CLRP- December 2013

Report on comprehensive assessment of long-term strategies – June 2014

Project grant applications for USDOT grant funding programs as approved by TPB

D. <u>COORDINATION OF COOPERATIVE FORECASTING AND TRANSPORTATION PLANNING PROCESSES</u> ($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 community investment typologies.

- Work with members of the Cooperative Forecasting Subcommittee to review and update the national and regional economic growth assumptions that are inputs into the top-down Cooperative Forecasting regional econometric model. 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 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 (NCPC) and the General Services Administration (GSA) to obtain site specific employment totals for federal employment sites in the region.

- 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 8.2 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 8.3 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 8.3 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 8.3 forecasts and the Cooperative Forecasting process.

- Develop and publish useful economic, demographic and housing-related

information products including the 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, Review and Update of Regional Econometric Model, Update of Regional Planning Databases, Mapping of Updated Regional Activity Centers, Development and Distribution of technical reports and information products.

Schedule: June 2014

4. DEVELOPMENT OF NETWORKS AND MODELS

A. NETWORK DEVELOPMENT ($769,700)

This activity will involve the development of transportation network files which are primary inputs to the regional travel demand model and are used to reflect system improvements as specified in the evolving TIP and CLRP. During FY-2014, TPB staff will continue to develop network files that are compliant with the adopted Version 2.3 travel demand model (or its successor) to support regional and project planning needs. Staff will continue to serve network-related needs associated with long-term models development activities.

The following FY 2014 work activities are proposed:

- Update the TPB's base-year (2013) 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 the Version 2.3 travel demand model requirements. The future-year networks will be subsequently developed over the updated base-year network. Provide guidance in the development of network inputs to other technical staff members in the department.

- Support the development of networks for special regional planning studies, and for other developmental work in the Models Development program.

- Continue to support technical refinements in the models development, including a multi-year migration in the transit network building software, from TRNBUILD to Public Transport (PT).

- Support the ongoing analysis of newly collected INRIX speed data and traffic ground count data for the evaluation of the regional travel model performance. Network analysis may also include the review of federal functional facility-type designations that have been established as part of the 2010 CTPP.

- Respond to technical data requests associated with network-related information, including transit line files, station files, and shape files associated with features of the regional highway or transit network.

- Further refine the TPB's existing ArcGIS-based system which is used to facilitate network coding and network file management.

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. Technical documentation will be furnished.

Schedule: June 2014

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 GIS-based transportation network management and editing tools.

- 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 of GIS procedures to develop and manage transportation networks.

Schedule: June 2014

C. MODELS DEVELOPMENT ($1,071,200)

The Models Development activity functions to maintain and advance the TPB's travel forecasting methods and practices, which are critical to ongoing transportation planning work. Models development activities are formulated around the areas of data collection, short- and long-term models development, research, and maintenance. During FY 2014, staff will continue to support the application and refinement of the currently adopted Version 2.3 travel model to serve regional and project planning needs. Staff will also maintain a consultant-assisted effort to evaluate existing forecasting practices and to provide advisement on longer-term improvements. All staff-proposed improvements to the regional travel model will be implemented in consultation with the TPB Travel Forecasting Subcommittee (TFS).

The following FY 2014 work activities are proposed:

- 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 (external trips and other exogenous trip tables), 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 consultant-assisted effort to improve the TPB travel model and to conduct focused research on selected technical aspects of travel modeling in order to keep abreast of best practices.

- Staff will work with state and local transportation agencies in identify ways in which the regional model might be used to formulate performance-based measures as required in MAP-21.

- Continue the investigation of refinements to the Version 2.3 model, drawing from recommendations compiled from past consultant-generated reviews of the regional travel model. These refinements will focus most immediately on enhancements to the existing traffic assignment process, the mode choice model, including the use of the PT transit building platform for building transit networks. Staff will also continue efforts to reduce model computation times using distributed processing and high-end workstations.

- Continue with sensitivity testing with the Version 2.3 travel model, in consultation with the TFS.

- Supporting the integration of the travel demand model with the new EPA MOVES model for estimating mobile emissions. This work may involve the use of INRIX travel speed data as a way of refining speed-flow functions used to estimate hourly volumes and volume flows on network links.

- Continue the analysis of geographically focused household travel survey data

that TPB staff has collected during FY 2012. This will include a comparison of surveyed data against modeled data as a way of assessing model performance and reasonability.

- 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). 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 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.

- Provide staff support for the TPB Travel Forecasting Subcommittee which is the forum charged with overseeing technical practices and improvements to the TPB travel forecasting process. This will include organizing meetings, preparing regular presentations, and coordinating with internal and external meeting participants on presentation items.

Oversight: Travel Forecasting Subcommittee

Products: Updated travel models; documentation of models development activities; and recommendations for continued updating of the travel demand modeling process, where applicable.

Schedule: June 2014

D. SOFTWARE SUPPORT ($178,900)

The FY2014 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 2014

5. TRAVEL MONITORING

A. CORDON COUNTS ($250,800)

- Process, tabulate and analyze the auto and transit count data collected in the spring 2013 Central Employment Area Cordon Count.

- Prepare a technical report summarizing the key findings from the 2013 Central Employment Area Cordon Count in relation to previous Central Employment Area Cordon Counts.

- Prepare a technical report appendix containing the detailed auto and transit count data for each 2013 Central Employment Area Cordon Count site.

Oversight: Travel Forecasting Subcommittee

Products: 2013 Central Employment Area Cordon Count Technical Report and Appendix.

Schedule: June 2014

B. CONGESTION MONITORING AND ANALYSIS ($350,000)

Congestion Monitoring supplies data for the Congestion Management Process (CMP - 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. As part of three-year cycles since 1993, in spring 2014 an aerial survey of the region's freeway system will be conducted, results to be coordinated with other data sources under this task as well as the Congestion Management Process. Data collection methods and sources for both freeways and arterials will also be examined from the perspective of MAP-21 requirements, especially as related to the CMP.

Oversight: MOITS Technical Subcommittee

Products: Transportation systems monitoring data sets and analysis reports from the aerial survey of the region's freeways; documentation as necessary supporting MAP-21 requirements of congestion monitoring and analysis

Schedule: June 2014

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 2011-2013 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 2011-2013 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 2014 include (1) St Elizabeths/Anacostia (2) Fort Totten (3) Greenbelt (4) Kentlands (5) Tysons (6) Leesburg. 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 2014

D. REGIONAL TRANSPORTATION DATA CLEARINGHOUSE ($317,900)

- Update Clearinghouse data files with FY12-13 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.
- Enhance ArcGIS server-based application for distribution of 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 2014

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.