



TRANSPORTATION PLANNING BOARD

Wednesday, January 18, 2017
12:00 - 2:00 P.M.
Walter A. Scheiber Board Room

AGENDA

- 12:00 P.M. 1. PUBLIC COMMENT ON TPB PROCEDURES AND ACTIVITIES**
Bridget Donnell Newton, TPB Chairman
- 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 encouraged to bring written copies of their remarks (65 copies) for distribution at the meeting.
- 12:20 P.M. 2. APPROVAL OF THE MINUTES OF THE DECEMBER 21, 2016 MEETING**
Bridget Donnell Newton, TPB Chairman
- 12:25 P.M. 3. REPORT OF THE TECHNICAL COMMITTEE**
Tim Davis, TPB Technical Committee Chairman
- 12:30 P.M. 4. REPORT OF THE CITIZENS ADVISORY COMMITTEE**
Doug Stewart, TPB Citizens Advisory Committee Chairman
- 12:40 P.M. 5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR**
Kanti Srikanth, TPB Staff Director
- This agenda item includes Steering Committee actions, letters sent/received, and announcements and updates.
- 12:45 P.M. 6. CHAIRMAN'S REMARKS**
Bridget Donnell Newton, TPB Chairman

ACTION ITEMS

- 12:50 P.M. 7. APPROVAL OF 2017 APPOINTMENTS TO THE TPB CITIZENS ADVISORY COMMITTEE**
Bridget Donnell Newton, TPB Chairman
Bryan Hayes, TPB Transportation Planner
- The TPB Participation Plan calls for the appointment of 15 individuals to serve as members of the CAC for each calendar year: six members designated by the current CAC and nine members nominated by the TPB officers. In December, the 2016 CAC elected six individuals to serve on the 2017 CAC. On January 18, 2017, the three TPB officers will each nominate three individuals to serve as CAC members. The TPB officers will also nominate individuals to serve as alternate members. In addition, Chairman Newton will announce the appointment of the 2017 CAC chairman.
- Action: Appoint members and alternates to the 2017 CAC.**
- 12:55 P.M. 8. ENDORSEMENT OF THE MAP FOR THE PROPOSED ENHANCEMENTS TO THE TITLE VI/ENVIRONMENTAL JUSTICE ANALYSIS OF THE CLRP**
Wendy Klancher, TPB Principal Transportation Planner
- In Phase 1 of the proposed enhancements to the Title VI/Environmental Justice (EJ) analysis of the CLRP, TPB staff have identified “Equity Emphasis Areas” which are geographic areas with high concentrations of low-income and minority populations. The board was briefed on the methodology and map in December. On January 18, 2017, the board will be asked to endorse the Equity Emphasis Areas to use in Phase 2 to analyze the 2016 CLRP for disproportionately high and adverse impacts on low-income and minority communities.
- Action: Adopt Resolution R7-2017 identifying specific geographic locations.**
- 1:05 P.M. 9. APPROVAL OF TPB BYLAWS AMENDMENT**
Lyn Erickson, TPB Plan Coordination and Program Director
- Currently, there is no provision in the TPB Bylaws to allow for remote participation by conference call or webinar. Notice was given at the December 21, 2016 TPB meeting that the TPB Bylaws are proposed to be amended.
- Action: Approve Resolution R8-2017 to amend the TPB Bylaws.**
- 1:15 P.M. 10. APPROVAL TO AMEND THE FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO INCLUDE PROJECT AND FUNDING UPDATES FOR NINE PROJECTS IN THE NORTHERN VIRGINIA SECTION OF THE TIP, AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)**
Rene’e Hamilton, VDOT
- VDOT has requested an amendment to include project and funding updates for nine projects in the Northern Virginia section of the TIP. These projects are already included in the Air Quality Conformity Analysis of the 2016 CLRP Amendment and the FY 2017-2022 TIP or are exempt from the air quality

conformity requirement. On January 6, 2017 the Steering Committee reviewed the amendment and recommends approval.

Action: Approve Resolution R9-2017 to approve an amendment to the FY 2017-2022 TIP.

INFORMATION ITEMS

- 1:20 P.M. 11. LONG-RANGE PLAN TASK FORCE BRIEFING**
Bridget Donnell Newton, TPB Chairman
- The board will have an opportunity to discuss a proposal to begin work on Phase 2.
- 1:45 P.M. 12. PERFORMANCE BASED PLANNING AND PROGRAMMING**
Kanti Srikanth, TPB Staff Director
- The board will be briefed on the federal requirements for Performance Based Planning and Programming, the first in a series of presentations to inform the board of the new federal requirements.
- 1:55 P.M. 13. REVIEW OF OUTLINE AND PRELIMINARY BUDGET FOR THE FY 2018 UNIFIED PLANNING WORK PROGRAM (UPWP)**
Lyn Erickson, TPB Plan Coordination and Program Director
- The board will be briefed on an outline and preliminary budget for the Unified Planning Work Program (UPWP) for FY 2018 (July 1, 2017 through June 30, 2018). A complete draft of the FY 2018 UPWP will be presented to the board for review at its February 15, 2017 meeting
- 2:00 P.M. 14. ADJOURN**
- The next meeting is scheduled for February 15, 2017.

MEETING AUDIO

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www.mwcog.org/TPBmtg

TRANSPORTATION PLANNING BOARD
MEETING MINUTES
December 21, 2016

MEMBERS AND ALTERNATES PRESENT

Charles Allen, D.C. Council
Bob Brown, Loudoun County
Chris Conklin, Montgomery County Exec.
James Davenport, Prince William County
Allison Davis, WMATA
Marc Elrich, Montgomery County
Dan Emerine, DC Office of Planning
Tawanna Gaines, City of Gaithersburg
Jason Groth, Charles County
Rene'e Hamilton, VDOT
Neil Harris, City of Gaithersburg
Konrad Herling, City of Greenbelt
Catherine Hudgins, Fairfax County Board of Supervisors
Tim Lovain, City of Alexandria
Dan Malouff, Arlington County
David Meyer, Fairfax City Council
Ron Meyer, Loudoun County
Jackson Miller, Virginia House of Delegates
Heather Murphy, MDOT
Bridget Donnell Newton, City of Rockville
Martin Nohe, Prince William County
Mark Rawlings, DC DOT
Jeanette Rishell, City of Manassas Park
Kelly Russell, City of Frederick
Peter Schwartz, Fauquier County
Elissa Silverman, D.C. Council
Jarrett Smith, City of Takoma Park
Linda Smyth, Fairfax County Board of Supervisors
David Snyder, City of Falls Church
Todd M. Turner, Prince George's County
Victor Weissberg, Prince George's County/DPW&T

MWCOG STAFF AND OTHERS PRESENT

John Swanson
Eric Randall
Ronald Milone
Rich Roisman
Dusan Vuksan
Mark Moran
Charlene Howard
Jessica Mirr
Ken Joh
Mark Moran
Wendy Klancher
Michael Farrell

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|-------------------|--|
| Ben Hampton | |
| Bryan Hayes | |
| Abigail Zenner | |
| Sergio Ritacco | |
| Lamont Cobb | |
| Arianna Koudoumas | |
| Charlene Howard | |
| Debbie Leigh | |
| Deborah Etheridge | |
| Kari Snyder | MDOT |
| Bill Orleans | HACK |
| Kate Mathice | NVTC |
| Patricia Happ | NVTC |
| Sree Nampoothin | NVTA |
| Malcolm Watson | FCDOT |
| Andy Beacher | VDOT |
| Nancy Abeles | TPC/CAC |
| Steve Coheron | Queen Anne's County |
| Lee Schoenecker | APA |
| Ciara Williams | DRPT |
| Anthony McClune | BRTB |
| Alex Rawls | BRTB |
| Emery Hines | BRTB |
| Terry Freeland | Baltimore Metropolitan Council |
| Charles Baber | Baltimore Metropolitan Council |
| Alex Brun | MDE/BRTB |
| David Cooksan | Howard County/BRTB |
| Clive Graham | Howard County/BRTB |
| Valerie LaCour | Baltimore City Dept. of Transportation |
| Frank Murphy | Baltimore City Dept. of Transportation |
| Mike Lake | Fairfax County DOT |
| Robert Andrews | Harford Transit, BRTB |
| Brian Ulrich | Anne Arundel County |
| Sally Nash | City of Annapolis |
| Lynda Eisenberg | Carroll County |
| Scott Graf | Carroll County |
| Todd Lang | BMC |
| Ken Choi | MDP |
| Bihui Xu | MD Dept. of Planning |
| Regina Aris | BMC |
| Ted Yurek | MDOT - SHA |
| Tyson Byrne | MDOT |
| Tim Davis | City of Frederick |
| Regina Moore | VDOT |

1. PUBLIC COMMENT ON TPB PROCEDURES AND ACTIVITIES

Mr. Schwartz said TPB staff and planners in the region have put a lot of work into the effort to update the TPB's long-range plan. He said that data and information collected will be useful for future planning. He said analysis shows that funding all planned projects will not make a significant impact, and therefore funding a subset of those projects will not solve the problem. He said that the process does not pay enough attention to land use planning, smart growth solutions, and demand management. He said that he urges the TPB not to adopt an approach that goes to selecting a few special projects, because it misses the main point of sustainable growth. He added that a significant near-term and long-range problem is Metro's funding. He said that because of Metro's huge maintenance and rehabilitation problems, TPB leadership is more important than ever.

2. APPROVAL OF MINUTES OF THE NOVEMBER 16 MEETING

A motion was made and seconded to approve the minutes from the November 16, 2017 TPB meeting. The motion was approved unanimously.

3. REPORT OF THE TECHNICAL COMMITTEE

Mr. Roseboom said that the Technical Committee met on December 2 and was briefed on the following items: Phase 1 report of the Long-Range Plan Task Force; the Communities of Concern mapping that meets the federal Title VI and Environmental Justice requirements; and the results of the National Capital Region Air Passenger Survey. The committee was also briefed on coordination with the Baltimore Regional Transportation Board, and a proposal to change TPB by-laws to allow for periodic participation over the phone for TPB members. There were also updates from NVTC on I-66 inside the Beltway, federal transportation rulemaking, and WMATA's reporting on SafeTrack. He said a draft of the 2016 CLRP brochure was also handed out at the meeting.

4. REPORT OF THE CITIZEN ADVISORY COMMITTEE

Mr. Stewart said that at their December meeting the Citizens Advisory Committee was briefed on the Baltimore-Washington Regional Air Passenger Survey. Referring to his report, he said the committee discussed current passenger enplanements and the projected future enplanements. The committee questioned the projected rise in enplanements at Dulles and how that would be achieved, given current trends at the three regional airports. He said that the committee was also briefed on the current status and discussions of the Long-Range Plan Task Force and the planned finalization of the task force's Phase I report. The committee discussed how public involvement might figure into Phase II, and expressed concern that public input might not factor into decision-making for the second phase. He said that the committee also reviewed the committee's work plan for 2016 and talked about committee accomplishments.

Chairman Lovain thanked the committee for their work on the long-range plan.

5. REPORT OF STEERING COMMITTEE

Mr. Srikanth summarized his full report which was included in the mailout. He said that the Steering Committee met on December 2 and approved a TIP amendment requested by Fairfax County and VDOT that adds approximately \$800,000 in federal transit planning grant funds to develop comprehensive plans near nine stations along the U.S. 1 bus rapid transit route. He said letters sent and received include a letter from the TPB supporting MODT's application for federal FASTLANE grant funds for the Howard Street Tunnel project in the Baltimore region. He said that this project was identified as important in the TPB's regional freight plan. There was also a memo that described the latest Transportation/Land-Use Coordination (TLC) Program event that brought together jurisdictions that have

received TLC planning grants to share their work and learn from other communities. Additional letters include: a letter from the TPB supporting MDOT's application requesting federal designation of a segment of I-95 as a pilot area for technology, and a letter from the TPB to the EPA expressing interest in a greenhouse gas planning and travel efficiency assessment technical assistance. He also said that the 2017 TPB meeting schedule was distributed.

6. CHAIR'S REMARKS

Mr. Lovain recognized new board member, Jeanette Rishell, the mayor-elect for the City of Manassas Park. Next, he acknowledged the members of the Baltimore Regional Transportation Board who were visiting and had held their annual retreat that morning. He also thanked Mr. Turner and Mr. Way who were ending their tenure on the TPB. Finally, he thanked and presented certificates to Mr. Roseboom, for his service as chairman of the Technical Committee, and Mr. Stewart, for his service as chairman of the Citizens Advisory Committee. He announced that Timothy Davis from the City of Frederick would be the next chairman of the Technical Committee.

Mr. Lovain noted that the slideshow that showcased the completed TIGER grants for the Regional Bus Priority network. He said there was also a document about the projects. He said that these projects will improve bus transportation in selected categories. He noted that the work grew out of a TPB scenario study and that he hoped that the long-range planning work in the next year would lead to additional opportunities for federal assistance.

Mr. Lovain then noted that this was his last meeting as chairman and he reflected on the past year and his goals from his chairmanship. He said that he felt they had made some real progress on each one of them. One was being helpful in addressing Metro's challenges and the other was incident response. Finally, he also noted the progress made in establishing a process for developing a true long-range transportation plan. He said he felt the Long-Range Plan Task Force has made real progress and he looks forward to the next phase in that process.

ACTION ITEMS

7. REPORT OF THE NOMINATING COMMITTEE FOR YEAR 2017 TPB OFFICERS

Chairman Lovain said that he requested past TPB chairman David Snyder, Todd Turner, and Phil Mendelson to serve on a committee to nominate officers for the 2017 TPB.

Mr. Snyder said that the committee nominated Ms. Bridget Donnell Newton, Mayor of the City of Rockville, to serve as 2017 TPB Chairman. He said the committee nominated Mr. Charles Allen, Councilmember from the District of Columbia, to serve as First-Vice Chairman, and Jay Fiset, Arlington County Board member, to serve as Second-Vice Chairman.

A motion was made to approve the nominations. The motion was seconded and was approved unanimously.

8. LONG-RANGE PLAN TASK FORCE PHASE 1 REPORT

Mr. Swanson said staff worked with jurisdictions and the TPB for two years to develop the Long-Range Plan Task Force Phase 1 Report, which explores the impacts of planned and unfunded transportation projects on the region. He said that Phase 2 is scheduled to begin in 2017. He said both phases will inform the development of the TPB's 2018 Long-Range Plan. He described the history of the Long-Range Plan Task Force and its roots in the Unfunded Capital Needs Working Group. He said that the goal of the Task Force was to figure out how to improve performance outcomes of the TPB's Constrained Long-Range Transportation Plan (CLRP). He said the work started by compiling an inventory

of 550 locally identified unfunded projects in the region. The next step is to identify a limited list of priority projects for inclusion in a long-range plan.

Mr. Swanson said that the report summarizes three different analyses. The first (No-Build) analyzed the transportation impacts if no new projects were built. The second (Planned-Build) analyzed the impacts if only the projects in the CLRP were built. The final (All-Build) analyzed the impacts of building all of the unfunded projects. Referencing his presentation, he highlighted some of the key findings. He said that the main finding is that major capital investments would make a difference. As an example, transit ridership would increase 50% under the all-build, compared to 34% under the Planned Build; and that lane miles of morning congestion would increase 32% under the All-Build, compared to 72% under the Planned-Build. The report also found that new capacity will not solve all transportation problems. He noted that strategies to reduce demand, like land-use and pricing, could make a significant difference. He said it was also important to reduce expectations for the impacts that new capacity can have.

Mr. Swanson said that the next step is to identify a limited number of priority unfunded projects that the region can get behind. He said that this will occur in Phase 2. He said that this will be a major challenge and require focus in order to identify those projects in time for incorporation into the 2018 Long-Range Plan. He said that this plan would be very different to past plans because it will contain an unconstrained element in addition to the CLRP.

Mr. Srikanth read a letter by Mr. Way that was submitted for the record.

Mr. Lovain said that the Long-Range Plan Task Force had discussed the importance about including a consideration of policies in Phase 2. He asked Mr. Srikanth about how policies would be taken into consideration as part of Phase 2 work.

Mr. Srikanth responded by saying that calendar year 2017 has been targeted to work on Phase 2, and in the task force's discussions there has generally been an acknowledgment that to address the forecast congestion and the accessibility and mobility needs the addition of capacity would not do a whole lot thereby emphasizing a need to look at other policy options in addition to targeted capacity enhancements. He noted that some of these policies to be tested could be within the area of land use, while others could be within the areas of pricing travel itself and the use of technology. He said that he expects Phase 2 to include a set of scenarios that look at policies in addition to projects.

Ms. Smyth asked how teleworking is factored into the scenarios.

Mr. Srikanth said that the TPB collects data on teleworking during its triennial Stat of the Commute Survey. He said that the most recent survey indicated that more than one-third of the region's workers telecommute at least one and a half days a week. He said that this level of telecommuting is included as the baseline in the modeling. He said that a future scenario analysis could include testing a higher level of telecommuting. He said that this is an example of the types of decisions the Task Force and the board will need to make during Phase 2.

Mr. Schwartz circulated a resolution. He said that he was sharing this resolution for the purpose of discussion. His biggest concern is that the analysis shows that even after spending \$100 billion on new infrastructure, congestion is going to continue to get worse. He said that he suspects that the solution may be a combination of capacity increases for roads and transit in addition to changes in programs, policies, and technology. He said that it is the board's responsibility to give staff the explicit goal of reducing congestion over the 25-year investment horizon. He hopes that the board can give staff that direction early in 2017.

Mr. Turner reminded the board that Metro needs the TPB to advocate for more money to support maintenance and expansion. He said that maintenance was one of the priorities highlighted in the Regional Transportation Priorities Plan.

Mr. Snyder observed that the Planned-Build scenario does not add nearly as much transit as the All-Build. He said that the transportation system fails the most during the morning and evening commute. He suggested looking at non-highway and non-transit approaches to address congestion at those times and specifically at use of technology to manage demand.

Mr. Meyer said that the biggest game-changing projects are not included in the analysis because no jurisdictions have planned for those projects. He said that the report provides data that demonstrates that current plans – funded or unfunded – are not going to fix the problems faced by the region. He noted the potential for new federal funding for infrastructure and said that he is proud of the work that this committee is doing. Mr. Meyer said that this work should focus on the potential that we can get federal funding for unfunded needs or even different innovative ideas such as telework incentives. He said that we have to think about innovative strategies and also projects that are neither funded or unfunded, that are unplanned, so we can do the planning work, we can cross the political divides on things that have held us up for decades on some of these projects and break through the gridlock and get it done for this area.

Mr. Elrich said that the current challenge is difficult to explain to the public. He said that fixing Metro tomorrow would not address most pressing local concerns. He said that future work should incorporate policy discussions. He said he continues to advocate for a regional unified parking policy.

Mr. Herling said that a third Metrorail track is fundamental to improving transportation in the region.

Ms. Newton said that there are steps that each of the board members can take during the next phase. She asked the board to accept the report as written, and continue the discussion in January about the direction of the Task Force. She said that the TPB is a regional organization, and in order to solve regional problems, jurisdictional officials need to cross boundaries and come up with a regional plan that all areas can buy into.

Ms. Newton made a motion to accept the report. That motion was seconded and was approved.

INFORMATION ITEMS

9. COORDINATION EFFORTS WITH THE BALTIMORE REGIONAL TRANSPORTATION BOARD (BRTB), THE MPO FOR THE BALTIMORE REGION

Mr. Lovain introduced Allan Kettleman, the County Executive from Howard County and the chairman of the BRTB, and Todd Lang, the staff director for the BRTB.

Mr. Kettleman spoke about the ways that the TPB and BRTB currently work together and how close the two regions are. He noted that Howard County is a bridge between Baltimore and Washington. He noted that currently the two MPOs cooperate on a number of programs including Commuter Connections rider-sharing, coordinated freight planning, intelligent transportation system planning, as well as travel demand modeling and household travel surveys. He also talked about how Howard County has worked with Montgomery County and Prince George's County to improve regional transportation.

Mr. Lang then gave a presentation to provide an overview of BRTB including the geography of the region and the structure of the organization.

10. BRIEFING ON “COMMUNITIES OF CONCERN” FOR THE PROPOSED ENHANCEMENTS TO THE TITLE VI / ENVIRONMENTAL JUSTICE ANALYSIS OF THE CLRP

Ms. Erickson said that as the Plan Development Coordination Director she oversees the development of all areas related to federal metropolitan planning regulations, which includes the CLRP and TIP, as well as other activities including the Title VI and Environmental Justice Analysis of the CLRP. She then described the history of Title VI and said that the Civil Rights Act prohibits discrimination based on race, color, or national origin for any program or activity that receives federal financial assistance. She said

that an Executive Order from 1994 requires recipients of federal funds to identify and avoid disproportionately high and adverse effects on minority and low-income populations. This is called Environmental Justice. She said that COG is the administrative agent for all of the TPB's federal funding, so the COG board has a responsibility related to these requirements. She said that the TPB's role is more focused on public outreach and environmental justice analysis.

Ms. Klancher said that the TPB's environmental justice analysis will look at the approximately 370 projects in the CLRP and determines whether all of those projects, as a whole, have a disproportionate or adverse impact on low-income and minority populations. Findings of the analysis are used to inform the regional planning process about the needs of these transportation disadvantaged groups. She said that TPB staff hopes that this analysis can also support local planning initiatives. She said that the first phase of the analysis took nine months to identify a methodology for identifying communities of concern, and to develop a map that showed these communities. The second phase, which will occur in 2017, will analyze the impact of the 2016 CLRP projects on the communities of concern. Metrics used in this analysis will include accessibility to jobs, hospitals, and to educational institutions. She said that communities of concern are based on data obtained at the Census-tract level. She explained that the methodology for identifying the communities of concern was based on a combined single index that incorporated data on the prevalence of low-income, African-American, Asian, and Hispanic populations. She said that staff collected input on the methodology from the TPB's Technical Committee, Citizens Advisory Committee, and the Access for All Advisory Committee, in addition to meetings with area jurisdictions. Referring to her presentation she described several examples of community of concern. She said that there is an interactive map that is ready to be shared with the public.

A member asked if the online map can also display concentrations of other ethnic groups.

Ms. Klancher said that the different minority populations will be added to the map in the future.

Mr. Snyder said that the Metropolitan Washington Air-Quality Committee conducts a similar analysis and suggested that the two analysis be brought together. He encouraged the board not to forget the linkage between air quality and transportation.

Mr. Srikanth said that staff have worked with area planning directors and other sectors and policy boards to make the online map available for community planning purposes.

A comment was made that it would be interesting if the map could integrate factors like education levels in communities, as well as access to health care and other socioeconomic factors.

Ms. Klancher said that staff can add socioeconomic layers into the online map.

Mr. Turner said that in that case it is important to make sure that the online map is available for local planners.

Mr. Srikanth said that there is a lot of excitement about how this map can be used, so staff is making the map available as widely as possible.

Mr. Turner asked about the connection between the environmental justice analysis of the CLRP and local planning.

Mr. Srikanth said that the board and TPB staff are not focused on assessing individual projects and the benefits and burdens that a specific project may cause in a specific community. He said that the TPB analysis looks collectively at all of the projects in the long-range plan.

Mr. Meyer asked Mr. Srikanth if this analysis is something that is federally mandated for the TPB to be doing? Mr. Srikanth said yes assessing the entire CLRP's collective impacts is something that the TPB is mandated to do. Mr. Meyer then asked to clarify why this analysis would not be the responsibility of the Air Quality Committee, which is dedicated to looking at environmental issues.

Ms. Klancher clarified that environmental justice does not refer to the environment, but rather the transportation impacts on communities addressed in the executive order on environmental justice. She added that the Access for All Advisory Committee requested that staff not use the term “communities of concern” because some feel that it is condescending. She said that staff is looking into alternative terms to use. Ms. Klancher said that some alternative names that are under consideration include: "equity areas," "environmental justice areas." and "equity areas."

Mr. Weissberg said that there are a number of communities inside the Beltway in Prince George’s County that he thinks might be considered communities of concern, but do not appear on the map. He said the he wants to continue working with TPB staff to address this discrepancy.

11. 2015 WASHINGTON—BALTIMORE REGIONAL AIR PASSENGER SURVEY GEOGRAPHIC FINDINGS

Mr. Roisman made a presentation on the Air Passenger Survey. He explained that the survey is conducted every few years to look at enplanements at Baltimore Washington International Airport (BWI), Reagan National Airport (DCA), and Dulles International Airport (IAD). Referring to his presentation, he explained that enplanements at IAD were down in this survey with an increase at DCA and BWI. The presentation also included information about how passengers traveled to the airport, how they chose to use the airport, and which areas each airport serves in the region.

12. TPB BYLAWS AMENDMENT

Ms. Erickson said that many policy boards in the Washington region have policies and provisions in place to permit board members to participate remotely. She said the TPB currently does not provide such opportunities. She said that staff were approached by board members requesting that the TPB change its bylaws to allow for remote participation. In response, COG’s legal counsel put together a proposal.

Ms. Pandak said that the proposal is modeled after COG’s Bylaws. She said that the proposal states that on an exceptional basis— up to 2 meetings per year— board members can request three days in advance to participate remotely. With the DTP director’s approval, members can participate remotely if there is a quorum of members attending in person. No more than four people will be allowed to participate remotely per meeting. She emphasized that remote participation is meant to be an exception, and that the preference is that members attend in person.

Ms. Smyth asked if it was possible to change the proposal so that members could give three days’ notice “if possible,” to accommodate for things that come up last minute.

Ms. Pandak said that such an exception would be permitted in the draft proposal because it would allow the TPB Chairman to waive the three-day notice.

Mr. Lovain said that the board will be asked to discuss this proposal further at the January meeting.

OTHER ITEMS

13. ADJOURN

No other business was brought before the board. The meeting adjourned at 2:03 p.m.

TPB Technical Committee January 2017 Meeting Highlights

January 12, 2016

The Technical Committee met on January 6, 2017 in the Ronald F. Kirby Training Center at COG. The following items were reviewed for inclusion on the TPB's January agenda:

- **TPB agenda item 8**

Staff briefed the committee on Phase 1 of the proposed enhancements to the Title VI/Environmental Justice (EJ) analysis of the CLRP. In this phase, staff have identified geographic areas with high concentrations of low-income and/or minority populations. The TPB was briefed in December and in January, the board will be asked to adopt the map. Staff discussed the comments received to date, including comments regarding the originally proposed name of the map, "communities of concern," which will be changed. The committee generally agreed that the newly proposed name "Equity Emphasis Areas" would be more appropriate. Subsequent to the meeting, that new name was selected. At the meeting, staff also discussed Phase 2 in which the 2016 CLRP amendment will be analyzed for disproportionate impacts on low-income and minority populations.

- **TPB agenda item 9**

Staff explained that currently, there is no provision in the TPB Bylaws to allow for remote participation by conference call or webinar. Staff said that at the TPB meeting on December 21, notice was given that the board will take action in January 2017 to amend the bylaws to include an option for remote participation. The committee discussed how remote access would work.

- **TPB agenda item 13**

The committee was briefed on an outline and preliminary budget for the Unified Planning Work Program (UPWP) for FY 2018 (July 1, 2017 through June 30, 2018). A complete draft of the FY 2018 UPWP will be presented to the Technical Committee and to the TPB for review in February.

- **TPB agenda item 11**

Staff updated the committee on next steps for the Long-Range Plan Task Force. The board accepted the Phase 1 Report as final at its December meeting. The new TPB chairman, Bridget Newton, will lead a discussion about the task force at the January TPB meeting.

- **TPB agenda item 12**

Staff presented a user-friendly summary of the federal requirements for transportation agencies and MPOs to establish performance targets in six specific areas. This briefing is intended to serve as "Performance Planning 101" for the TPB at the January meeting. Later in 2017, staff will provide briefings on performance area-specific topics.

The following item were presented for information and discussion:

- Representatives of the Maryland Transit Administration (MTA) presented their recently established Transit Asset Management Initial Performance Targets for 2017. As a result of the Federal Performance Based Planning and Programming and the Transit Asset Management Rule, specifically, transit providers must have established targets for FY2018 by January 1, 2017.
- As noted above, one of the performance areas established by the federal agencies is Transit Assets. This requirement is applicable to all agencies that operate transit service and the agency or its jurisdictions receive federal transit funds. The committee was briefed on COG's targets for 2017. Other transit agencies were asked to provide a status update on their targets.

- The committee received a status report on the 2017-2018 regional household travel survey, including survey design, survey questionnaire and other materials development, survey sampling plan, and project schedule.
- Staff from the Virginia Department of Rail and Public Transit (DRPT) briefed the committee on the I-395 transit transportation demand management (TDM) study. This study was conducted in conjunction with the I-395 Express Lanes extension to the Pentagon and I-95 Express Lanes extension to Fredericksburg. It identified transit and TDM projects in the corridor that would be eligible for toll funding. The study was completed in December 2016.
- Staff briefed the committee on the final federal rule on Metropolitan Planning Organization Coordination and Planning Area Reform which was finalized by U.S. DOT on December 20, 2016. The committee was briefed on the changes made to the final rule and the time frame for MPOs to comply with the new requirements.
- Staff reviewed the TPB's committee and sub-committee structure. The purpose of the review is to both highlight the many activities of the subcommittees that report to the Technical Committee and also to encourage representatives of the member jurisdictions to participate in the activities of these subcommittees.
- Staff briefed the committee on plans to analyze the regional transportation impacts of WMATA's SafeTrack program. TPB staff will be reaching out to collect supporting data, including transit ridership, bike counts, and other relevant data.
- Staff briefed the committee on a list of consensus recommendations on Greenhouse Gas Reductions that were developed by a Policy Task Force convened by the COG board.

**TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES
ATTENDANCE – January 6, 2017**

DISTRICT OF COLUMBIA

DDOT Mark Rawlings
DCOP -----

MARYLAND

Charles County -----
Frederick County David Whitaker
City of Frederick Timothy Davis
Gaithersburg -----
Montgomery County Gary Erenrich
Prince George’s County Victor Weissberg
Anthony Foster
Rockville -----
M-NCPPC
Montgomery County -----
Prince George’s County -----
MDOT Kari Snyder
Matt Baker
Takoma Park -----

VIRGINIA

Alexandria Pierre Holloman
Arlington County Dan Malouff
City of Fairfax -----
Fairfax County Mike Lake
Malcolm Watson
Falls Church -----
Fauquier County -----
Loudoun County Robert Brown
Manassas -----
NVTA Sree Nampoothiri
NVTC Patricia Happ
Prince William County James Davenport
PRTC Betsy Massie
VRE Sonali Soneji
VDOT Norman Whitaker
VDRPT Tim Roseboom
Todd Horsley
NVPDC -----
VDOA -----
WMATA Allison Davis

FEDERAL/REGIONAL

FHWA-DC -----
FHWA-VA -----
FTA -----
NCPC -----
NPS Laurel Hammig
MWAQC -----
MWAA -----

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John Hartline, Tri-County Council for
Southern Maryland
Sonya Lewis-Cheatham, Virginia DEP
Bill Orleans



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: January 12, 2017

The attached materials include:

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



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions
DATE: January 12, 2017

At its meeting on January 6, the TPB Steering Committee reviewed a draft amendment to the FY 2017-2022 Transportation Improvement Program (TIP) that has been requested by the Virginia Department of Transportation (VDOT). The Steering Committee recommended that the TIP amendment be approved by the TPB under Item 10 of the January 18 meeting.



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: January 12, 2017

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



**U.S. Department
of Transportation**

Office of the Secretary
of Transportation
Mr. Timothy Lovain
Chair
National Capital Regional
777 North Capitol Street, N.E., Suite 300
Washington, DC 20002

Under Secretary for Policy

1200 New Jersey Avenue, SE
Washington, DC 20590

January 4, 2017



Dear Mr. Lovain:

Thank you for your letter supporting funding for Prince William County's US Route 15 Improvements with Railroad Overpass project under the Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) Grant Program, which is funded by the Fixing America's Surface Transportation (FAST) Act. Secretary Foxx has asked me to respond on his behalf.

The FASTLANE Grant Program provides dedicated, discretionary funding for nationally and regionally significant projects that improve our Nation's highways and bridges. For the first time in the U.S. Department of Transportation's 50-year history, Congress has funded a program with broad, multiyear eligibilities for freight infrastructure investments.

The FASTLANE Grant Program is authorized at \$4.5 billion for Fiscal Years (FY) 2016-2020, including \$850 million for FY 2017, and provides a major opportunity to fund transformative freight and highway projects. In addition, the FAST Act also designates a portion of program funds for rail, maritime port, and multimodal transportation projects.

A Federal Register notice, published on November 3, 2016, announced the availability of funding for the FY 2017 round of FASTLANE discretionary grant awards, project selection criteria, and application requirements. The deadline for submitting final applications was December 15 at 8:00 p.m., EST. The Build America Bureau will be responsible for administering the application and selection process.

The U.S. Department of Transportation welcomes the opportunity to fund projects that address critical challenges through the FASTLANE discretionary grant program, and I assure you that all properly submitted applications will receive full and careful consideration.

I appreciate your interest in the FASTLANE Grant Program. If I can provide further information or assistance, please feel free to contact me.

Sincerely,

Blair C. Anderson



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: January 12, 2017

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

MEMORANDUM

TO: National Capital Region Transportation Planning Board
Metropolitan Washington Air Quality Committee
Climate, Energy and Environment Policy Committee

FROM: Stuart Freudberg, COG Deputy Executive Director

SUBJECT: Multi-Sector Working Group – COG Board Resolution

DATE: January 12, 2017

The COG Board of Directors enacted resolution R68-2016 on January 11, 2017, endorsing the set of voluntary greenhouse gas emission reduction strategies in the Energy, Built Environment, Land Use and Transportation sectors developed by the Multi-Sector Working Group (MSWG). This action cumulated the work of the MSWG in identifying actions that could be taken to help reach the region's greenhouse gas emission reduction goals.

The Board Resolution encourages COG member jurisdictions, MWAQC, TPB and CEEPC to review, consider and take appropriate actions to implement the greenhouse gas emission reduction strategies as part of their local, regional, and statewide planning and programming activities. The Resolution further directs COG staff to provide assistance to COG members, policy and technical boards and committees to support implementation of the strategies. The Board Resolution and background materials presented to the Board are attached.

Additional information is available in my presentation to the Board on the Multi-Sector Working Group at <https://www.mwcog.org/events/2017/01/11/cog-board-of-directors-cog-board/>.

I would like to take this opportunity to join the COG Board in thanking the staff at the local, regional, and state environmental, planning, and transportation departments for their invaluable assistance in completing this important regional initiative.

Please contact Transportation Planning Department Director Kanti Srikanth (ksrikanth@mwcog.org), Environmental Programs Department Director Steve Walz (swalz@mwcog.org) or Community Planning and Services Department Director Paul DesJardin (pdesjardin@mwcog.org) if you would like additional information.



RECOMMENDATION OF THE MULTI-SECTOR WORKING GROUP

The Multi Sector Working Group's Policy Task Force recommends COG Board endorse the attached set of greenhouse gas emission reducing strategies in the Energy, Built Environment, Land Use, and Transportation sectors. The recommendations fully respond to COG Board Resolution R59-2015, which convened a Policy Task Force of elected officials, representing the COG Board, the Transportation Planning Board, the Metropolitan Washington Air Quality Committee, and the Climate, Energy and Environment Policy Committee, to provide consensus recommendations for action by the COG Board based on the original analysis of the multi-sector working group.

All recommendations are voluntary and are organized into three groups:

1. Strategies implementable region-wide
 - Actions to implement the strategy could be taken by every member jurisdiction
 - A supermajority of localities (representing at least two-thirds of the region's population) and applicable state/regional entities responded to the survey
 - A majority of localities (representing more than one-half of the region's population) and applicable state/regional entities indicated the strategy is implementable
 - Localities or regional entities may implement the strategy at a different level than was analyzed
2. Strategies implementable jurisdictionally
 - Some localities and state/regional entities could implement the strategy, while others could not (not applicable or they lack authority)
 - Localities or regional entities may implement the strategy at a different level than was analyzed
3. Strategies implementable by state/federal/private entities;
 - Authority or responsibility for action is not at the jurisdictional level
 - Supporting actions could be taken by member localities/agencies
 - State and federal entities may implement the strategy at a different level than was analyzed

Each of the recommended strategies would be supported by community education and engagement actions.

Upon positive action by the COG Board, staff would advance the strategies to the COG membership and policy boards and committees for voluntary implementation as part of their planning and programming activities and action plans.

The recommendations were derived after an extensive consultation process implemented at the direction of the Policy Task Force. This process included a detailed survey of department directors and their senior staff from the local, regional, and state transportation, planning and environmental agencies to address the three primary questions of the Policy Task Force about the original group of analyzed strategies:

1. Are the proposed strategies consistent with the agency's policies and feasible for implementation?
2. Are the proposed implementation levels, over time, reasonable for the agency?
3. What actions could be taken by the agency to implement the strategies?

ENERGY & BUILT ENVIRONMENT SECTOR

| Implemented Regionally | Implemented Jurisdictionally | Implemented State/Federally |
|--|---|--|
| Reduce emissions from solid waste management (Note that three responding localities said while this was consistent with local policy, they lacked any current implementation plan) | Increase infrastructure systems efficiency & renewable energy use | Reduce emissions from electric generation through supporting state and federal actions |
| Reduce energy use from new buildings (Note that some localities have limited implementation authority due to state control of building energy codes) | Reduce energy use from existing buildings | Reduce natural gas pipeline emissions |
| | Increase use of distributed renewable energy resources | |
| | Reduce emissions from non-road equipment | |

LAND USE SECTOR

| Implemented Regionally | Implemented Jurisdictionally | Implemented State/Federally |
|--|------------------------------|-----------------------------|
| Increase proportion of new development in activity centers | | |
| Reduce loss of tree cover due to land development | | |

TRANSPORTATION SECTOR

| Implemented Regionally | Implemented Jurisdictionally | Implemented State/Federally |
|---|--|---|
| Increase alternate fuel vehicles in public sector fleet | Implement programs/projects to improve traffic operations on local roadways | Implement programs/projects to improve traffic operations on state and federal roadways |
| | Encourage cash subsidy for public and private sector commuters using alternates modes of travel | Encourage cash subsidy for state or federal employee commuters using alternates modes of travel and offer assistance through a commuter subsidy program |
| | Increase frequency and/or reduce run-time for local and regional transit services | Increase speed enforcement on Interstates and limited access facilities |
| | Implement or expand existing transit fare buy-down programs on local and regional transit services | Offer funding assistance to localities operating transit fare buy down programs. |
| | Promote zero emissions vehicles in private sector fleet | Implement low carbon fuel standards for roadway vehicles (with local support) |
| | Install electric power units at truck stops | |

COG distributed a survey to gather information from 22 local and 8 regional/state agencies. COG received responses from 21 agencies, although not all jurisdictions responded to all questions.

The following reports the input from senior staff from local, regional and state transportation, planning and environmental agencies to the survey.

ENERGY AND BUILT ENVIRONMENT STRATEGIES

Reduce emissions from solid waste management

This strategy would provide for increasing diversion of solid waste from landfills and optimize energy recovery. Localities who operate solid waste management facilities such as recycling centers or material recovery plants, waste-to-energy plants, composting facilities, and landfills could take actions to implement the strategy.

- 14 localities (representing 76 percent of the region's population) and 3 regional/state agencies responded.
- The strategy was found to be consistent with local policy by all 14 of the responding localities and the 3 responding regional/state agencies.
- All 14 responding localities and the 3 regional/state respondents indicated the strategy is implementable. However, the of 3 localities (representing 31 percent of the region's population) and one of the regional entities found that while the strategy was consistent with local policy, they had no current plans to implement the strategy.

Implementation could include actions such as front-end waste reduction strategies, and expanding waste management strategies such as organic waste treatment in lieu of landfilling

Limitations noted include the difficulty in achieving a high waste management strategy compliance level in private properties and cost considerations

Reduce energy use from new buildings

This strategy would provide for actions to increase energy and water efficiency in new buildings. All localities, with assistance of the states such as through adoption of strong energy codes, could take actions to implement the strategy. Those with jurisdiction over building construction, such as through building codes, could take a stronger role.

- 18 localities (representing 98 percent of the region's population) and 3 regional/state agencies responded.
- The strategy was found to be consistent with local policy by 15 of the 18 responding localities (representing 76 percent of the region's population) and the 3 regional/state respondents. The 3 localities who responded negatively (representing 22 percent of the region's population) and a responding state agency noted that they lack the authority to implement the strategy.
- 13 localities (representing 66 percent of the region's population) and 2 of the regional respondents indicated the strategy is implementable.

Implementation could include actions such as LEED/green building policies for new local government and commercial buildings, implementation of more robust building energy codes (where authority exists), and creation of Net Zero Energy Districts.

Limitations included whether the analyzed goal could be reached when a locality has a high growth rate. Additionally, some localities lack authority to implement more stringent energy codes. Some also were unsure they could take actions to grow the numbers of net-zero buildings to the studied level.

Increase infrastructure systems efficiency & renewable energy use

This strategy would provide for increased deployment of energy efficiency and renewable energy sources across infrastructure systems. All localities, regional and state entities that operate infrastructure systems, such as water, wastewater, power, and telecommunications systems and community facilities, could implement this strategy.

- 15 localities (representing 88 percent of the region's population) and 3 regional/state agencies responded.
- The strategy was found to be consistent with local policy by 10 of the 15 responding localities (representing 56 percent of the region's population) and 2 of the regional/state respondents. 4 of the 5 localities and 1 of the regional/state agencies who responded negatively (representing 25 percent of the region's population) noted that they lack the authority to implement the strategy.
- 9 localities (representing 53 percent of the region's population) and 2 of the state/regional agencies indicated that the strategy is implementable.

Implementation actions include including improvements to system efficiency, energy recovery, and renewable energy sources in water and wastewater treatment processes, increasing use of high efficiency, and increased use of on-site green power generation through the Maryland Smart Energy Communities.

Limitations noted included the need to sometimes trade off increased reliability of service for other efficiencies.

Reduce energy use from existing buildings

This strategy would provide for actions to increase energy and water efficiency in existing buildings. All localities, with assistance of the states such as through adoption of strong energy codes, could take actions to implement the strategy. Those with jurisdiction over building construction and renovation, such as through building codes, could take a stronger role.

- 18 localities (representing 98 percent of the region's population) and 3 regional/state agencies responded.
- The strategy was found to be consistent with local policy by 15 of the 18 responding localities (representing 69 percent of the region's population) and the 3 regional/state respondents.
- 13 of the responding localities (representing 41 percent of the region's population) and the 3 regional/state respondents indicated the strategy is implementable. 3 of the localities who

responded negatively (representing 28 percent of the region's population) noted that they lack the authority to implement the strategy.

Implementation could include actions such as increasing retrofits of government buildings, promoting utility or establishing incentives for improved energy performance in private building retrofits, and achieving a higher compliance rate for energy codes for building renovations,

Limitations included whether the analyzed goal could be reached when a locality has a high growth rate, and that some localities lack the authority to require actions in privately-owned buildings.

Increase use of distributed renewable energy sources

This strategy would provide for increasing deployment of small-scale distributed renewable energy systems in the region. All localities and regional entities, with the support from the states, could implement this strategy.

- 17 localities (representing 89 percent of the region's population) and 3 regional/state agencies responded.
- The strategy was found to be consistent with local policy by 13 of the 17 responding localities (representing 78 percent of the region's population) and the 2 of the regional/state respondents. 2 of the 4 localities and the regional agency who responded negatively (representing 8 percent of the region's population) noted that they lack the authority to implement the strategy.
- 9 of the responding localities (representing 37 percent of the region's population) indicated the strategy is implementable. The other 4 localities indicated they had no local plans to implement this strategy.

Implementation actions include installing renewable power on municipal facilities, providing tax or development incentives for installation of distributed systems on private buildings, and supporting programs such as Solarize and Solar Coops to reduce system cost for local residents and businesses.

Limitations include the limited ability for commercial and multi-family properties to implement distributed renewable projects due to space constraints, lack of authority for community solar, and first-cost hurdles for renewable systems.

Reduce emissions from non-road equipment

This strategy would provide for improvements to non-road equipment such as used in construction, lawn care, and stationary power sources. All localities, with assistance from the states such as adoption of strong anti-idling policies, could take action to implement this strategy.

- 14 localities (representing 87 percent of the region's population) and 3 regional/state agencies responded.
- The strategy was found to be consistent with local policy by 13 of the 14 responding localities (representing 80 percent of the region's population) and the 3 regional/state respondents.

- Only 3 localities (representing 29 percent of the region's population) and the 3 responding regional/state agencies indicated that the strategy is implementable. 10 responding localities indicated they had no plans to or were unlikely to implement the strategy while 1 noted there was no local policy addressing this strategy.

Implementation could include actions such as promoting and enforcing anti-idling policies for non-road equipment and purchasing or retrofitting zero or low-emission equipment.

Some localities noted that enforcement of anti-idling policies are hard to enforce.

Reduce emissions from electric generation through supporting state and federal actions

This strategy would provide for supporting state implementation of the federal Clean Power Plan and supportive actions to grow utility-scale clean power sources. Maryland and Virginia, contingent upon final approval of the federal Clean Power Plan, would be the primary parties implementing this strategy. All localities and regional/state entities could take supporting actions.

- 17 localities (representing 97 percent of the region's population) and 3 regional/state agencies responded.
- The strategy was found to be consistent with local policy by 13 of the 17 responding localities (representing 68 percent of the region's population). 2 of the 4 localities who responded negatively (representing 21 percent of the region's population) and the 3 regional/state respondents noted that they lack the authority to implement the strategy.
- 9 localities (representing 39 percent of the region's population) indicated the strategy is implementable. Most of the respondents noted that they would have to review final state Clean Power Plans at the time they were developed before making a final decision on whether to support or not.

Local supporting actions include offsetting municipal government emissions from conventional electricity production through purchase of Renewable Energy Credits (RECs), purchasing electricity directly from wind and other renewable sources, and contingent on projects being compliant with land use and other local conditions, supporting utility-scale renewable development.

Limitations include limited land available to locally host utility-size renewable systems, the potential for increased electricity costs, and reliance on the continuation of the federal Clean Power Plan which may be changed or ended under the incoming federal administration

Reduce natural gas pipeline emissions

This strategy would provide for increased replacement of leaking natural gas pipes in the distribution systems serving the region. The region's natural gas utilities, with support from state public utility commissions, would implement this strategy.

- 13 localities (representing 74 percent of the region's population) and 2 regional agencies responded.
- The implementation level was found reasonable by the 2 of the 13 responding localities (representing 19 percent of the region's population).

- 8 of the 13 localities (representing 24 percent of the region's population) and the three regional/state agencies responding negatively noted that they lack the authority to implement the strategy. The remaining 3 localities (representing 31 percent of the region's population) noted that their locality lacked policy relating to this strategy.

Localities can support cost recovery of prudent infrastructure replacement costs at state utility commissions such as through Virginia's SAVE program. Respondents noted that the natural gas utilities serving their areas are taking advantage of these programs.

Limitations include that programs to recover prudent infrastructure replacement costs are subject to state public utility commission approval. Localities have no direct authority over these activities.

LAND USE STRATEGIES

Increase proportion of new development in activity centers

This strategy would provide for concentrating future residential and commercial growth in compact, mixed-use centers. All localities with jurisdiction over land use planning could implement this strategy.

- 15 localities (representing 88 percent of the region's population) and 3 regional/state agencies responded.
- The strategy was found to be consistent with local policy by all 14 of the 15 responding localities (representing 87 percent of the region's population). The 3 regional/state respondents noted they do not have the authority to implement these land use changes as these are local decisions.
- 13 localities (representing 84 percent of the region's population) indicated the strategy is implementable. The other respondent indicated it did not have plans to implement the strategy.

Implementation examples include implementation of transit-oriented, mixed use and higher intensity zoning in comprehensive plans and zoning codes and small area plans, increased connection of growing areas to high capacity transit, increased use of green building policies for higher density (FAR) buildings to increase building energy performance greater than is required by code.

Limitations include accounting for the differing development patterns in which more urban localities will inherently have more development in activity centers, and how to address pressures of continued growth, particularly when there are areas of by-right development yet to be built.

Reduce loss of tree cover due to land development

This strategy would provide for reducing loss of tree cover due to development and increasing reforestation and tree planting efforts. All localities with jurisdiction over land development, and through reforestation on public lands could implement this strategy.

- 14 localities (representing 76 percent of the region's population) and 3 regional/state agencies responded.
- The strategy was found to be consistent with local policy by all 14 of the responding localities and the 3 regional/state agencies. However, the 3 regional/state agencies noted they lack

are unlikely to implement the strategy due to lack of available land for additional tree planting.

- 13 localities (representing 55 percent of the region's population) indicated the strategy is implementable. The other respondent indicated it did not have plans to implement the strategy.

Implementation examples include greater use of smart growth policies to further concentrate growth in existing built up areas resulting in less greenspace loss (see also TLU-2), municipal tree planting programs, establishing a tree conservation ordinance including requirements to increase tree canopy on development sites and providing for developer contributions for planting trees when site constraints prevent required tree planting and supporting non-government organizations pursuing reforestation.

Limitations include reductions in proffer authority to provide for actions such as tree planting and the difficulty to provide for higher levels of tree canopy in highly urbanized communities.

TRANSPORTATION STRATEGIES

Increase use of Alternative Fuels in Public Sector Fleets

This strategy would increase the adoption and use of alternative fuels in public sector fleets. All localities, state departments of transportation, and multi-jurisdictional transit providers (WMATA, MARC, and VRE) could take actions to implement the strategy.

- 15 localities (representing 89 percent of the region's population), all 3 state DOTs, and two multi-jurisdictional transit providers responded.
- The strategy was found to be consistent with local policy by 14 of the responding localities (representing 82 percent of the region's population), and all responding state DOTs and multi-jurisdictional transit providers.
- 12 responding localities (representing 78 percent of the region's population), and all responding state DOTs and multi-jurisdictional transit providers) indicated the strategy is implementable.

Implementation action could include developing new fleet purchasing policies, providing staff training for both use and maintenance of alternative fuel vehicles, and adding alternative fuels or charging equipment to public sector fleet refueling facilities.

Limitations and challenges for some of the above actions include incremental cost of both vehicles and refueling facilities, limits on available technology for certain vehicle types, and specific requirements for some public fleet vehicles (like police vehicles).

Enhance and Improve Roadway System Operations

This strategy would result in improved roadway operating conditions implemented in part to reduce wasted fuel. This strategy mainly applies to state DOTs and localities that own and operate roads; however, all localities could work with road operators to identify locations that would benefit from improved operations.

- 13 localities (representing 17 percent of the region's population), and all 3 state DOTs responded.

- The strategy was found to be consistent with local policy by all 13 of the responding localities (representing 71 percent of the region's population), and all 3 state DOTs.
- 8 responding localities (representing 38 percent of the region's population), and all 3 state DOTs indicated the strategy is implementable. The 3 state DOTs operate a majority of road facility types in the region that would be most applicable for operational improvements. 3 of the localities that responded that the strategy was not implementable responded that it is consistent with local policy, but indicated that they do not have the specific authority to implement this strategy.

Implementation action could include implementing vehicle and roadway based technological features on freeways, arterial corridors, and collector roadways; roadway ramp metering; intersection efficiency improvements - roundabouts, traffic signal retiming; freeway operations patrols / faster incident management); promoting driving patterns to reduce rapid acceleration/deceleration and extended idling; and developing policies to support advances in technology (such as those related to connected and autonomous vehicles).

Limitations and challenges for some of the above actions include market penetration of technologies, funding and the potential impediment to pedestrian mobility goals.

Commuter Cash Subsidy for Alternative Modes

The strategy as described in the survey would ensure that 60 percent of commuters receiving a cash subsidy of \$50 per month for alternative commuting modes such as transit, carpool, vanpool, or bicycle. It should be noted that there are different ways for subsidies to be provided. Depending on how the subsidies are provided all localities and or state DOTs could be responsible to implement the strategy.

- 13 localities (representing 71 percent of the region's population) and all 3 state departments of transportation responded to the survey.
- 12 localities (representing 69 percent of the region's population) and 3 state DOT's indicated that the strategy is consistent with their policy.
- 9 localities (representing 65 percent of the region's population) and two state DOT's indicated the strategy is implementable. In the comments section, one respondent noted that there is a system in place for administering commuter benefit programs. Three respondents noted subsidies that are available to their employees. Three respondents noted that they actively encourage voluntary actions by private sector employers to provide alternative commute subsidies. Five of the respondents noted that funding would be an issue for this strategy.

Implementation action could include providing commuter subsidies to public sector employees, additional promotion of state commuter subsidy (if exists), and encouraging or requiring private businesses to provide commuter subsidies.

Limitations and challenges for some of the above actions include funding, passing legislation (if seeking to require private business to provide subsidies), ensuring that the implementation actions are developed in conjunction with other policies to meet the desired outcomes.

Transit Service Enhancements

This strategy would result in increased frequency and improve run times of transit service. This strategy is applicable to the 11 localities with transit systems (which covers 91 percent of the region's population), and the multi-jurisdictional transit providers (WMATA, MARC, and VRE).

- 8 of the 11 applicable localities (representing 64 percent of the region's population and 71 percent of the applicable localities' population) and all of the multi-jurisdictional transit providers responded
- All 8 of the localities, and two of the multi-jurisdictional transit providers responded that this strategy is consistent with policy.
- All 8 of the localities and two of the multi-jurisdictional transit providers responded that this strategy is implementable.

Implementation action could include transit priority treatments, bus on shoulders, semi-express bus routes, designating exclusive bus lanes, constructing dedicated busways, construction of new fixed rail, enforcing stopping/parking regulations, ensuring accessible bus stops, all-door boarding for buses, off-board fare payment for buses, and road and infrastructure improvements.

Limitations and challenges for some of the above actions include funding for operations and maintenance, coordination between transit providers and road operators, full cost accounting between existing conditions and proposed improvements.

Transit Fare Reduction

This strategy would result in an across the board reductions in transit fare. This strategy is applicable to the 11 localities with transit systems (which covers 91 percent of the region's population), and the multi-jurisdictional transit providers (WMATA, MARC, and VRE)

- 8 of the 11 applicable localities (representing 64 percent of the region's population and 71 percent of the applicable localities' population), and all of the multi-jurisdictional transit providers responded
- 7 localities (representing 61 percent of the region's population and 67 percent of the applicable localities' population), and two of the multi-jurisdictional transit providers responded that this strategy is consistent with policy.
- 7 localities (representing 61 percent of the region's population and 67 percent of the applicable localities' population) and one multi-jurisdictional transit provider that this measure is implementable. In the comments section, six of the respondents provided examples of discounted or free fares or passes that are available to targeted groups of riders. Three respondents noted that across the board fare reductions are something that their respective Boards could choose to do, but the issue of the potential revenue shortfall would need to be addressed.

Implementation action could include across-the-board fare reductions, reduced or free fares for targeted groups (such as students and senior citizens), reduced fare monthly passes, free transfers between services, and free or reduced fares on circulator bus service.

Limitations and challenges for some of the above actions include replacing the potential lost revenue from fare reductions and political support to reduce fares.

Promote Zero-Emission Vehicles in the Privately-owned Fleet

This strategy would provide encouragement and support for the adoption of highly fuel efficient vehicles in the privately-owned (i.e. general public and private sector business) vehicle fleet. All localities and state departments of transportation could take actions to implement the strategy.

- 15 localities (representing 89 percent of the region's population) and all 3 state DOTs responded.
- The strategy was found to be consistent with local policy by 13 of the responding localities (representing 79 percent of the region's population), and all 3 state DOTs.
- 10 responding localities (representing 43 percent of the region's population), and 2 state DOTs indicated the strategy is implementable.

Implementation actions could include implementing a "Cash for Clunkers" program to encourage replacement of older, less fuel-efficient vehicles; offering incentives for consumer/private sector purchase of electric vehicles and charging equipment; providing disincentives for purchases of fuel-inefficient vehicles (gas guzzler tax/registration fees); install and improving access to public charging facilities. Localities (with state action, if required) can require access to electric vehicle charging facilities in new developments.

Limitations and challenges for some of the above actions include funding, support from governing bodies and public at local and state levels; measuring private sector compliance.

Install Electrification Equipment at Truck Stops

One locality in the region, Frederick County, could take actions to implement this strategy.

- Frederick County responded that this strategy is both consistent with local policy and implementable.
- The strategy was found to be consistent with local policy by 14 of the responding localities (representing 82 percent of the region's population), and all responding state DOTs and regional transit providers.

Limitations and challenges for some of the above actions include additional funding to expand installation.

Reducing Speeding on Freeways

This measure would result in greater enforcement of speed limits on freeways in the region. State Police would have to implement the strategy.

- Fourteen localities (representing 71 percent of the region's population) and all 3 state DOTs responded to the survey.
- Seven localities (representing 64 percent of the region's population) and 2 state DOTs responded that this strategy was consistent with policy
- Only two localities (representing 18 percent of region's population) and one state DOT responded that it was implementable. Several noted that they do not have the authority to implement this strategy

Implementation action could include increased speed enforcement, which may include more speed patrols and/or electronic monitoring of freeway speeds.

Limitations and challenges for some of the above actions include state police coordination, and state legislation for electronic enforcement.

Support Implementation of a Low Carbon Fuel Standard

This strategy would be implemented at the state or federal level. All localities could take actions to support the implementation.

- 15 localities (representing 89 percent of the region's population) responded.
- The strategy was found to be consistent with local policy by all 15 of the responding localities.
- Implementation for this strategy would take place at the state or federal level.

Limitations and challenges for some of the above actions include support from vehicle manufactures and governing/regulatory bodies state and federal levels.

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
777 NORTH CAPITOL STREET, NE
WASHINGTON, DC 20002**

**RESOLUTION ENDORSING RECOMMENDATIONS OF THE MULTI-SECTOR WORKING GROUP ON
GREENHOUSE GAS EMISSION REDUCTION STRATEGIES**

WHEREAS, following requests from the Metropolitan Washington Air Quality Committee (Resolution R1-2014) and the Transportation Planning Board (Resolution TPB R10-2015), COG staff convened the Multi Sector Working Group (MSWG) to conduct an extensive examination of potential implementable greenhouse gas (GHG) reduction strategies in the Energy/Environment, Land Use and Transportation sectors; and

WHEREAS, the MSWG undertook a technical examination of potential GHG reduction strategies, including receiving input from the Metropolitan Washington Air Quality Committee, the Transportation Planning Board and the Climate, Energy and Environment Policy Committee; and

WHEREAS, the MSWG found that the region is making progress towards meeting its greenhouse gas emission reduction goals through current actions and identified additional voluntary strategies to further move towards meeting its goals; and

WHEREAS, upon presentation of the potential strategies, the COG Board directed staff to review the strategies with a Policy Task Force of elected officials representing COG's relevant policy committees; and

WHEREAS, at the direction of the MSWG Policy Task Force, COG staff surveyed COG member jurisdictions and state and regional agencies to gauge the feasibility and level of implementation of the analyzed GHG reduction strategies; and

WHEREAS, the survey found there are regionally and locally viable GHG reduction strategies that can be voluntarily implemented, and found there are other strategies that could be implemented within the purview of federal, state or other entities.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS THAT:

The board recognizes the progress the region has made to reduce emissions through the combined work of local governments, regional entities, state and federal agencies, and private sector businesses and individuals.

The board finds the Multi Sector Working Group's Policy Task Force recommendations fully responsive to COG Board Resolution R59-2015 and endorses the attached set of voluntary greenhouse gas emission reducing strategies in the Energy, Built Environment, Land Use, and Transportation sectors.

The board encourages COG member jurisdictions, the Metropolitan Washington Air Quality Committee, the National Capital Region Transportation Planning Board, and the Climate, Energy and Environment Policy Committee to review, consider, and take appropriate actions to implement the greenhouse gas emission reducing strategies as part of their local, regional and state wide planning and programming activities.

The board offers thanks to the staff at the many local, regional and state environmental, planning and transportation departments for their invaluable assistance to the Multi-Sector Working Group.

The board directs COG staff to provide assistance to COG members, policy and technical boards and committees to support implementation of strategies and to provide periodic status reports to the boards and committees on the extent of implementation.

I HEREBY CERTIFY THAT the foregoing resolution was adopted by the COG Board of Directors on January 11, 2017.

**Laura Ambrosio
COG Communications Specialist**



MEMORANDUM

TO: Transportation Planning Board
FROM: Lyn Erickson, TPB Plan Coordination and Program Director
SUBJECT: Association of Metropolitan Planning Organizations (AMPO) Dues
DATE: January 12, 2017

The Association of Metropolitan Planning Organizations (AMPO) has sent the annual invoice requesting dues payment for the National Capital Region Transportation Planning Board's (TPB) 2017 membership in AMPO. The funding to pay this invoice is provided in the 2017 Unified Planning Work Program budget which was approved in March 2016. The invoice is attached for your reference.

BENEFITS FROM AMPO MEMBERSHIP

AMPO membership greatly benefits Metropolitan Planning Organizations such as the TPB in many ways:

- AMPO can lobby for the policy positions that are craft with the members, in the interests of all MPOs.
- AMPO provides Legislative tracking and regular updates on all Congressional items relating to transportation systems and metropolitan planning.
- AMPO is recognized as the leader in providing technical expertise and assistance to the MPO community.
- AMPO offers the best tools and resources for MPOs seeking to gain knowledge in any facet of the metropolitan planning field.
- AMPO offers online, email, and print resources. Their bi-weekly newsletter offers pertinent updates in all areas of metropolitan planning and is subscribed to by over 1,200 transportation professionals. Their website is full of surveys, policy archives, and events.

TPB staff are involved in the following technical work groups sponsored by AMPO:

- AMPO Policy Committee
- AMPO Travel Modeling Work Group
- AMPO Performance-Based Planning and Programming (PBPP) Working Group
- AMPO Air Quality Work Group
- MPO TDM Peer Exchange Group

This is beneficial to the TPB work program because it provides the opportunity for a peer exchange with other MPOs on state of practice/best practices/innovative practices, and for sharing the experiences and unique MPO perspectives of the staff of other MPOs in fulfilling these requirements.

Rec'd - 01/06/17

Association of Metropolitan Planning. Org.
444 N. Capitol St. NW
Suite 345
Washington, DC 20001
202-624-3682

Invoice

| |
|----------|
| Date |
| 1/1/2017 |

| |
|-----------|
| Invoice # |
| 2017-89 |

Kanti Srikanth
Metropolitan Washington COG
777 N. Capitol St., NE
Suite 300
Washington, DC 20002



ASSOCIATION OF
METROPOLITAN
PLANNING
ORGANIZATIONS

| Description | Amount |
|--|-----------|
| AMPO Membership Dues 2017 - Restricted | 20,000.00 |
| AMPO Membership Dues Unrestricted - 2017 | 5,000.00 |
| <p>Please indicate below what percent of your dues come from federal funds IF IT IS NOT 80% and return a copy of this invoice with your payment.</p> <p>Our percent of federal funds is _____.</p> | |
| <p>Total \$25,000.00</p> | |



MEMORANDUM

TO: Transportation Planning Board
FROM: Eric Randall, TPB Transportation Engineer
SUBJECT: MPO Coordination and Planning Area Reform Final Rule
DATE: January 12, 2017

This memorandum provides an overview of the recent federal rulemaking for Metropolitan Planning Organizations (MPOs). A final rule for Metropolitan Planning Organization Coordination and Planning Area Reform¹ was published on December 20, 2016. The rule is an initiative of US DOT Secretary Foxx and federal agencies to revise transportation planning regulations to “promote more effective regional planning by States and metropolitan planning organizations (MPOs)”.

Previously, the TPB was briefed on the initial Notice of Proposed Rulemaking (NPRM), published on June 27, 2016. The TPB submitted formal comments in response to this NPRM on August 26, 2016. A notice of additional questions and an extension for comment was published on September 23, 2016, and TPB also submitted formal comments in response to this detailed request on October 24, 2016. This final rule reflects a number of changes from the proposed rulemaking in response to comments received from many stakeholders.

OVERVIEW OF MPO COORDINATION AND PLANNING AREA REFORM FINAL RULE

This rule establishes additional requirements that the TPB must now meet in order to be compliant with federal law. While the implementation of this rule is not immediate, TPB staff will be working with our Federal partners, with our State Departments of Transportation and our neighboring MPOs to take the necessary steps in order to achieve compliance within a timely manner. At a minimum, there will be additional coordination and staff time necessary to become compliant at a cost which has yet to be determined.

The goal of the revisions is to better align the planning regulations with statutory provisions concerning the establishment of metropolitan planning area (MPA) boundaries and the designation of MPOs. To achieve this purpose, the rulemaking incorporates the 23 U.S.C. 134 requirements that the boundaries of MPAs at a minimum include an urbanized area in its entirety and include the contiguous area expected to become urbanized within a 20-year forecast period for the metropolitan transportation plan. The rule includes new coordination and decisionmaking requirements for MPOs that share an MPA, to better ensure that transportation investments reflect the needs and priorities of an entire region.

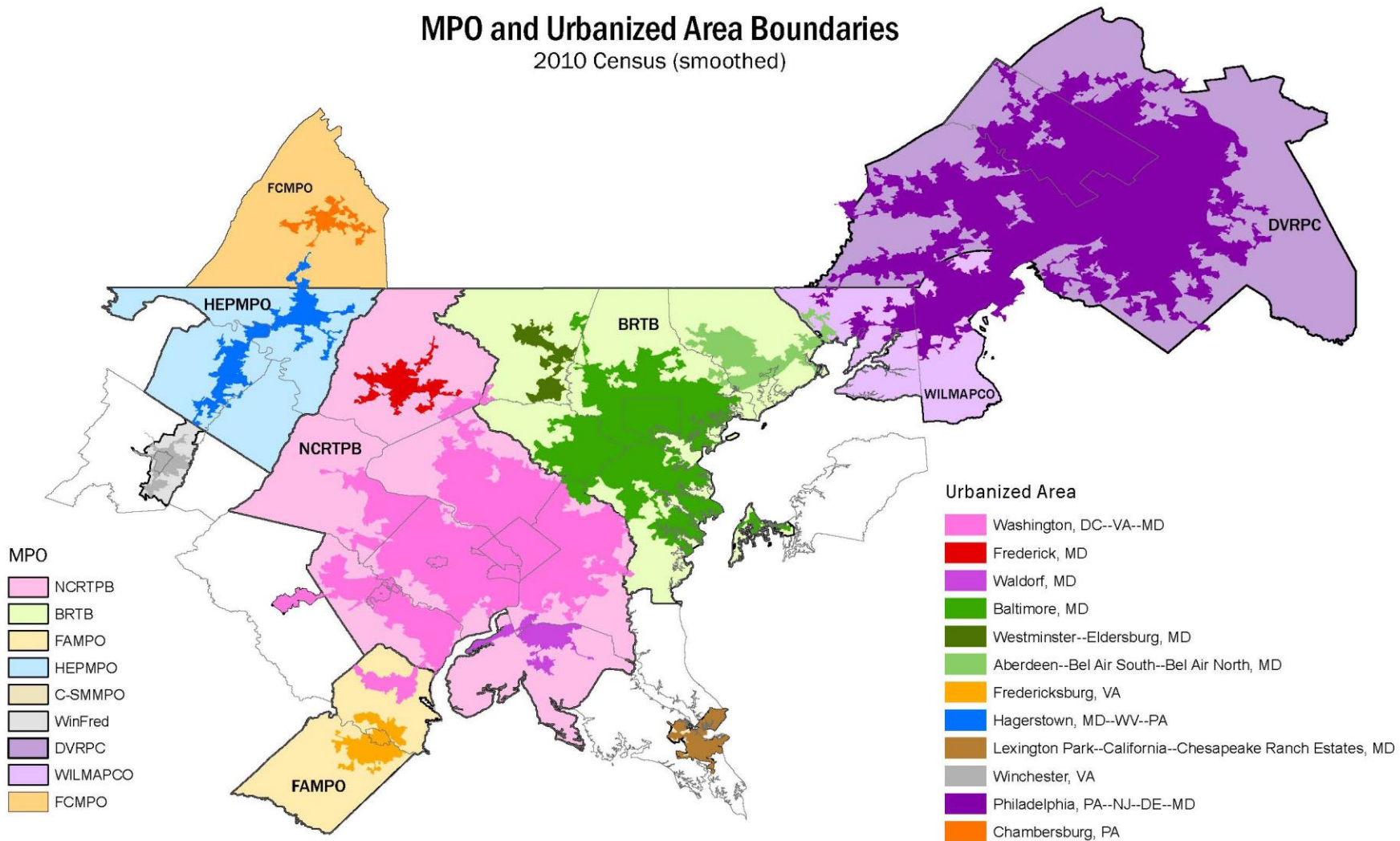
¹ <https://www.gpo.gov/fdsys/pkg/FR-2016-12-20/pdf/2016-30478.pdf>

REQUIREMENTS OF THE FINAL RULE

Requirements of the final rule include the following:

- Metropolitan Planning Area (MPA) boundaries must include the entire Urbanized Area (UZA) and contiguous area expected to become urbanized within 20 years.
 - *As the rule applies to the Washington Urbanized Area, the rule conceivably could require the creation of a new metropolitan planning area (MPA) spanning at least six state-level jurisdictions from Virginia to New Jersey (see Attachment 1).*
- A single MPO would conduct the metropolitan planning activities for an MPA (as defined above) unless, the Governor(s) (and Mayor) and the affected MPOs make an exception and establish multiple MPOs (or maintain the current MPO structures).
 - *The basis for an exception is a determination that the size and complexity of the MPA merits multiple MPOs. TPB staff feel that a case could be made to pursue such an exception.*
- In MPAs where more than one MPO is designated, those MPOs within the MPA shall develop unified planning products, including:
 1. jointly develop a single metropolitan transportation plan (e.g., CLRP);
 2. jointly develop a single transportation improvement program (TIP) for the MPA; and
 3. jointly establish the performance targets for the MPA to address the new federal performance-based planning and programming (PBPP) requirements.
 - *An exception to the unified planning products requirement may be approved by the Secretary if the affected Governor(s) and all MPOs in the MPA submit a joint written request and justification to FHWA and FTA that (1) explains why it is not feasible for the MPOs to produce unified planning products for the MPA, and (2) demonstrates how each MPO is already achieving the goals of the rule through an existing coordination mechanism with all other MPOs in the MPA that achieves consistency of planning documents. TPB staff feel that a case could be made to pursue such an exception.*
- Metropolitan planning agreements would have to be updated among other things to include coordination strategies and dispute resolution procedures between the States and the MPOs and between adjacent MPOs.
- The final rule phases in implementation of these coordination requirements and the requirements for MPA boundary and MPO jurisdiction agreements, with full compliance not required until the next Metropolitan Transportation Plan (e.g., TPB's CLRP) update occurring on or after the date 2 years after the date the U.S. Census Bureau releases its notice of Qualifying Urban Areas following the 2020 census; leading to a likely implementation date in 2024.
- In response to the many comments submitted in response to the proposed rule, the FHWA and FTA state in the final rule that further guidance or actions will be forthcoming on MPA boundary setting, twenty-year growth projections, cooperation with the Census Bureau on Urbanized Area (UZA) designation; and situations for the exceptions to the unified planning products requirement.

MPO and Urbanized Area Boundaries 2010 Census (smoothed)



ITEM 7 – Action
January 18, 2017
Approval of 2017 Appointments to the
TPB Citizens Advisory Committee

Staff

Recommendation: Appoint members and alternates to the 2017 CAC.

Issues: None

Background: The TPB Participation Plan calls for the appointment of 15 individuals to serve as members of the CAC for each calendar year: six members designated by the current CAC and nine members nominated by the TPB officers. In December, the 2016 CAC elected six individuals to serve on the 2017 CAC. On January 18, 2017, the three TPB officers will each nominate three individuals to serve as CAC members. The TPB officers will also nominate individuals to serve as alternate members. In addition, Chairman Newton will announce the appointment of the 2017 CAC chairman.



MEMORANDUM

TO: Transportation Planning Board
FROM: Lyn Erickson, Plan Development and Coordination Program Director
SUBJECT: Appointment of Citizens Advisory Committee (CAC) members for 2017
DATE: January 12, 2017

The term of the TPB's 2016 Citizens Advisory Committee ends in January 2017. The term for the 2017 CAC begins in February. This memorandum presents the nominations of the member of the CAC for the 2017 term for the Board's consideration and approval.

According to the TPB's Participation Plan, the CAC comprises 15 members. Six of these members—two each from the District of Columbia, Maryland, and Virginia—are designated by the previous year's CAC. The TPB officers nominate nine individuals—three each from the District of Columbia, Maryland, and Virginia. The Participation Plan also specifies that the chairperson of the TPB will appoint the chairperson of the CAC.

In December 2016, the 2016 CAC elected six individuals to serve on the 2017 committee. Subsequently, the TPB officers reviewed the remaining applications and finalized the nominations from their respective jurisdictions. Listed below are all 15 nominations for the 2017 CAC. The TPB is requested to consider the nominations and approve with or without changes, the appointment of all 15 members as well as up to three alternates for each jurisdiction. Following the Board's action, TPB Chairman Bridget Donnell Newton will announce the appointment of the CAC chair.

The new committee will convene its first meeting on February 9.

The application for the nominees is attached.

Nominated as 2017 CAC members:

| NOMINEE | STATE | NOMINATED BY |
|--------------------|--------------|---------------------|
| Keith Benjamin | DC | 2016 CAC |
| Meredith Howell | DC | Charles Allen |
| Robyn Jackson | DC | 2016 CAC |
| Katherine Kortum | DC | Charles Allen |
| Jeanoes Lexima | DC | Charles Allen |
| Nancy Abeles | MD | 2016 CAC |
| Jeremy Martin | MD | Bridget Newton |
| Adeyinka Oguniegan | MD | Bridget Newton |
| Era Pandya | MD | Bridget Newton |
| Emmet Tydings | MD | 2016 CAC |
| Robert Jackson | VA | 2016 CAC |
| Molly O'Connell | VA | Jay Fiset |
| Lorena Rios | VA | Jay Fiset |
| Stephen Still | VA | 2016 CAC |
| Charles Sumpter | VA | Jay Fiset |

Nominated as 2017 CAC alternate members:

| NOMINEE | STATE | NOMINATED BY |
|------------------|--------------|---------------------|
| Paul Angelone | DC | Charles Allen |
| Anna Ray | DC | Charles Allen |
| Jessica Smith | DC | Charles Allen |
| Ronit Dancis | MD | Bridget Newton |
| Veronica Lowe | MD | Bridget Newton |
| Evan Papp | MD | Bridget Newton |
| Daniel Papiernik | VA | Jay Fiset |
| Jeffrey Parnes | VA | Jay Fiset |

Keith Benjamin

Why are you interested in serving on the TPB's Citizen Advisory Committee?

Being born in Washington DC, I have watched the transformation of this community and the opportunities that continue to prevail through innovative economic development and transportation projects and initiatives. Though so much should be celebrated, I cannot help but think about the question of access for all when it comes to DC improving for the better. How do we make sure that every family has safe access to their basic health, education and job needs? How do we improve the opportunities of the city without losing the culture that has made this city so great? How do we make sure that the features that the city's transient residents enjoy can also be available to those who have lived in the city all of their lives?

Having now served on the Committee and sat as Vice-Chair, I know how important this work is and would be honored to continue to engage in this work.

What are your public policy and transportation interests? Please briefly describe your experiences related to those interests and how they will help you contribute to the CAC.

During the last decade, I have worked to build bridges between federal, state and local official policy priorities and primary constituency needs. From underserved American inner cities, to the rural south, to Native American reservations, to immigrant populations in European city suburbs, to indigenous sects in West Africa, I have worked to identify how transportation plays a vital role in alleviating community stressors. By identifying and developing collaborative advocacy campaigns, providing innovative technical assistance, establishing new leadership pipelines, and expanding coalition collaborations, I am passionate about how equitable place is a primary caveat to better mobility, increased health, and intentional safety.

List any relevant organizations or groups in which you participate that may inform your involvement in CAC discussions.

Chair- Ward 7 Transportation Committee

Meredith Howell

Why are you interested in serving on the TPB's Citizen Advisory Committee?

I would like to take an active role in influencing the growth and maintenance of the Washington, D.C. metro area's complex transportation system. Membership on the CAC would also be an unparalleled learning experience in transportation policy analysis and planning. Engaging with transportation decision-makers and other concerned citizens would also provide all three jurisdiction's perspectives concurrently rather than in isolation.

What are your public policy and transportation interests? Please briefly describe your experiences related to those interests and how they will help you contribute to the CAC.

I'm interested in equitable, accessible, and walkable communities, particularly for communities of concern like minority, low-income, and environmentally vulnerable populations. I'm also interested in engaging the public - the previously mentioned groups in particular - in the transportation planning process. It's long, complex, and opaque but it impacts everyone's lives in more regards than they probably realize. I also believe that there should be sufficient and reliable transportation options for all segments of the population, regardless of socioeconomic status.

As a USDOT employee, I have had the privilege of conducting performance audits that help the various operating administrations better deliver safe, reliable transportation to the country and to do so efficiently, effectively, and economically. I've also had the opportunity to engage citizens in four very different communities around transportation infrastructure impediments that have historically and presently impact their quality of life. As a program manager of an effort focused on equity, inclusion, connectivity, and government-citizen collaboration, I have firsthand experience in facilitating conversations between the community and design, urban planning, policy, and transportation professionals.

List any relevant organizations or groups in which you participate that may inform your involvement in CAC discussions.

I am an active board member of the Women's Transportation Seminar (WTS) D.C. Chapter. The mission of WTS is to promote and facilitate the global advancement and retention of women in the transportation sector.

Is there anything else you'd like us to know related to your interest in serving on the CAC?

I'm a resident of Ward 8 and USDOT employee (six years) with an educational background in urban planning and public administration. I truly have a passion for people, community, and cities. As an area resident, I have a vested interest in seeing the transportation system succeed because it impacts the economic, educational, and quality of life for me and everyone else who lives here or visits. Transportation connects us all.

Robyn Jackson

Why are you interested in serving on the TPB's Citizen Advisory Committee?

I'm interested in continuing the conversation regarding public outreach and how the CAC can help the TPB in this endeavor.

What are your public policy and transportation interests? Please briefly describe your experiences related to those interests and how they will help you contribute to the CAC.

My interest lies in transportation access and equity, which includes the development of multimodal systems that connects communities to job opportunities. My experience participating in neighborhood meetings, working in outreach for a grass roots organization, and now planning for larger transportation systems have taught me to look at the bigger picture while keeping the "little guy" in mind. I can contribute to the CAC by bringing a broad reaching viewpoint, from the perspective of a neighborhood citizen. I can also help to contribute effective outreach strategies to generate interest in the TPB's goals. For background, I regularly attend my community meetings and provide information on transportation plans and other initiatives that my community may otherwise be unaware of and may affect their daily commutes. Through my previous employer, I was responsible for creating content to help communicate complicated transportation initiatives to the general public; so that the public can provide meaningful feedback that informs the decision making process. In addition, through my current employer I have the opportunity to make socially responsible decisions that bring together engineers, planners, and the public over a broader reaching scope.

Is there anything else you'd like us to know related to your interest in serving on the CAC?

My previous experience on the CAC has taught me a lot about thinking of regional systems and how these systems can benefit smaller communities. Much of the information I've been exposed to is pertinent to the general public and can affect someone's day to day activities. I would like to continue to work with the TPB to begin to develop a comprehensive outreach plan and help to define a role for the CAC. endeavor.

Katherine Kortum

Why are you interested in serving on the TPB's Citizen Advisory Committee?

I am interested in transportation issues and work in the field in my day job. I'd like to be involved on a local level to help ensure that my voice is heard in deciding the direction for the region's transportation/land use plans.

What are your public policy and transportation interests? Please briefly describe your experiences related to those interests and how they will help you contribute to the CAC.

Much of my graduate work (including my thesis and dissertation) and then my paid work has been on shared mobility - Uber, Lyft, carsharing, bikesharing, etc. I want to use these services, and many others, to increase the transportation options that everyone has. It's not about a "war on cars," but rather a chance for people to have choices to use a car or not. I'd like to expand my professional knowledge of expanding transportation options and making regions better for pedestrians, bicyclists, transit users, and non-car owners. There's no one-size-fits-all solution to the issues.

List any relevant organizations or groups in which you participate that may inform your involvement in CAC discussions.

Board member: Institute of Transportation Engineers, American Society of Civil Engineers'
Transportation & Development Institute

Member of: Young Professionals in Transportation, Women's Transportation Seminar

Is there anything else you'd like us to know related to your interest in serving on the CAC?

I have been working in transportation for ten years and have advanced degrees in transportation engineering. I think many of the decisions that most influence people's lives are made at the local level, not the federal level, and thus local involvement has the most impact. I have lived in Germany and want to do what I can to encourage the US to adopt some of the European best practices for livability, walkability, safety, and general transportation options.

Jeanoes Lexima

Why are you interested in serving on the TPB's Citizen Advisory Committee?

To finish what I started, finalizing a plan of action that actually achieves something.

What are your public policy and transportation interests? Please briefly describe your experiences related to those interests and how they will help you contribute to the CAC.

Accessibility (cost and quality). Connecting decision makers to day to day issues of vulnerable populations.

List any relevant organizations or groups in which you participate that may inform your involvement in CAC discussions.

My own nonprofit, DOT leadership forums, ANC, and other community engagement.

Is there anything else you'd like us to know related to your interest in serving on the CAC?

I want to see what we achieve vs. discuss.

Nancy Abeles

Why are you interested in serving on the TPB's Citizen Advisory Committee?

This year I'm getting more into two intertwined areas and would like to work on them further: the TPB Long Range Planning realignment with unfunded priority projects, and Public Participation, in terms of trying to broaden and deepen public involvement for this—and in general. I have been shadowing Gary Hodge, who is the CAC representative on the Long Range Planning Task Force. I am also interesting in continuing on the CAC because of my concurrent involvement on a CAC and community round tables for road and land-use in my immediate locale: the MD Route 355 BRT CAC; the BRAC Implementation Committee for road improvements surrounding Walter Reed; the NIH Community Liaisons group; and the Bethesda Downtown Plan. All of those entities are interactive, and on any or all of those groups, there is no one else to my knowledge who brings a regional knowledge perspective to those local groups; and, to the TPB CAC, I bring knowledge and experience of local projects and citizen involvement as well as stakeholder cooperation. The complementary dimensions of my experience enhance my ability to contribute to both sides of the paradigm.

What are your public policy and transportation interests? Please briefly describe your experiences related to those interests and how they will help you contribute to the CAC.

In addition to my interest in striking balance of use among all transportation modes, including non-vehicular, I am interesting in emerging transportation technologies. Through my (non-technical) work at an IT/Cybersecurity-oriented company, I am aware of both the pros and cons of these technologies. Additionally, I am interested in urban planning and land use, which to my mind is inseparable from transportation challenges and solutions. I read and attend seminars or seminars about these areas, and see a gap between MPO planning directions and private sector innovations in transportation technologies and behavior/cultural changes. I would like my service on the CAC, helping to provide a "Bigger Picture" perspective, could aid the CAC in promoting that these two "silos" develop and evolve in better conjunction.

List any relevant organizations or groups in which you participate that may inform your involvement in CAC discussions.

As I listed before, as a community leader and representative, I serve on the BRAC Integration Committee (BIC), the MD 355 BRT CAC, the NIH Community Liaisons, and I also represent my community within the Montgomery County Civic Federation, and I chair my HOA Outside Impacts Committee, to which local road and development projects apply. I also serve on other collaborative volunteer groups; one related to work and the other for a community-building nonprofit. Both groups involve collaborations on problem solving between individuals of diverse demographics and expertise.

Is there anything else you'd like us to know related to your interest in serving on the CAC?

For my work and collaboration regarding transportation issues, I received the 2016 Montgomery County Civic Federation Star Award for outstanding contribution to the citizens of Montgomery County.

Jeremy Martin

Why are you interested in serving on the TPB's Citizen Advisory Committee?

To provide input from my community and gain a regional perspective on the work I do in Rockville and Montgomery County

What are your public policy and transportation interests? Please briefly describe your experiences related to those interests and how they will help you contribute to the CAC.

I am interested in biking, transit and reducing GHG emissions from transportation.. I have commuted by bike and Metro for years, take buses as well, and have a wheelchair-bound child. I work on fuels policy at the Union of Concerned Scientists.

List any relevant organizations or groups in which you participate that may inform your involvement in CAC discussions.

I am a Traffic and Transportation Commissioner for the City of Rockville, and I represent the Maryland Municipal League on the Montgomery County Pedestrian, Bicycle, and Traffic Safety Advisory Committee. I also participate I some of the BRT CACs.

Is there anything else you'd like us to know related to your interest in serving on the CAC?

I think that should cover it.

Adeyinka Oguniegan

Why are you interested in serving on the TPB's Citizen Advisory Committee?

I would like to continue serving on the Citizen Advisory committee to increase my knowledge of how transportation policies are created, funded and implemented. It is also important for me to provide the perspective of a resident of Prince George's County

What are your public policy and transportation interests? Please briefly describe your experiences related to those interests and how they will help you contribute to the CAC.

I'm interested in the equitable distribution of transportation resources; the role communities play in influencing policy decisions; the rising costs of transportation; and the long term planning for new projects and maintenance of existing systems.

List any relevant organizations or groups in which you participate that may inform your involvement in CAC discussions.

Prince George'Street Advocates for Community Transit.

Prince George's Chamber of Commerce

Is there anything else you'd like us to know related to your interest in serving on the CAC?

I've enjoyed this past year on the committee and learned a great deal. I would like to continue serving as the committee works to implement new strategies to increase engagement of residents throughout the region.

Era Pandya

Why are you interested in serving on the TPB's Citizen Advisory Committee?

I am currently part of AFA and CAC for BRTS and have learned so much about the upcoming and ongoing projects in the region. This has helped me understand some of the micro and macro challenges that goes in to the procurement and development of the project to enhance the transportation of the region. I am interested in serving on TPB's advisory committee mainly to gain more knowledge and to provide input about the region that has so much to offer.

What are your public policy and transportation interests? Please briefly describe your experiences related to those interests and how they will help you contribute to the CAC.

I am mainly concerned about I270 and 495 corridor that creates too much stress on transportation as well as on the public that takes it everyday to reach their jobs. It is really stressful as sometimes I do have to take it and I have no certainty when will I reach to the desired location. I think this existing infrastructure needs to be re-evaluated.

List any relevant organizations or groups in which you participate that may inform your involvement in CAC discussions.

AFA and CAC for BRTS in Montgomery County

Is there anything else you'd like us to know related to your interest in serving on the CAC?

I want to know more about the ongoing projects and upcoming projects that enhances the areas transportation needs.

Emmet Tydings

Why are you interested in serving on the TPB's Citizen Advisory Committee?

I want to serve because no one cares more than me about congestion relief and economic development as it relates to transportation in the Washington Metro region than me!

What are your public policy and transportation interests? Please briefly describe your experiences related to those interests and how they will help you contribute to the CAC.

Besides the 13 years I have served on the CAC I currently sit on other committees and boards in the transportation discussion throughout the metro area and Baltimore. I am also steeped in the evolution of transportation "Regionalism" that is a key concept driving change in the MWCOG MPO.

List any relevant organizations or groups in which you participate that may inform your involvement in CAC discussions.

- < CO-Founder and Exec Board member of Suburban Maryland Transportation Alliance (SMTA) (current)
- < Member Transportation Committee of the Greater Olney Civic Association (current)
- < Board Member Howard County Tech Council - recent past Chair 2013 - 2015 (current)
- < Chairman & Co-Founder - Greater Olney Newspaper 22k Circ. (2015 - present)
- < Alternate - Montgomery County Context Sensitive Road Design Committee (2009)
- < Chairman of Steven Joseph County Council campaign at Large 2002
- < Member - Olney Master Plan MoCo (2005)

Is there anything else you'd like us to know related to your interest in serving on the CAC?

My attendance at the CAC has been excellent over the years with the exception of 2015 where I have had two hip replacements and a trip out of the country that kept me away from several CAC meetings and I hope that anomaly doesn't reflect poorly on my ability and willingness to contribute.

Robert Jackson

Why are you interested in serving on the TPB's Citizen Advisory Committee?

I believe community review of, and input to, regional transportation decisions, especially funding decisions, is critical to good government and sound transportation policies that benefit the public. The CAC includes diverse membership (chiefly from the fact that members' experience and viewpoints are not the same). Hearing and considering differing perspectives provides better input to transportation decision makers and likely matches the views of the public in the Greater Washington Area.

I also believe I have added thoughtful input to the CAC and, ultimately, the TPB, in my almost two years on the CAC. I would like to continue contributing to the CAC and the betterment of transportation and quality of life for the millions of people residing in our part of the nation.

What are your public policy and transportation interests? Please briefly describe your experiences related to those interests and how they will help you contribute to the CAC.

I'm a long-term community activist and leader in Fairfax County, having served as president of both the McLean Citizens Association and the Fairfax County Federation of Citizens Association. I became heavily involved in transportation issues when I led the MCA's efforts in providing community input to Fairfax County's re-planning and rezoning of Tysons. Our advocacy points were incorporated into the 2010 Comp Plan amendment. I believe in data-driven transportation decisions and a spirit of compromise that attempts to find solutions that address the varied concerns of all stakeholders in a fair and reasonable way.

List any relevant organizations or groups in which you participate that may inform your involvement in CAC discussions.

McLean Citizens Association, including its Transportation, Planning & Zoning and Tysons Liaison Committees. I am also co-chair of the Greater Tysons Citizens Coalition, a group of individuals and organizations that monitor and advocate issues of interest as Tysons redevelops.

Is there anything else you'd like us to know related to your interest in serving on the CAC?

No, this about cover my interest.

Molly O'Connell

Why are you interested in serving on the TPB's Citizen Advisory Committee?

I am interested in continuing with CAC because I think effective regional transportation that serves the entire population is critical to our metro area. I've also found the experience really enriching in terms of learning more about COG and about how regional transportation planning works here.

What are your public policy and transportation interests? Please briefly describe your experiences related to those interests and how they will help you contribute to the CAC.

I have been working in community development and planning for 3 years - first in Prince George's County and now in Arlington County - and so I look at many public policy and transportation issues from a planner's viewpoint: how does this affect growth? how does this affect vulnerable populations? etc. But I also have lived in Maryland, D.C., and now Virginia, and have used multiple modes of transportation to get to work and get around, so I also approach this as a commuter who uses roads, public transit, and walking on a regular basis.

List any relevant organizations or groups in which you participate that may inform your involvement in CAC discussions.

APA - National Capital Area Chapter

Is there anything else you'd like us to know related to your interest in serving on the CAC?

No.



Lorena Rios

Why are you interested in serving on the TPB's Citizen Advisory Committee?

I want to continue learning and contributing what I have learned during the last few years I have participated in this committee. Now, more than ever with the disruptive technologies coming up for cars and bikes in addition to the multidisciplinary approach to be more effective, it is a and "exciting" time to be part of this group and bring a different point of view to the table.

What are your public policy and transportation interests? Please briefly describe your experiences related to those interests and how they will help you contribute to the CAC.

I believe in a multidisciplinary approach to solving transportation issues is the most comprehensive way to achieve such goal. Policy making should be based on evidence and issue prioritization should be based on cost vs benefits. Technology must be incorporated into all immediate and future planning. Joining the AFA committee will help me understand the transportation challenges faced by our aging population, lower income families and physically and mentally handicapped population.

List any relevant organizations or groups in which you participate that may inform your involvement in CAC discussions.

All Advisory Committee To the TPB, Hispanic Chamber of Commerce of Northern Virginia, M CCP Foundation, Northern Virginia Realtors Association.

Is there anything else you'd like us to know related to your interest in serving on the CAC?

After spending more than a few years attending CAC meetings, the conclusion it is obvious to me. I am part of a group that has a tremendous range of expertise and is willing, able and qualified to contribute their suggestions to the TPB from the citizen's point of view. Thus I am very interested in continue being a member of the CAC in 2017.

Stephen Still

Why are you interested in serving on the TPB's Citizen Advisory Committee?

I have a life long interest and passion in transportation planning. My university degrees from Bachelors to PhD were all in transportation planning.

I recognize that transportation problems are complex; however, systematic solutions can be found through smart planning, and practical political will. The best solutions are often multi-modal in nature, and recognize that a combination of transit, pedestrian, and bicycle access all have an important role to create viable alternatives. Now we are entering a new phase of transportation where technology can provide unprecedented opportunities for mobility and safety in the form of autonomous vehicles.

There are those not fortunate to have alternatives, either through age or disability. Planners must address their needs as well.

What are your public policy and transportation interests? Please briefly describe your experiences related to those interests and how they will help you contribute to the CAC.

Current interests include technology applications for efficient transportation, and renewed focus on shared mobility through transit, automated vehicles, integrated with bicycles and pedestrian access.

Experiences through affiliations at university transportation research centers and long membership in the CAC has also provided access to leading thinkers in regional planning.

List any relevant organizations or groups in which you participate that may inform your involvement in CAC discussions.

CAC. Advisory council with the joint George Mason University, University of Buffalo Transportation Center.

Is there anything else you'd like us to know related to your interest in serving on the CAC?

CAC has been an effective vehicle for change. From the Regional Transportation Priorities Plan, to the recent unfunded project initiative, CAC has had an effective voice and I welcome to chance to continue my involvement.

Charles Sumpter

Why are you interested in serving on the TPB's Citizen Advisory Committee?

In 2014, I completed the Leadership Institute and found the program to be very beneficial to me and the work I do in Alexandria. Participating in the Citizen Advisory Committee would give Virginia an opportunity to have input on transportation challenges across our region and I am happy to help.

What are your public policy and transportation interests? Please briefly describe your experiences related to those interests and how they will help you contribute to the CAC.

From 2013-2015, I served on the Eisenhower West Steering Committee, representing citizens in my community. I am very interested in transit oriented development and smart growth. Additionally, promoting more sidewalks to get citizens out of their cars is of great interest to me. I have my ear to the ground on what citizens, especially in the West End of Alexandria want and desire.

List any relevant organizations or groups in which you participate that may inform your involvement in CAC discussions.

TPB Leadership Institute
The Sorensen Institute for Political Leadership - through the University of Virginia
Eisenhower West Steering Committee
Eisenhower West Implementation Advisory Group
Civic Association

Is there anything else you'd like us to know related to your interest in serving on the CAC?

I am very interested in development projects that focus on metro stations. In Alexandria, particularly the West End where I live, our stations are some of the most underdeveloped stations in the region. I want this to change and have been working on this. It would be good to see what others in the region are doing to improve this situation. I am a huge proponent of regionalism and believe it should be a guiding principle in how we develop and improve the flow of cars, people, and products.

Paul Angelone

Why are you interested in serving on the TPB's Citizen Advisory Committee?

a. I have an interest to utilize my experiences to help implement the region's forward-thinking transportation plans. I am an active bicyclist, metro rider, and pedestrian but also own a car. Transportation decisions impact the lives of every resident and I would like to contribute to ensure that future decisionmaking by the TPB enables the region to become more equitable and accessible for both current and future residents.

What are your public policy and transportation interests? Please briefly describe your experiences related to those interests and how they will help you contribute to the CAC.

My strong background in public policy, educational background in urban planning, and experience working for the Urban Land Institute (ULI) and the Obama Administration would make me an excellent addition to the CAC. This experience will help me to translate community needs into meaningful recommendations for the TPB on to long-range regional transportation policy.

In my current position, I am director for the ULI's Advisory Services Program which has been providing strategic advice to communities and organizations on a wide variety of real estate, planning, urban design and public policy subjects. I have managed panels addressing complex infrastructure, transportation, and land use issues across the United States. I also have led the development of a learning tool to provide public officials a better understanding of the trade-offs that affect real estate development.

Prior to joining ULI I worked for the federal government – first for the White House Council on Environmental Quality and then for the U.S. Fish and Wildlife Service and the U.S. Department of the Interior – to actively promote and advance Administration policy regarding the environment. I coordinated major cross-cutting programs among multiple Federal agencies, states, local governments, tribes, and the public related to climate change, infrastructure, and resilience efforts within the United States and territories. This included working closely with the U.S. Army Corps of Engineers to speed up their planning process and increase public engagement through the National Environmental Policy Act, which included studying the need for additional multi-modal freight terminals near the Illinois International Port District.

List any relevant organizations or groups in which you participate that may inform your involvement in CAC discussions.

I attend community meetings hosted by a variety of public policy organizations, District government, and Trinidad neighborhood groups. My role in CAC would be in my personal capacity as an interested District resident. I have volunteered on multiple political campaigns for District offices.

Is there anything else you'd like us to know related to your interest in serving on the CAC?

I have a strong interest in making the metropolitan region's 22 jurisdictions, two states and the District of Columbia, plus the federal government work better together. Transportation is one of the key areas where there has been successful regional cooperation but a re-envisioning of this structure needs to be done. By better structuring our transportation planning across jurisdictional boundaries, the Washington D.C. region will be able to better address other critical issues such as economic and racial inequalities, inadequate housing supply, climate and environmental issues, and economic development.

Anna Ray

Why are you interested in serving on the TPB's Citizen Advisory Committee?

I'm interested as it is important to have non-"professionals" involved in planning and review processes to consider the real world impact of the decisions made.

What are your public policy and transportation interests? Please briefly describe your experiences related to those interests and how they will help you contribute to the CAC.

Equity and Accessibility for all residents. My involvement as part of the leadership for Black Women Bike DC and my community involvement with Capital Bikeshare's equity program have solidified my personal interests in my community and the greater Washington footprint.

List any relevant organizations or groups in which you participate that may inform your involvement in CAC discussions.

Black Women Bike DC
WABA LCI instructor

Is there anything else you'd like us to know related to your interest in serving on the CAC?

Not at this time.

Jessica Smith

Why are you interested in serving on the TPB's Citizen Advisory Committee?

As a homeowner East of the River in the District, I believe that people in the community and their needs are underrepresented in discussion, planning, and implementation. I hope that my knowledge and perspective will be an asset in filling this void.

What are your public policy and transportation interests? Please briefly describe your experiences related to those interests and how they will help you contribute to the CAC.

Equitable Development and Safety. My work experience has broadened my understanding of the component that creating a thriving neighborhood, transportation is at the center of creating livable and healthy communities. As mentioned, my goal is to represent the needs of my community and hopefully my input reflects the importance of equity.

Is there anything else you'd like us to know related to your interest in serving on the CAC?

Part of my graduate studies at GWU, I became familiar with urban planning policy and the historical impacts that have affected the Washington area. I believe my education, native Washingtonian perspective, and work experience in economic growth will be a positive addition.

Ronit Dancis

Why are you interested in serving on the TPB's Citizen Advisory Committee?

I am a community organizer and advocate for transit, walkable activity centers and sustainable land use in Montgomery County. The more work I do on these issues, the more the importance of regional transportation issues becomes clear. I am eager to learn more about regional transportation issues and incorporate them into my advocacy on the County, State and regional levels.

What are your public policy and transportation interests? Please briefly describe your experiences related to those interests and how they will help you contribute to the CAC.

My passion is making our neighborhoods, urban downtowns, and activity centers walkable and accessible for millennials, seniors and people of all ages and physical abilities. I regularly testify in front of the County Council, Planning Board and the Montgomery County state legislative delegation on transit, walkability and land use. I also advocate for plentiful transit. In September I organized and led a "Late Night Metro Ride" with county and state elected officials to call attention to Metrorail service cuts; the event was covered by 3 local TV stations. I am a Purple Line supporter who commutes to work via Metrobus along the future Purple Line route; I frequently tweet about my commute and how long it takes

List any relevant organizations or groups in which you participate that may inform your involvement in CAC discussions.

President, Action Committee for Transit
contributor, GreaterGreaterWashington blog

Is there anything else you'd like us to know related to your interest in serving on the CAC?

I live "car free" in downtown Silver Spring, a short walk from the Silver Spring Transit Center and Silver Spring Metro Station.

Veronica Lowe

Why are you interested in serving on the TPB's Citizen Advisory Committee?

My interest in serving on the TPB's Citizen Advisory Committee is to be able to bring a diverse point of view to the committee that will have a positive impact for the disabled, low-income and minority citizens in the Washington Metro Region as it relates to transportation planning.

What are your public policy and transportation interests? Please briefly describe your experiences related to those interests and how they will help you contribute to the CAC.

My public policy and transportation interests are related to improving transportation regional issues for transportation funding, resources, coordination, and emergency preparedness. I have had 25 years of public and pupil transportation that includes providing service to low-income and people with disabilities both in urban and rural communities. I have been certified in many areas of emergency preparedness and I have had experience in the legislative process.

List any relevant organizations or groups in which you participate that may inform your involvement in CAC discussions.

Most current member of the Transportation Services Advisory Council (TSAC). The mission of the TSAC is to identify transportation trends and issues, to increase public awareness of transportation alternatives, and to influence public policy by advising Frederick County elected officials and decision-makers on the development of a comprehensive and coordinated regional transportation network. Your insights into the needs of people with disabilities in the community would be invaluable.

Professional Affiliations

National Association of Pupil Transportation (NAPT)
Maryland Association of Pupil Transportation (MAPT)
Transportation Association of Maryland (TAM)
Conference of Minority Transportation Officials (COMTO)
Association of School Business Officials (ASBO)

Professional Committees

Community Partners and Accessibility Advisory
Support Employees Negotiations Team
Random Drug and Alcohol Testing
Aspiring Leadership Committee
Transportation Problem Solving
Management and Support Council

Community Service

Member of Alpha Kappa Alpha Sorority, Inc. Chairing and serving on numerous committees providing service to the community
PTA member serving on several committees and boards

Is there anything else you'd like us to know related to your interest in serving on the CAC?

I believe that my professional and personal belief in serve and fiscal responsibility, along with my education, experience and the ability to be resourceful, will bring an extremely diverse perspective to the citizens that the CAC serves.

Evan Papp

Why are you interested in serving on the TPB's Citizen Advisory Committee?

Ever since moving to the Mid-Atlantic region in 2007, I've been taking the metro system to work.

I live in Riverdale, MD near the MARC train stop, I take the College Park metro to work every day, and I'm a strong advocate for the Purple Line with a Riverdale station planned.

I also use many of the bicycle trails for recreation and have spent years biking to work in Northern Virginia, Washington, DC and Riverdale Maryland.

And I started a small weekend rental business with friends in West Virginia and have experienced the I-495 and the I-270 gridlock on countless occasions.

What are your public policy and transportation interests? Please briefly describe your experiences related to those interests and how they will help you contribute to the CAC.

My background in public policy at the University of Maryland combined with my current employment as a communications specialist at USAID focusing on energy infrastructure in Africa, means I will bring these experiences and skills to advocate and advance TBP's agenda forward.

List any relevant organizations or groups in which you participate that may inform your involvement in CAC discussions.

As a professional communicator, I have experience in multi-media video, audio production, social media engagement, strategic communications, and press and congressional outreach. I'm also involved with the Riverdale Mayor's Council and the Federal Communicator's network.

I'm very interested in solving transportation issues and will continue to advocate for smart solutions.

Is there anything else you'd like us to know related to your interest in serving on the CAC?

I was a Peace Corps Volunteer in Zambia and Jamaica and have lived in places with horrible transportation planning and infrastructure. And I've traveled throughout Europe and Japan and have seen what is possible to improve the transportation in the metro region.

Daniel Papiernik

Why are you interested in serving on the TPB's Citizen Advisory Committee?

As a long term resident (30+ years) of Northern Virginia I would like to participate in the process of planning transportation improvements that will provide positive impacts to those who live, work and visit the DC metropolitan area.

What are your public policy and transportation interests? Please briefly describe your experiences related to those interests and how they will help you contribute to the CAC.

In my 25+ career in transportation planning and engineering I have worked on some significant transportation projects throughout the area, including the Dulles Toll Road, Greenway, 495 and 95 Express Lanes, I-66 and I-395. I have an avid interest in helping to forge a common vision for transportation across modes within the DMV.

List any relevant organizations or groups in which you participate that may inform your involvement in CAC discussions.

IEEE, IBTTA, Transportation Research Board

Is there anything else you'd like us to know related to your interest in serving on the CAC?

I am an advocate for making our transportation systems interoperable and a firm believer that providing users with multimodal options is fundamental to sustaining the economic vitality of the DMV.

Jeffrey Parnes

Why are you interested in serving on the TPB's Citizen Advisory Committee?

I believe the transportation network of any community can be make or break that community. The systems provides its residents opportunities to commute for jobs, pursue their education, explore their surroundings and the freedom to grow. Communities without adequate transportation networks are at a disadvantage compared to other communities and provide a disservice to their residents.

I have been active in land use and transportation matters for over 30 years in Fairfax County and the Greater Washington Area. I have watched both the Orange line being built in the I66 median in the mid-80s and now watch with satisfaction the Silver line inch its way up the Dulles Road median in Fairfax County. I remember the completion of the Green line and extension of the Blue lines into Prince George's counties.

What is now needed now is connectivity between neighboring communities without necessarily traveling through the region's core. I can only see that resulting from a regional approach, and the only body capable of making that happen is the Metropolitan Washington Council of Government's Transportation Planning Board. Therefore I wish to continue to participate on and serve that body.

What are your public policy and transportation interests? Please briefly describe your experiences related

to those interests and how they will help you contribute to the CAC.

- Land-Use Issues
- Bicycle Advocacy
- Suburban Issues
- Rural/Exurban
- Citizen at Large
- Environmental Concerns
- Road/Bridges Advocacy
- Neighborhood-Scale Issues
- Transit Rider/Transit Advocacy
- Parks/Trails
- Senior Citizen Issues
- Pedestrian Advocacy
- Motor Vehicle Advocacy
- Highway Safety
- Telework
- Ridesharing
- Smart Growth
- Transit-Oriented Development
- Transportation Funding
- Highway Commuting

As for the advocacy groups listed above, in any and many of the experiences in the Greater Washington area I've walked, biked, taken the bus and Metro and driven to work. I've worked to revise transportation funding, tackled environmental, land use and smart growth issues, and seen my area grow from a rural community (my first house was next to a barn with chickens and horses) to suburban and now urban area. I've help my mother use the local services to get to dialysis and taken my children to sports and school functions.

List any relevant organizations or groups in which you participate that may inform your involvement in CAC discussions.

When I moved here in the 1980s, I served as the Greenbrier Civic Association representative on the Fairfax Center Task Force which created what became the Fair Oaks/Fair Lakes complex with the Fairfax County Parkway/I66 interchange. I served on the funding committee that followed the task force that implemented the funding that made transportation improvements recommended by the study a reality .

I presently serve as the chair of the Fairfax County Transportation Advisory Commission, Land Use and Committee chair of the Sully District Council, and as a cochair of the Fairfax Federation Transportation Committee (after serving as Federation President for three years).

I have also served as the Fairfax County Citizen representative on the Greater Washington 2050 Task Force after previously attending one of the TPB's Community Leadership Institutes.

Is there anything else you'd like us to know related to your interest in serving on the CAC?

From these experiences I believe that region's transportation problems can only be resolved at a regional level. My continued service on the TPB Citizens Advisory Committee would enable me to not only act locally but continue to serve regionally.

ITEM 8 – Action

January 18, 2017

Endorsement of the Map for the Proposed Enhancements to the Title VI/Environmental Justice Analysis of the CLRP

Staff

Recommendation: Adopt Resolution R7-2017 identifying specific geographic locations.

Issues: None

Background: In Phase 1 of the proposed enhancements to the Title VI/Environmental Justice (EJ) analysis of the CLRP, TPB staff have identified “Equity Emphasis Areas” which are geographic areas with high concentrations of low-income and minority populations. The board was briefed on the methodology and map in December. On January 18, 2017, the board will be asked to endorse the Equity Emphasis Areas to use in Phase 2 to analyze the 2016 CLRP for disproportionately high and adverse impacts on low-income and minority communities.

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

**RESOLUTION ENDORSING THE EQUITY EMPHASIS AREAS
FOR THE TITLE IV/ENVIRONMENTAL JUSTICE ANALYSIS OF THE CONSTRAINED
LONG-RANGE TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION
AND OTHER PLANNING ACTIVITIES**

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

WHEREAS, Title VI of the Civil Rights Act of 1964 prohibits discrimination under any program or activity receiving Federal financial assistance on the grounds of race, color, or national origin; and

WHEREAS, the U.S. Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, directs recipients of Federal funds to identify and avoid disproportionately high and adverse effects on minority and low-income populations; and

WHEREAS, U.S. DOT Departmental Order 5610.2(a): Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, reaffirms that a metropolitan planning organization, such as the TPB, must analyze the long-range transportation plan for disproportionately high and adverse impacts on minority and low-income populations; and

WHEREAS, the TPB's Title VI/Environmental Justice analysis of the Constrained Long-Range Transportation Plan is a component of COG's Title VI Plan and Program which outline the nondiscrimination assurances and policies for all COG and TPB programs, ensuring COG and TPB compliance with overall Title VI nondiscrimination requirements; and

WHEREAS, in 2014, the Federal Highway Administration and the Federal Transit Administration conducted a joint review of the TPB's planning process and found that the TPB's Title VI/Environmental Justice analysis of the 2010 Constrained Long-Range Transportation Plan was typical and compliant; and

WHEREAS, in this joint certification of the TPB's planning process, the Federal Highway Administration and the Federal Transit Administration made a recommendation for enhancing the TPB's Title VI/Environmental Justice with additional tools and data as reported in the 2015 Washington, DC-VA-MD Transportation Management Area Certification Review report; and

WHEREAS, TPB staff reviewed innovative practices used to conduct Title VI/Environmental Justice analysis of long-range transportation plans from other metropolitan planning organizations; and

WHEREAS, based on these innovative practices, the TPB staff developed a methodology to identify small geographic areas with higher than average concentrations of low-income and minority populations (“Equity Emphasis Areas”), as a tool to analyze the long-range transportation plan for disproportionately high and adverse impacts on protected populations; and

WHEREAS, the Equity Emphasis areas are described in the attached materials, and will be used to analyze the 2016 CLRP amendment for disproportionately high and adverse impacts by comparing accessibility and mobility measures for the Equity Emphasis Areas compared to the rest of the region; and

WHEREAS, the TPB Technical Committee was briefed and asked to provide comments on the proposed enhancements to the Title VI/Environmental Justice analysis of the Constrained Long-Range Transportation Plan (CLRP) at its September 9, October 7, December 2, 2016 meetings, and its January 6, 2017 meeting; and

WHEREAS, the TPB’s Citizens Advisory Committee and the TPB’s Access for All Advisory Committee were briefed and provided comments on November 10 and December 15, 2016 meetings, respectively; and

WHEREAS, the Transportation Planning Board was briefed at its December 21, 2016 meeting on the map and methodology for the proposed enhancements to the Title VI/Environmental Justice analysis of the CLRP which include the methodology and map; and

WHEREAS, in addition to the Equity Emphasis Areas use to analyze the CLRP, the map will be used in other TPB work activities such as scenario planning and the Transportation/Land Use Connections (TLC) Program; and

WHEREAS, the TPB will make this tool and map available to its member jurisdictions where it could be used to assist with the jurisdictions’ other planning initiatives such as housing, education, public health, green space; and

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board endorses the Equity Emphasis Areas map and methodology for use in the Title VI/Environmental Justice analysis of the Constrained Long-Range Transportation Plan and other planning activities.



MEMORANDUM

TO: Transportation Planning Board
FROM: Wendy Klancher and Sergio Ritacco, TPB Transportation Planners
SUBJECT: Proposed Map for Enhancements to the Title VI/Environmental Justice (EJ) Analysis of the CLRP
DATE: January 12, 2017

PURPOSE

This memorandum provides context and background for endorsement of the attached Equity Emphasis Areas map for use in the Title VI and Environmental Justice (EJ) analysis of the Constrained Long-Range Transportation Plan (CLRP). The memorandum concludes with information under next steps about Phase 2 in which the CLRP will be analyzed for disproportionately high and adverse impacts on the Equity Emphasis Areas and the rest of the region.

The TPB was briefed on the proposed map at its December 21, 2016 meeting and, in general, Board members accepted the methodology and resulting map. However, the TPB concurred with the AFA recommendation that the original name of the map be changed. Both the Technical Committee and the Access for All Advisory Committee provided feedback that the original name, "Communities of Concern", has a negative connotation. After gathering input from the Technical Committee at its January 6, 2017 meeting and considering the feedback from Access for All Advisory Committee members, the name was updated to "Equity Emphasis Areas".

BACKGROUND

Per federal requirements, the CLRP must be evaluated for disproportionately high and adverse impacts on low-income and minority populations that may result from the planned transportation improvements as a whole. The legal basis for this requirement comes from Title VI of the 1964 Civil Rights Act and the Executive Order 12898 on Environmental Justice (EJ).

While the focus of this Title VI and EJ work is on the analysis of the CLRP, COG and TPB have several policies, plans and programs in place in order to meet a broader set of federal requirements for compliance with Title VI and nondiscrimination. The TPB, and COG, as the TPB's administrative agent, have a Title VI Plan and Program that include a Language Assistance Plan, an accommodations policy for people with disabilities and those with Limited English skills and the TPB has a proactive public involvement strategy to ensure that the transportation planning process includes input from traditionally-disadvantaged population groups.

As was mentioned at the December TPB meeting, TPB staff undertook a review of the state of the practice in Title VI and EJ analysis methods used by other MPOs in 2016. The major finding from the scan was that while the TPB's approach was typical and compliant with the federal requirements, it could be enhanced. The review found that other MPO EJ analysis first define small geographic areas,

sometimes called “EJ Areas”, and examine these smaller areas in comparison with the rest of their planning area. The review also found many MPOs use multiple transportation accessibility measures.

Based on further examination of these methods and testing of alternative enhancements, TPB staff developed a revised EJ analysis methodology for identifying disproportionate impacts of the transportation system due to the CLRP. The revised methodology reflects two key enhancements, which are also the two phases for this work: (1) identifying small geographic areas with higher than average concentrations of low-income and/or minority populations; and (2) examining the CLRP for changes in accessibility to multiple trip destinations (rather than to jobs alone) between the small areas and the rest of the region.

CONSULTATION AND STAKEHOLDER INPUT

TPB staff did extensive consultation with land use planning directors from local jurisdictions on the methodology and map. COG’s Planning Directors Technical Advisory Committee was briefed on September 16, 2016 and comments were solicited during a 3-week period. This briefing followed a series of staff level consultations in the District of Columbia, Montgomery County, MD, Prince George’s County, MD, and Fairfax County, VA. The staff level consultation with select jurisdictions solicited feedback on the technical methods used to identify the areas highlighted on the attached map. The planning directors have endorsed the technical process used which reflects their consensus recommendation of placing additional weight to low-income as a factor in determining if an area is to be considered a “community of concern” given the importance of income in someone’s ability to access transportation options.

The TPB Technical Committee was also consulted and received four briefings in which feedback and comments were requested on the proposed enhancements to the Title VI/EJ analysis: September 9, October 7, December 2, 2016, and January 6, 2017. Only one written comment was received during the comment period for the Technical Committee, and underscored the overall support from the Technical Committee for the proposed enhancements.

The TPB Citizens Advisory Committee was briefed on November 10, 2016 and CAC members expressed enthusiasm for the proposed enhanced EJ analysis, including the map. The TPB Access for All Advisory Committee was briefed on December 15, 2016 and enthusiastically supported the work but felt the name should be more positive in nature. The Chair of the AFA, Charles Allen, and several AFA members have expressed support for either “Equity Areas” or “Environmental Justice Areas”.

METHODOLOGY AND ONLINE INTERACTIVE MAP

The methodology for determining what areas are designated Equity Emphasis Areas was described in the December memo to the Transportation Planning Board. To summarize, the methodology relies on U.S. Census American Community Survey (ACS) data to determine the concentration of low-income and minority population groups within every tract in the planning area relative to the regional averages. An index scoring system is used to determine different levels of concentrations of the four population groups in this majority-minority region (Low-Income, Asian, African-American and Hispanic/Latino). Low-Income populations were weighted to reflect the importance that income has on someone’s ability to access transportation. A tract is identified as an Equity Emphasis Area if it has a concentration of low-income population higher than 1.5 times the regional average OR if the tract has a concentration of two or more of the minority groups (Asian, African-American and Hispanic/Latino) higher than 1.5 times the regional average.

An online interactive map is available at <https://gis.mwco.org/webmaps/tpb/clrp/ej>. Additionally, the methodology and jurisdiction-specific maps of the Equity Emphasis Areas with detailed tables for

each population group by Census tract are available at mwcog.org/clrp/performance/EJ/EJ_CoC.asp.

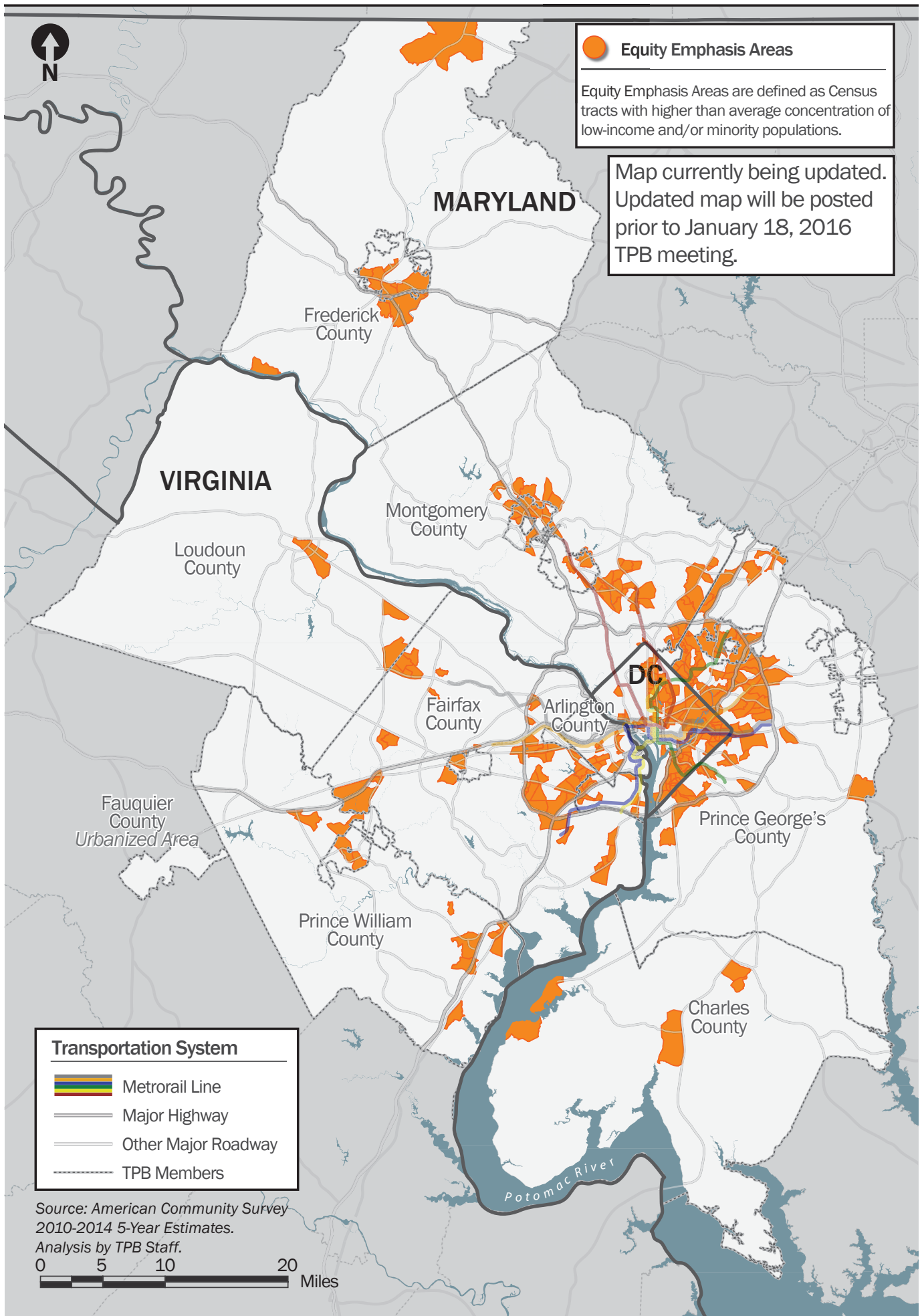
NEXT STEPS

Upon endorsement, staff will proceed with Phase 2 of the work, which is the analysis of the 2016 CLRP amendment. Phase 2 will examine multiple accessibility and mobility measures including “accessibility” to all jobs, retail jobs, educational institutions and hospitals by automobile and transit travel. These measures will be compared for Equity Emphasis Areas versus the rest of the region between 2016 and 2040 based on the 2016 CLRP performance as a whole. Phase 2 results will be presented to the Transportation Planning Board for review and discussion; TPB staff anticipate that briefing will occur in April or May.

The regionally agreed upon map will also be used in other TPB work activities. These areas will inform the sampling strategy for the regional Household Travel Survey to ensure that low-income and minority populations are fully represented in the survey. The Transportation and Land-Use Connections (TLC) grant program will encourage applications from local governments for projects related to the areas. These areas can be used in long-range planning work, including scenario analysis. Beyond transportation planning, the regionally agreed upon map could also be used by local jurisdictions to assist with their community planning initiatives in areas such as housing, health care, education and parks or green space.

Equity Emphasis Areas in the National Capital Region

January 12, 2017



ITEM 9 – Action
January 18, 2017
Approval of TPB Bylaws Amendment

Staff

Recommendation: Approve Resolution R8-2017 to amend the TPB Bylaws.

Issues: None

Background: Currently, there is no provision in the TPB Bylaws to allow for remote participation by conference call or webinar. Notice was given at the December 21, 2016 TPB meeting that the TPB Bylaws are proposed to be amended.

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

**RESOLUTION TO AMEND THE TPB BYLAWS
TO ALLOW REMOTE PARTICIPATION AND VOTING AT MEETINGS**

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

WHEREAS, the TPB is governed by its Bylaws which, as last amended on June 16, 2004, provide for the operation and framework for the TPB while defining its Functions; Relationship with the Metropolitan Washington Council of Governments; Membership and Terms; Time and Place of Meeting; Officers; Quorum and Voting Procedures; Committees; Staff; Public Participation and process for the Amendments of Bylaws; and

WHEREAS, the TPB Bylaws hitherto have not provided for the participation of its Board members or their alternates in the monthly Board meetings by electronic means; and

WHEREAS, the Board has over the many decades of its operations placed a premium on the full and regular participation of its members and their alternates at Board meetings; and

WHEREAS, the Board desires to provide limited opportunity for the Board members and their alternates to participate in the monthly Board meetings when they are unable to be physically be present at the meeting location due to an emergency or a personal matter; and

WHEREAS, on December 21, 2016, the TPB reviewed proposed amendments to its Bylaws that would provide for the participation by TPB members and their alternates in Board meetings via the electronic means (internet and or the telephone) on limited occasions, as well as make a few other minor non-substantive revisions; and

WHEREAS, on December 21, 2016, the Board gave notice of the proposed amendments; and

WHEREAS, there were no comments received during the comment period which closed on January 12, 2017; and

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board amends the TPB Bylaws to allow remote attendance and voting at meetings, and to make the other minor non-substantive revisions and adopts the attached Bylaws as amended on January 18, 2017.



MEMORANDUM

TO: Transportation Planning Board
FROM: Lyn Erickson, Plan Development and Coordination Program Director
SUBJECT: TPB Bylaws Amendment allowing for remote participation
DATE: January 12, 2016

Currently, there is no provision in the Transportation Planning Board (TPB) Bylaws to allow for remote participation in the Board meetings by members or their alternates via telephone and or the internet. In response to a request from TPB members, this memorandum announces a proposal to amend the TPB Bylaws so as to allow participation of the Board members or their alternates remotely via the internet and or the telephone. The Bylaws with the full proposed amendment language is attached (additional text is underlined and deleted text is ~~strikethrough~~). A few updates to other sections of the By-laws are also proposed and included. The TPB was given notice at its December 21, 2016 meeting that an action to formally amend the Bylaws was planned to be taken at the January 18, 2017 meeting. Comments were solicited through January 12, 2017. No comments were received.

Three sections are proposed to be amended. Under “*Section I. Functions*”, page 1 of the attached Bylaws, an administrative edit is proposed which will update and reflect the most recent provisions in U.S. Code for the metropolitan transportation planning process. In *Section IV. Time and Place of Meeting, item “a”*, page 2 of the Bylaws, a reference to the appropriate section is updated. Lastly, *Section IV. Time and Place of Meeting, item “b”*, page 2 of the Bylaws, is added to provide the provision for remote participation.

The proposal to amend the Bylaws was discussed by the TPB’s Steering Committee and the TPB’s Technical Committee and by the TPB in December. The proposed provisions for remote participation were developed by the TPB’s legal counsel and based on a review of the applicable federal regulations governing MPOs, applicable open meeting laws, and a review of the practices of other Policy Boards / Committees at COG and among its member jurisdictions. Given the active nature of the Board and the substantive activities it engages in on a regular basis, the proposed provisions attempt to accommodate the occasional inability of a Board member or their alternate to participate in the Board meeting in person while retaining the long standing practice and preference to have most members attend each meeting in person.

BYLAWS OF THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

As Amended June 16, 2004

PROPOSED AMENDMENTS TO TPB BYLAWS (2004) TO
ALLOW REMOTE ATTENDANCE AND VOTING AT
MEETINGS

December 15, 2016 Draft



National Capital Region
Transportation Planning Board

I. FUNCTIONS

The Transportation Planning Board (TPB), serving as the Metropolitan Planning Organization for the Metropolitan Washington Area, shall be responsible for the development of policies of regional significance (having "significant" interjurisdictional effects in terms of financing, transportation service, location, staging, and/or socio-economic, land use, or environmental impacts), and necessary procedures for the effective implementation of Title 23, Section 134, and Title 49, Section ~~1607~~ 5303 et seq., of the United States Code concerning a metropolitan transportation planning process. The TPB's functions include, but are not limited to, organization and management direction of the planning process, actions related to securing of Federal aid funding for the planning process and matching funding by the signatories of the Agreement, publication of progress reports describing the time, cost, and technical detail of the planning program, and distribution of minutes of its proceedings.

II. RELATIONSHIP WITH THE METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS

In July 1966, the TPB and the Metropolitan Washington Council of Governments (COG) jointly adopted a plan for associating the two organizations, under which the TPB may also serve as the transportation policy committee of COG. The purpose of the plan is to improve coordination between the TPB's transportation planning process and COG's comprehensive regional planning process, and to achieve economies and efficiencies through joint staffing and administration of these two activities. Under this arrangement, the TPB uses COG's forecasts of land use, population and employment as the basis for developing transportation plans and programs consistent with the area's growth policies. This association does not in any way impinge upon the basic responsibilities of the TPB as the designated Metropolitan Planning Organization for transportation planning in the Washington Metropolitan Area.

III. MEMBERSHIP AND TERMS

The TPB shall be composed as follows:

- a. One (1) elected member from each of the local governing bodies of the cities and counties in Maryland and Virginia participating in COG. In addition, membership may include one (1) elected member from the governing body of any other city or county recommended for membership by a majority vote of the TPB based on the substantial interests such jurisdiction has in the metropolitan planning process. Participation of such non-COG members shall be conditioned on such jurisdiction contributing to the financial support of the planning process in an amount determined by the TPB;
- b. Those cities or counties of Maryland and Virginia that participate in the TPB which have a population greater than 400,000 shall have one (1) additional member selected as follows:

1. The County Executive or his designated representative, if the form of government includes an elected County Executive, or;
 2. One (1) additional elected member of the local governing body, if the form of government does not include an elected County Executive.
- c. Four (4) members from the Government of the District of Columbia, two (2) of whom shall be members of the Council, and two (2) from the executive branch. One (1) of the executive branch members shall be from the Department of Public Works.
 - d. One (1) member from each of the Departments of Transportation of Maryland and Virginia, and one (1) member representing the Washington Metropolitan Area Transit Authority (WMATA);
 - e. One (1) member each from the House and Senate of the Maryland and Virginia General Assemblies and one (1) additional member from the Council of the District of Columbia. Such members and their alternates shall be selected from the members of the General Assemblies representing portions of the Washington Metropolitan Area, and the Council of the District of Columbia, respectively. Alternates for these members shall also be members of the General Assemblies or the Council of the District of Columbia, respectively.
 - f. One (1) member each from the National Capital Planning Commission, the Metropolitan Washington Airports Authority, the Federal Highway Administration, the Federal Transit Administration, the Federal Aviation Administration, and the National Park Service. Each member in this category shall be non-voting, but shall be entitled to offer and second motions and resolutions and otherwise enter into deliberations of the TPB.

Designated alternate representatives of the local government representatives need not be elected officials, but must be appointed by their local governing body. Designated alternate representatives of the Departments of Transportation and the District of Columbia Department of Public Works must be appointed by their respective Departments. Designated alternate representatives of the WMATA must be appointed by the Board of Directors.

Members shall serve until replaced by the organization they represent. Changes in jurisdictional membership (but not individual appointments) shall be endorsed by the Governor of the State from which local government membership is requested.

IV. TIME AND PLACE OF MEETING

- a. The TPB shall hold regular meetings in January, March, April, May, June, September and November. Special meetings may be called by the Chairperson at any time on ten (10) days notice in writing of the time, place, and general business to be transacted. The Chairperson shall call a special meeting of the TPB on the request of not less than one-third of the voting members of the TPB, or as required under Section VIIa(57).
- b. A member may be deemed “present” at a meeting through physical means or electronic communication means from a remote location with listening, speaking and voting capabilities, only as follows: The member shall give at least three (3) days’ notice to the Director of Transportation Planning by either email or telephone, and indicate the remote

location, acceptable to the TPB staff and which does not have distracting noise, from which the member will participate. Upon receipt of such notice, the Director of Transportation Planning shall advise the TPB by email or telephone, or the Chairperson will announce electronic participation at the beginning of the TPB meeting. Electronic presence is only permitted if there is a quorum physically present at the location of the meeting.

1. Such participation by the member shall be limited each calendar year to two meetings or 25% of the meetings of the TPB, whichever is fewer. The limitation shall apply to both the member and the member's alternate.
2. Electronic participation is contingent upon the ability of TPB staff to make the necessary arrangements for the voice of the remote participant member to be heard by all persons at the central meeting location.
3. The following procedures shall apply when a member is attending electronically:
 - i. The member shall verbally identify at the beginning of the meeting that the member is present electronically; and announce if the member is departing from the meeting, unless the meeting has adjourned;
 - ii. The member attending electronically shall verbally ask for recognition from the Chairperson if the member desires to speak;
 - iii. Votes taken during any meeting, when a member is attending electronically, shall be recorded by name in roll-call fashion and included in the minutes. The member attending electronically shall indicate his/her vote verbally when requested by the Chairperson;
 - iv. All other Bylaw provisions apply.
4. The Chairperson may determine that no electronic attendance is permitted at certain meetings of the TPB, or limit the number of electronic attendees to no more than four (4) based on a first notification basis. The Chairperson has the discretion to waive the three (3) days advance notice.

V. OFFICERS

Officers of the TPB shall consist of a Chairperson and two Vice Chairpersons who are voting members. Terms of office shall be for one year, from January 1 to December 31. Election of officers shall take place at the regular November meeting. Neither the Vice Chairpersons nor Chairperson shall be a representative of the same State or agency. If a vacancy occurs in the office of any of the officers, his successor shall be elected from the same State to complete the unexpired term, such election to be held at any regular meeting of the TPB.

DUTIES OF OFFICERS

The Chairperson of the TPB shall preside at all meetings and appoint all committees, and shall perform such other duties as the TPB may from time to time order.

The Vice Chairperson shall preside at meetings in the absence of the Chairperson, shall assist the Chairperson, and shall act in the absence of the Chairperson.

The Department of Transportation Planning staff shall be Secretary of the TPB. The staff shall be the custodian of all records of the TPB and shall keep accurate minutes of the meetings of the TPB. Minutes of the TPB shall be disseminated to members of the TPB and their alternates as well as to non-member jurisdictions in the region. The staff shall, on behalf of the TPB, certify, when required, copies of records, and shall perform such other duties as may be directed by the TPB. The staff shall also maintain the official copy of the Bylaws of the TPB, and shall enter upon such official copy all duly adopted modifications and amendments.

VI. QUORUM AND VOTING PROCEDURES

- a. Ten (10) voting members or their alternates, to include at least one (1) voting member or alternate representing the District of Columbia, Maryland, and Virginia, shall constitute a quorum of the TPB.
- b. Each representative from the State Departments of Transportation (including the District of Columbia), the WMATA, the General Assemblies of Maryland and Virginia and the Council of the District of Columbia appointed under Section IIIId, and the participating local governments shall be entitled to cast one (1) vote, except on any matter for which the alternate voting procedure provided for under Section VIId is invoked, in which case only the votes of the representatives designated under Section VIId shall be counted.
- c. Except for amendments to the Bylaws which require a majority vote of all the voting members of the TPB, whether taken on a regular or proportional voting basis, all actions, including all actions decided on the basis of the alternate voting procedure provided for in Section VIId, shall be by a majority vote of those present and voting, provided that the extent of financial participation by any jurisdiction, agency or public body shall be determined only with the concurrence of that jurisdiction, agency, or public body.
- d. Any voting member may require that the vote on any matter brought before the TPB be decided on a proportional voting basis provided for in this Section VIId. A proportional vote may be called for either instead of voting on a regular basis as provided in Section VIb or subsequent to a vote taken in accordance with Section VIb, provided, however, that such a subsequent vote shall be at the same meeting. For this purpose, five (5) votes each shall be assigned to Maryland, Virginia and the District of Columbia; such votes shall be distributed by first assigning one (1) vote each to the Maryland Department of Transportation, the Virginia Department of Transportation and the District of Columbia Department of Public Works. The remaining four votes each allocated to Maryland, Virginia and D.C. shall be apportioned as follows:
 1. Three (3) votes shall be allocated to the participating local governments in each of the Maryland and Virginia portions of the Metropolitan Area as follows: each participating local government from Maryland and Virginia shall have one (1) share for each 50,000 population and the next major succeeding portion thereof, except that each jurisdiction having a population of less than 50,000 shall have one (1) share. Populations assigned to the participating local governments shall be the most recent population estimates approved by COG. The total weighed vote cast by the

participating local governments in each of the Maryland and Virginia portions of the Metropolitan Area shall be tabulated by determining the percentage of the total shares of those present and voting cast in each of the Maryland and Virginia portions for and against the question and multiplying the resultant percentage by three. Those jurisdictions which have a population of over 400,000 shall have their weighted vote based on population divided equally between the legislative and executive branch representatives or designated alternates present and voting. If only one representative is present, that jurisdiction's representative will be given the full weighted vote to which that jurisdiction is otherwise entitled.

2. Each member from the House and Senate of the Maryland and Virginia General Assemblies present and voting shall be allocated one-half (0.5) of a weighted vote.
 3. Each member from the District of Columbia present and voting, or his alternate in his absence, shall be allocated one (1) of the four (4) remaining D.C. votes.
- e. If the total weighted vote of those present and voting within any one of the Maryland, Virginia, or District of Columbia portions of the Metropolitan Area is less than five (5), the weighted vote for each of the representatives present and voting for that portion of the Metropolitan Area shall be increased proportionally to insure a total of five (5) votes. The final vote on the question shall then be determined by adding the total votes cast in each of the Maryland, Virginia and District of Columbia portions of the Metropolitan Area together to arrive at the votes for or against the question. The question shall carry if it receives a majority of the proportional votes cast in accordance with the above procedure.

VII. COMMITTEES

a. Steering Committee

There shall be a Steering Committee to facilitate work program planning and management of the transportation planning process. The Committee's responsibilities include:

1. Working with the staff in developing the annual transportation planning work
2. program and budget for consideration by the TPB;
3. Reviewing monthly recommendations from the staff and Technical Committee on technical procedures, work program progress and the overall technical conduct of the planning process;
4. Working with the TPB Chairperson and the staff in developing recommendations for the TPB on revisions to the adopted regional transportation plan and transportation improvement program, and on major transportation planning policies;
5. Recommending for TPB approval criteria for grouping by function, geographic area, and work type those non-regionally significant projects that are not of appropriate scale for individual identification in the Transportation Improvement Program;
6. Providing a mechanism to assist the TPB Chairperson in preparing for meetings and working with other COG Policy Committees;

7. In months when the full TPB is not scheduled to meet, act on behalf of the TPB on proposed amendments to the Unified Planning Work Program (UPWP) or to the annual element of the Transportation Improvement Program (AE/TIP) and advise the TPB of such action. Notice of proposed amendments to the UPWP or the AE/TIP shall be given to the full TPB at least five days prior to action by the Steering Committee; if a voting member objects in writing to action by the Steering Committee, the proposed amendment shall be considered by the full TPB. The member objecting to the amendment shall have the option to have the Chairperson call a special meeting of the TPB to consider the amendment or agree to hold the amendment over to the next regular TPB meeting. Notwithstanding the above, the Committee shall have the full authority to approve non-regionally significant items, and in such cases it shall advise the TPB of its action.

The Steering Committee shall be composed of ten (10) members of the TPB as follows: the TPB Chairperson and immediate past Chairperson, one (1) local government representative of the District of Columbia, one (1) elected local government representative of Maryland, one (1) elected local government representative of Virginia, one (1) representative each of the State Transportation Agencies, one (1) representative of WMATA, and the Chair of the Technical Committee. The Steering Committee shall be chaired by the current TPB Chairperson and shall meet on a regular basis or as determined by the Chairperson.

b. Technical Committee

There shall be a Technical Committee to advise and assist the TPB in the technical actions of the planning process, to review the cost and content of the work program, to review methodology and procedures, and to review plans and programs. Members of the Committee shall be appointed by the TPB from persons nominated by the various jurisdictions, public agencies, and private organizations in the region having cognizance over transportation matters or an interest or special competence in the field of transportation. Members may also be appointed from persons of special competence nominated by TPB members. The Technical Committee shall make recommendations to the TPB concerning data collection procedures to ensure coordination of procedures and standards between city, county, State and local planning agencies and this transportation process, and shall consider and make recommendations concerning any other matters referred to it by the TPB. The Technical Committee shall elect such officers as may be appropriate, and shall meet once each month or on an as needed basis as determined by the Technical Committee Chairperson.

c. Advisory Committees and Task Forces

The development, maintenance and updating of the Metropolitan Area's transportation plans and programs require an assessment of contemporary viewpoints on critical issues, needs, values and priorities. To assist the TPB in ascertaining such views, the TPB may establish special Advisory Committees and Task Forces for such purpose.

Such Advisory Committees and Task Forces shall be established by resolution of the TPB, and such resolution shall include a mission statement. The Chair of the TPB shall appoint the members of the Advisory Committees and Task Forces from a broad cross-section of elected and appointed officials, and civic, business, environmental and other relevant community interests in the region. Appointments shall be subject to the review and approval of the TPB.

VIII. STAFF

The Director of Transportation Planning of the Metropolitan Washington Council of Governments and his designees shall serve as staff to the TPB in the conduct of the transportation planning process.

IX. PUBLIC PARTICIPATION

In order to foster greater participation by citizen, transportation, environmental, and other advocacy groups in the transportation planning process, the TPB will set aside a period of time at each of its regularly scheduled meetings to hear input from representatives of recognized regional groups.

The TPB will maintain a list of recognized regional citizen, transportation, environmental, and other interested advocacy groups. Groups not on the established list may request that the TPB add them to the list. At the discretion of the TPB Chairperson, individuals may also be recognized and given the opportunity to speak within the allotted public comment period.

Representatives of such groups desiring to speak before the TPB are requested to notify the Director of Transportation Planning that they wish to appear before TPB at least two (2) days before the scheduled date of the meeting. Such representatives should speak on topics of current interest to the TPB. Presentations to the TPB shall normally be limited to three (3) minutes. At least 50 written copies of the presentations and any additional information that the groups wish to present to the TPB should be provided when their representatives appear before the TPB.

Special meetings of the TPB may be scheduled to hear citizen and special interest group input on topics of special interest as decided by the TPB, and citizens will be invited to participate in Advisory Groups and Task Forces established under VIIIc.

X. AMENDMENTS OF BYLAWS

These Bylaws may be amended pursuant to the following procedures:

- a. With the approval of the majority of those voting members of the TPB present and voting, a proposal to amend the Bylaws introduced at any regular meeting of the TPB, shall be recorded in the minutes, and
- b. A special written notice setting forth such proposal shall be mailed to every member of the TPB at least ten (10) days before the next regular meeting.

The amendment shall be acted upon at the regular meeting next following the meeting at which it was proposed. A majority vote of the voting members of the TPB shall be required for adoption.

ITEM 10 – Action

January 18, 2017

Approval to Amend the FY 2017-2022 Transportation Improvement Program (TIP) to Include Project and Funding Updates for Nine Projects in the Northern Virginia Section of the TIP, as Requested by the Virginia Department of Transportation (VDOT)

Staff

Recommendation: Approve Resolution R9-2017 to approve an amendment to the FY 2017-2022 TIP.

Issues: None

Background: VDOT has requested an amendment to include project and funding updates for nine projects in the Northern Virginia section of the TIP. These projects are already included in the Air Quality Conformity Analysis of the 2016 CLRP Amendment and the FY2017-2022 TIP or are exempt from the air quality conformity requirement. On January 6, 2017 the Steering Committee reviewed the amendment and recommends approval.

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

**RESOLUTION ON AN AMENDMENT TO
THE FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TO INCLUDE PROJECT AND FUNDING UPDATES FOR NINE
PROJECTS IN THE NORTHERN VIRGINIA SECTION, AS REQUESTED BY
THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)**

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

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

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

WHEREAS, the TIP is available online at www.mwcog.org/clrp/tip/ in both a searchable database and PDF formats and is updated as necessary to reflect amendments and administrative modifications; and

WHEREAS, in the attached letter of January 5, 2017, VDOT has requested that the FY 2017-2022 TIP be amended to add a net total of approximately \$438 million for the following nine projects described in the attached materials:

- TIP ID 5930: I-66/Route 15 Interchange Reconstruction - \$3.7 million
- TIP ID 6519: Rt 7 Corridor Improvements - \$108.4 million
- TIP ID 6539: HB2-Rt 7 Corridor Improvements Phase 2 - \$99.4 million
- TIP ID 6543: I-66/Route 15 Interchange Reconstruction GARVEE Debt Service - \$19.5 million
- TIP ID 6544: I-66 Inside the Beltway Initiatives – EB Widening - \$122 million
- TIP ID 6545: I-66 Inside the Beltway Initiatives GARVEE Debt Service - \$33.1 million
- TIP ID 6546: Route 7 Corridor Improvements HB2 FY 17 Phase 1 & 2 GARVEE Debt Service - \$26 million
- TIP ID 6547: Route 7 Corridor Improvements HB2 FY 17 Phase 2 GARVEE Debt Service - \$16.1 million
- TIP ID 6548: Construct Interchange at 15/17/29 Bus. HB 2 FY 17 GARVEE Debt Service - \$10.1 million, and

WHEREAS, the TPB Steering Committee reviewed this proposed amendment at its meeting on January 6, 2017 and has recommended it for approval by the full TPB at its January 18, 2017 meeting; and

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

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board amends the FY 2017-2022 TIP to include new and updated funding information for these nine projects in the Virginia portion of the TIP, as described in the attached materials.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.
COMMISSIONER

January 5, 2017

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

RE: National Capital Region FY 2017-2022 Transportation Improvement Program Amendments for GARVEE Bond Funded Projects

Dear Ms. Newton:

The Virginia Department of Transportation (VDOT) requests amendments to the FY 2017-2022 Transportation Improvement Program (TIP) to add funding for five transportation projects located in Arlington, Fairfax, Prince William and Fauquier Counties. The projects include:

- I-66/Route 15 Interchange Reconstruction
- HB-2 FY 17 RT 7 Corridor Improvements Phase 1
- HB2-RT 7 Corridor Improvements Phase 2
- I-66 Inside the Beltway Initiatives
- Construction of Interchange at 15/17/29 Bus. HB 2 FY17 GARVEE Debt Service

More detailed information is included on the attached Summary table and the individual TIP tables for each UPC. The amendments reflect updates to total cost, planned obligations, and planned conversion of Advance Construction funding in FFY17 and FFY18 for projects currently programmed with GARVEE Bond Proceeds. Additionally, there are corresponding amendments to add GARVEE Debt Service interest payments to the current TIP. The GARVEE Debt Service entries must be included in the current MPO TIP and Virginia's STIP to support those payments.

The amendments add a total of approximately \$13 million in Advance Construction Conversion, \$418 million in Advance Construction (AC), and \$8 million in National Highway Performance Program (NHPP) funding to the TIP. The funding amounts and sources are included in the Six Year Improvement Program adopted by the Commonwealth Transportation Board. The GARVEE bond proceeds funding the projects were included in the financial forecasts underpinning the CLRP

Financial Plan and TIP and will not affect the Fiscal Constraint status of the TIP. All of the projects are consistent with the most recently adopted CLRP and Air Quality Conformity Analysis.

VDOT requests that these amendments be placed on the agenda of the Transportation Planning Board's Steering Committee at its meeting on January 6, 2017, with final action to be taken by the Board at its January 18th 2017 meeting. VDOT's representative will attend both meetings and will be available to answer any questions about the amendments.

Thank you for your consideration of this request.

Sincerely,



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

cc:

Ms. Larriee Henley, VDOT
Ms. Wendy Thomas, VDOT
Ms. Rene'e Hamilton, VDOT-NoVA
Ms. Maria Sinner, P.E., VDOT-NoVA
Mr. Norman Whitaker, AICP, VDOT-NoVA

Summary: VDOT NoVA GARVEE Bond TIP Actions, January 2017

| TIP ID | VDOT UPC | New TIP Funds \$(000)s | Description |
|--------|----------|------------------------|--|
| 5930 | 100566 | \$3,660 | I-66/Route 15 Interchange Reconstruction |
| 6543 | 110376 | \$19,506 | I-66 /Route 15 Interchange Reconstruction GARVEE Debt Service |
| 6519 | 99478 | \$108,371 | HB-2 FY 17 RT 7 Corridor Improvements Phase 1 |
| 6546 | 110377 | \$26,026 | HB2 FY 17 RT 7 Corridor Improvements Phase 1 GARVEE Debt Service |
| 6539 | 106917 | \$99,417 | HB2-RT 7 Corridor Improvements Phase 2 |
| 6547 | 110378 | \$16,068 | HB2 FY 17 RT 7 Corridor Improvements Phase 2 GARVEE Debt Service |
| 6544 | 108424 | \$122,034 | I-66 Inside the Beltway Initiatives |
| 6545 | 110392 | \$33,140 | I-66 Inside the Beltway Initiatives GARVEE Debt Service |
| 6548 | 110375 | \$10,059 | Construct Interchange at 15/17/29 Bus. HB 2 FY17 GARVEE Debt Service |

Notes:

1. VDOT UPCs above are paired, with one UPC for project implementation and one UPC for GARVEE debt service.
2. For UPC 110375, corresponding GARVEE Principal UPC 77384 is included in CN Safety/ITS/Operational Improvements Project Grouping

revised 1/5/2016

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

FY 2017 - 2022

| | Source | Fed/St/Loc | Previous Funding | FY 2017 | FY 2018 | FY 2019 | FY 2020 | FY 2021 | FY 2022 | Source Total | |
|--|--------------------------|---|------------------|-----------|---------|---------|---|---------|---------|--------------|--|
| Reconstruction of I-66/ Rte. 15 Interchange | | | | | | | | | | | |
| TIP ID: 5930 | Agency ID: 100566 | Title: I-66 / Route 15 IINTERCHANGE RECONSTRUCTION | | | | | Project Cost: \$59,058 Complete: | | | | |
| Facility: i-66 | AC | 100/0/0 | | -59 b | 2,488 c | | | | | 2,488 | |
| From: Rte. I-66/Rte 15 Interchange | | | | -21,693 c | | | | | | | |
| To: | AC 1 | 100/0/0 | 5,000 b | | | | | | | | |
| | | | 45,383 c | | | | | | | | |
| | AC Conversion | 100/0/0 | 5,000 b | 1,172 c | | | | | | 1,172 | |
| | | | 57,148 c | | | | | | | | |
| | IM | 90/10/0 | 3,400 a | | | | | | | | |
| Total Funds: | | | | | | | | | | 3,660 | |

Description: FROM: 0.224 Miles West of Rte. 15 TO: 0.371 Miles East of Rte. 15 (0.8380)

Amendment: Add Funding **Requested on: 1/18/2017**
 This amendment returns a previous TIP project into the FY 2017-2022 TIP. The action advances \$59,200 (AC-NHPP) RW phase and \$21,693,189 (AC-NHPP) Const. phase from FY 2012 to FY 2017 and releases it. The amendment adds \$1.172 million in ACC-NHPP funding for Const. to FY17, and adds \$2.488 ACC-NHPP funding for Const. in FY18. Includes \$1,171,585 GARVEE principal for FFY17, \$2,487,606 GARVEE principal for FFY18. \$44,022,560 total GARVEE principal on the project.

| Route 7 (Leesburg Pike) Widening (VA 267 to Reston Ave.) | | | | | | | | | | | |
|---|-------------------------|---|---------|-----------|---------|--|---|--|--|----------------|--|
| TIP ID: 6519 | Agency ID: 99478 | Title: #HB2.FY17 RTE 7 CORRIDOR IMPROVEMENTS - PHASE 1 | | | | | Project Cost: \$135,872 Complete: 2022 | | | | |
| Facility: RT 7 Leesburg Pike | AC | 0/100/0 | 2,400 a | 27,000 b | | | | | | 133,472 | |
| From: Reston Ave | | | | 106,472 c | | | | | | | |
| To: Jarrett Valley Drive | NHPP | 100/0/0 | | 670 a | 1,229 a | | | | | 1,899 | |
| Total Funds: | | | | | | | | | | 135,371 | |

Description: Rt 7 Corridor Improvements to add one travel lane both EB and WB; upgrade intersections; and construct pedestrian and bicycle facilities EB and WB.

FROM: Reston Avenue TO: Jarrett Valley Drive (0.5000 MI)

Amendment: Add Funding **Requested on: 1/18/2017**
 Convert \$9.331 million RSTP funding in FY 2017 to AC, and change the phase of \$17.668 million in FY 2017 from Const. to ROW. Add \$106.472 million AC funding for Const. and \$670,000 in NHPP funding for PE in FY 2017. Add \$1.229 million in NHPP funding for PE in FY 2018. Corresponding debt service UPC 110377. Linked with child UPC 106917, corresponding debt service UPC 110378.

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

FY 2017 - 2022

| | Source | Fed/St/Loc | Previous Funding | FY 2017 | FY 2018 | FY 2019 | FY 2020 | FY 2021 | FY 2022 | Source Total |
|--------------------------------------|--------|-------------------|------------------|--|---------|---------|---------|------------------------|---------|----------------|
| VA 7, Widen, Upgrade | | | | | | | | | | |
| TIP ID: 6539 | | Agency ID: 106917 | | Title: #HB2.FY17 RTE 7 CORRIDOR IMPROVEMENTS - PHASE 2 | | | | Project Cost: \$98,000 | | Complete: 2024 |
| Facility: VA 7 Leesburg Pike | AC | 85/15/0 | | 62,000 | c | | | | | 62,000 |
| From: Reston Avenue | AC 1 | 100/0/0 | | 296 | a | | | | | 35,296 |
| To: 500 ft. E of Colvin Forest Drive | | | | 35,000 | b | | | | | |
| | AC 2 | 0/100/0 | | 957 | a | | | | | 957 |
| | NHPP | 100/0/0 | | 704 | a | 1,417 | b | | | 2,121 |
| | RSTP | 80/20/0 | | 43 | a | | | | | 43 |
| Total Funds: | | | | | | | | | | 100,417 |

Description: Phase 2 for Rt 7 Corridor Improvements to add one travel lane both EB and WB; upgrade intersections; and construct pedestrian and bicycle facilities EB and WB

Reconstruction w/ Added Capacity - FROM: Reston Avenue TO: 500 ft. E of Colvin Forest Drive (3.2500 MI)

TIP AMD - add \$34,658 (RSTP) & \$956,677 (AC-Other GARVEE) FFY17 PE phase. (lco 9/27/16)

child project of UPC 99478

FROM: Reston Avenue TO: 500 ft. E of Colvin Forest Drive (3.2500 MI)

Amendment: Add Funding **Requested on: 1/18/2017**
 Add \$296,000 in AC for PE, \$35 million in AC for ROW, and \$62 million in AC for Const. in FY 2017. Add \$704,000 in NHPP for PE in FY 2017 and \$1.417 million in NHPP for ROW in FY 2018. Corresponding debt service UPC 110378. Linked with parent UPC 99478.

| Reconstruction of I-66/ Rte. 15 Interchange | | | | | | | | | | |
|--|------|-------------------|--|---|---|-------|---|------------------------|--|---------------|
| TIP ID: 6543 | | Agency ID: 100376 | | Title: I-66 / Route 15 IINTERCHANGE RECONSTRUCTION GARVEE DEB | | | | Project Cost: \$17,543 | | Complete: |
| Facility: I 66 | AC | 100/0/0 | | 16,322 | a | 1,963 | a | | | 18,285 |
| From: Rte. I-66/Rte 15 Interchange | NHPP | 100/0/0 | | 1,221 | a | | | | | 1,221 |
| To: | | | | | | | | | | |
| Total Funds: | | | | | | | | | | 19,506 |

Description:

Amendment: Add New Project **Requested on: 1/18/2017**
 Amend project into the FY 2017-2022 TIP with \$16.322 million in AC funding for PE in FY 2017, \$1.221 million in NHPP funding for PE in FY 2017, and \$1.963 million in AC funding for PE in FY 2018. Total GARVEE interest \$17,543,454. Corresponding CN UPC 100566.

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

FY 2017 - 2022

| | Source | Fed/St/Loc | Previous Funding | FY 2017 | FY 2018 | FY 2019 | FY 2020 | FY 2021 | FY 2022 | Source Total | |
|--|--------------------------|--|------------------|-----------|---------|--------------------------------|---------|---------|---------|----------------|------------------|
| I-66 Multimodal Improvement Project, inside the Beltway | | | | | | | | | | | |
| TIP ID: 6544 | Agency ID: 108424 | Title: I-66 Inside of the Beltway Initiatives | | | | Project Cost: \$125,000 | | | | | Complete: |
| Facility: I 66 | AC | 100/0/0 | 12,000 a | -5,031 a | | | | | | 117,000 | |
| From: I 495 | | | | 9,000 b | | | | | | | |
| To: US 29 Near Rosslyn, Arlington | | | | 108,000 c | | | | | | | |
| | AC Conversion | 100/0/0 | | 1,031 a | 4,003 a | | | | | 5,034 | |
| Total Funds: | | | | | | | | | | 122,034 | |

Description: From: Exit 67 DULLES AIRPORT ACCESS ROAD TO: 71 N. GEORGE MASON DRIVE (4.0000MI)

Amendment: Add New Project **Requested on: 1/18/2017**
 Amend project into the FY 2017-2022 TIP with \$9 million in AC for ROW and \$108 million in AC for Const to FY 2017, and \$1.031 million in ACC to FY 2017 and \$4.003 million in ACC to FY 2018 for PE. Total GARVEE principal for project \$82,783,254. Corresponding Debt Service UPC 110392

| | | | | | | | | | | | |
|--|--------------------------|---|--|----------|---------|-------------------------------|--|--|--|---------------|------------------|
| I-66 Multimodal Improvement Project, inside the Beltway | | | | | | | | | | | |
| TIP ID: 6545 | Agency ID: 110392 | Title: I-66 Inside of the Beltway Initiatives GARVEE DEBT SERVICES | | | | Project Cost: \$30,418 | | | | | Complete: |
| Facility: I 66 | AC | 100/0/0 | | 29,343 a | | | | | | 29,343 | |
| From: I 495 | AC Conversion | 100/0/0 | | | 2,722 a | | | | | 2,722 | |
| To: U 29 Near Rosslyn, Arlington | NHPP | 100/0/0 | | 1,075 a | | | | | | 1,075 | |
| Total Funds: | | | | | | | | | | 33,140 | |

Description:

Amendment: Add New Project **Requested on: 1/18/2017**
 Amend project into the FY 2017-2022 TIP with \$29.343 million in AC funding for PE in FY 2017, \$1.075 million in NHPP funding for PE in FY 2017, and \$2.722 million in ACC funding for PE in FY 2018. Total GARVEE interest on project \$30,418,118. Corresponding CN UPC 108424

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

FY 2017 - 2022

| | Source | Fed/St/Loc | Previous Funding | FY 2017 | FY 2018 | FY 2019 | FY 2020 | FY 2021 | FY 2022 | Source Total |
|--|---------------|------------|------------------|----------|---------|---------|---------|---------|---------|---------------|
| Route 7 (Leesburg Pike) Widening (VA 267 to Reston Ave.) | | | | | | | | | | |
| TIP ID: 6546 Agency ID: 110377 Title: #HB2.FY17 RTE 7 CORRIDOR IMPROVEMENTS - PH 1&2 GARVE Project Cost: \$250,009 Complete: 2022 | | | | | | | | | | |
| Facility: VA 7 | AC | 100/0/0 | | 24,311 a | | | | | | 24,311 |
| From: Reston Avenue | AC Conversion | 100/0/0 | | | 1,017 a | | | | | 1,017 |
| To: Jarrett Valley Drive | NHPP | 100/0/0 | | 698 a | | | | | | 698 |
| Total Funds: | | | | | | | | | | 26,026 |

Description:

Amendment: Add New Project **Requested on: 1/18/2017**
 Amend project into the FY 2017-2022 TIP with \$24.311 million in AC funding for PE in FY 2017, \$698,000 in NHPP funding for PE in FY 2017, and \$1.017 million in ACC funding for PE in FY 2018. Total GARVEE interest for project \$25,009,200. Corresponding CN UPC 99478.

| | | | | | | | | | | |
|---|---------------|---------|--|----------|---------|--|--|--|--|---------------|
| Route 7 (Leesburg Pike) Widening (VA 267 to Reston Ave.) | | | | | | | | | | |
| TIP ID: 6547 Agency ID: 110378 Title: HB2.FY17 RTE 7 CORRIDOR IMPROVEMENTS - PHASE 2 GARVE Project Cost: \$14,931 Complete: 2022 | | | | | | | | | | |
| Facility: VA 7 | AC | 100/0/0 | | 14,197 a | | | | | | 14,197 |
| From: Reston Avenue | AC Conversion | 100/0/0 | | | 1,137 a | | | | | 1,137 |
| To: Jarrett Valley Drive | NHPP | 100/0/0 | | 734 a | | | | | | 734 |
| Total Funds: | | | | | | | | | | 16,068 |

Description:

Amendment: Add New Project **Requested on: 1/18/2017**
 Amend project into the FY 2017-2022 TIP with \$14.197 million in AC funding for PE in FY 2017, \$734,000 in NHPP funding for PE in FY 2017, and \$1.137 million in ACC funding for PE in FY 2018. Total GARVEE interest for project \$14,930,920. Corresponding CN UPC 106917 (child project of 99478).

| | | | | | | | | | | |
|---|---------------|---------|--|---------|---------|--|--|--|--|---------------|
| TIP Grouping project for Construction: Safety/ITS/Operational Improvements | | | | | | | | | | |
| TIP ID: 6548 Agency ID: 110375 Title: #HB2.FY17 Const Inter AT RTE 15/17/29 BUS GARVEE DEBT SER Project Cost: \$9,037 Complete: | | | | | | | | | | |
| Facility: US 15 INTERCHANGE | AC | 100/0/0 | | 8,609 a | | | | | | 8,609 |
| From: US 29 | AC Conversion | 100/0/0 | | 428 a | 1,022 a | | | | | 1,450 |
| To: VA 17 | | | | | | | | | | |
| Total Funds: | | | | | | | | | | 10,059 |

Description:

Amendment: Add New Project **Requested on: 1/18/2017**
 Amend project into the FY 2017-2022 TIP with \$8.609 million in AC funding for PE in FY 2017, \$428,000 in ACC funding for PE in FY 2017, and \$1.022 million in ACC funding for PE in FY 2018. Total GARVEE interest \$9,037,125. Corresponding CN UPC 77384 which is included NoVA CN: Safety/ITS/Operational Improvements grouping.

ITEM 12 – Information
January 18, 2017
Performance Based Planning and Programming

Staff

Recommendation: Briefing

Issues: None

Background: The board will be briefed on the federal requirements for Performance Based Planning and Programming, the first in a series of presentations to inform the board of the new federal requirements.



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director,
Eric Randall, TPB Transportation Engineer
SUBJECT: Overview of Federal Requirements for Performance Based Planning and Programming
DATE: January 11, 2017

Under the Moving Ahead for Progress in the 21st Century Act (MAP-21) and reinforced in the Fixing America's Surface Transportation (FAST) Act, federal surface transportation regulations require the implementation of performance management requirements through which States and metropolitan planning organizations (MPOs) will "transition to a performance-driven, outcome-based program that provides for a greater level of transparency and accountability, improved project decision-making, and more efficient investment of Federal transportation funds."

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have been gradually issuing a set of rulemakings, initially proposed and subsequently final, for the implementation of this performance based planning and programming (PBPP) process. Each rulemaking lays out the goals of performance for a particular area of transportation, establishes the measures for evaluating performance, specifies the data to be used to calculate the measures, and then sets requirements for the setting of targets.

FEDERAL TRANSPORTATION PERFORMANCE REQUIREMENTS

Over the next 18 months, the TPB will be required to take action on setting targets for a variety of prescribed performance measures. Under the PBPP process, States, MPOs, and providers of public transportation must link investment priorities to the achievement of performance targets in the following areas. Table 1 lists the federally prescribed performance measures to be used to set targets and monitoring and reporting.

1. Highway Safety
2. Highway Assets: Pavement and Bridge Condition
3. System Performance (Interstate and National Highway System, Freight Movement on the Interstate System, and the Congestion Mitigation and Air Quality Improvement Program)
4. Transit Safety and Transit Asset Condition

The final Statewide and Metropolitan Planning Rule, published May 27, 2016, provides direction and guidance on requirements for implementation of PBPP, including specified measures and data sources, forecasting performance, target-setting, documentation in the statewide and metropolitan long-range transportation plans and Transportation Improvement Programs (TIPs), and reporting requirements.

States will typically measure performance and set targets on a statewide basis, and providers of public transportation will measure performance and set targets for their transit system. Depending upon the area of performance, targets may be set annually, biennially, or every four years. States

and providers of public transportation must also develop supporting strategic plans for monitoring and improving performance in order to achieve their selected targets. In addition to quantitative targets, periodic narrative reports on performance will also be required. Target-setting is intended to be based on an agency's strategic plan and science-based methodology for forecasting performance based on measured trends and the funding available and programmed for projects that will affect performance.

The MPO is responsible for agglomerating this information to calculate measures and set targets for the metropolitan planning area as appropriate. MPOs have up to 180 days to adopt targets following the targets being set by State DOTs or providers of public transportation. MPOs must coordinate with the State DOTs and providers of public transportation in setting the metropolitan area targets, which should be based on the strategic plans and funded projects of the cognizant agencies.

TPB staff has begun discussions and collaborating with DDOT, MDOT, and VDOT, as well as with WMATA and other providers of public transportation, on the process for measuring metropolitan planning data and the methodology that will be used to forecast performance for the purposes of target-setting.

The planning regulations add that MPOs, State DOTs, other road agencies, and the providers of public transportation must jointly agree upon and document in writing the coordinated performance management processes for:

- Collection of performance data (and describe the roles and responsibilities for the collection of data for the NHS)
- Selection of performance targets for the metropolitan area
- Reporting of metropolitan area targets
- Reporting of actual system performance (related to those targets).

NEXT STEPS

In coming months, the board will receive detailed briefings on the various areas of PBPP as State DOTs, transit providers, and MPOs prepare to report on measured performance and set targets for future performance.

The following table shows the extent of the performance measures and the current dates for initially setting targets by the cognizant agencies.

TABLE 1: PERFORMANCE BASED PLANNING AND PROGRAMMING PERFORMANCE MEASURES

Table of entire list of Performance Measures

| PBPP Areas | Agencies | DOT / Providers set Targets | MPO sets Targets |
|--|------------------------|-----------------------------|------------------|
| 1. Planning Rules | | | |
| Agreement on sharing Data, selecting Targets, and Reporting Progress | DOTs, MPOs, Providers | 6/27/2018 | 6/27/2018 |
| Date of conforming CLRP and TIP | MPOs | 6/27/2018 | 6/27/2018 |
| Date of implementation of MPO Coordination Rule | MPOs | 2024 | 2024 |
| 2. Highway Safety (5 measures) | | | |
| Number of Fatalities | DOTs, MPOs | 8/31/2017 | 2/27/2018 |
| Rate of Fatalities per 100 million VMT | DOTs, MPOs | 8/31/2017 | 2/27/2018 |
| Number of Serious Injuries | DOTs, MPOs | 8/31/2017 | 2/27/2018 |
| Rate of Serious Injuries per 100 million VMT | DOTs, MPOs | 8/31/2017 | 2/27/2018 |
| Number of Non-Motorized Fatalities and Serious Injuries | DOTs, MPOs | 8/31/2017 | 2/27/2018 |
| 3. Highway Asset Condition (6 measures) | | | |
| <u>Interstate system</u> : Percentage of pavement in Good condition | DOTs, MPOs | 2/11/2018 | 8/10/2018 |
| <u>Interstate system</u> : Percentage of pavement in Poor condition | DOTs, MPOs | 2/11/2018 | 8/10/2018 |
| <u>NHS (non-Interstate)</u> : Percentage of pavement in Good condition | DOTs, MPOs, NHS Owners | 2/11/2018 | 8/10/2018 |
| <u>NHS (non-Interstate)</u> : Percentage of pavement in Poor condition | DOTs, MPOs, NHS Owners | 2/11/2018 | 8/10/2018 |
| <u>NHS</u> : Percentage of Bridges in Good Condition | DOTs, MPOs, NHS Owners | 2/11/2018 | 8/10/2018 |
| <u>NHS</u> : Percentage of Bridges in Poor Condition | DOTs, MPOs, NHS Owners | 2/11/2018 | 8/10/2018 |
| 4. System Performance Measures: Highway (3 measures) | | | |
| <u>Interstate system</u> : Percentage of Person-Miles Traveled that are Reliable | DOTs, MPOs | 2/11/2018 | 8/10/2018 |
| <u>NHS (non-Interstate)</u> : Percentage of Person-Miles Traveled that are Reliable | DOTs, MPOs | 2/11/2018 | 8/10/2018 |
| <u>NHS</u> : Percent Change in Tailpipe CO2 Emissions | DOTs, MPOs | 2/11/2018 | 8/10/2018 |
| 5. System Performance Measures: Freight Movement (1 measure) | | | |
| <u>Interstate system</u> : Percentage of Mileage providing for Reliable Truck Travel Times | DOTs, MPOs | 2/11/2018 | 8/10/2018 |
| 6. System Performance Measures: Congestion Mitigation and Air Quality Program (3 measures) | | | |
| <u>NHS</u> : Annual Hours of Peak Hour Excessive Delay Per Capita | DOTs, MPOs | 2/11/2018 | 8/10/2018 |
| <u>NHS</u> : Percentage of Non- SOV Travel | DOTs, MPOs | 2/11/2018 | 8/10/2018 |
| <u>CMAQ Program Emissions</u> : Total Emission Reductions for each applicable criteria pollutant and precursor | DOTs, MPOs | 2/11/2018 | 8/10/2018 |
| 7. Transit Asset Management (4 measures) | | | |
| <u>Rolling stock (Age)</u> : Percentage of revenue vehicles that have met or exceeded useful life | Providers, MPOs | 1/1/2017 | 6/30/2017 |
| <u>Equipment (non-revenue) service vehicles (Age)</u> : Percentage of vehicles that have met or exceeded useful life | Providers, MPOs | 1/1/2017 | 6/30/2017 |
| <u>Rail fixed-guideway (Condition)</u> : percentage of track segments, signal, and systems with performance restrictions | Providers, MPOs | 1/1/2017 | 6/30/2017 |
| <u>Stations/ Facilities (Condition)</u> : The percentage rated below condition 3 on the TERM scale. | Providers, MPOs | 1/1/2017 | 6/30/2017 |
| 8. Transit Safety (4 measures) Proposed | | | |
| <u>Fatalities</u> : total number of reportable fatalities and rate | Providers, MPOs | TBD | TBD |
| <u>Injuries</u> : total number of reportable injuries and rate | Providers, MPOs | TBD | TBD |
| <u>Safety Events</u> : total number of reportable Derailments, Collisions, Fires, and Evacuations and rate | Providers, MPOs | TBD | TBD |
| <u>System Reliability</u> : mean distance between Major and Other Mechanical System Failures | Providers, MPOs | TBD | TBD |



FEDERAL-REQUIREMENTS FOR PERFORMANCE BASED PLANNING & PROGRAMMING

An Overview

Kanti Srikanth, TPB Staff Director

Transportation Planning Board
January 18, 2017



PBPP – Briefing Topics

- What Is It
- Why This Approach
- What is Involved
- Performance Goals – Overview
- Performance Process
- Performance Measures



What is Performance Based Planning and Programming (PBPP)

- Application of performance management within the planning and programming process to achieve desired performance outcomes for the multimodal transportation system.
- Includes a range of activities and products.
 - Development of long range transportation plans (e.g., CLRP)
 - Federally-required plans and processes -- such as Strategic Highway Safety Plans (SHSPs), Asset Management Plans, the Congestion Management Process (CMP), Transit Agency Asset Management Plans, and Transit Agency Safety Plans
 - Programming documents, including State and metropolitan Transportation Improvement Programs (STIPs and TIPs)
 - Other plans



Why a PBPP approach

- **Federally required** for MPOs and DOTs – MAP-21 and FAST Acts
- Improved Outcomes
 - Improved investment decision-making
 - Improved return on investments and resource allocation
 - Improved system performance
 - Increased accountability and transparency
- Demonstrates link between funding and performance
- Common themes within a PBPP Process:
 - Cooperation and coordination
 - Data and tools
 - Linkages across performance-based planning activities
 - Feedback mechanisms
 - Public and stakeholder involvement



What is Involved in PBPP



Federally Prescribed Goals

| | GOAL AREAS | NATIONAL GOALS |
|---|--|--|
| 1 | SAFETY | Achieve significant reduction in traffic fatalities and serious injuries on all public roads |
| 2 | INFRASTRUCTURE CONDITION | Maintain highway system in a state of good repair |
| 3 | CONGESTION REDUCTION | Achieve significant reduction in congestion on the National Highway System |
| 4 | SYSTEM RELIABILITY | Improve efficiency of surface transportation system |
| 5 | FREIGHT MOVEMENT AND ECONOMIC VITALITY | Improve Freight Network; Support regional economic development; Rural communities access to national and international markets |
| 6 | ENVIRONMENTAL SUSTAINABILITY | Enhanced transportation system performance while protecting and enhancing natural environment |
| 7 | REDUCED PROJECT DELIVERY DELAYS | Elimination of delays on project development and delivery |



Federally Prescribed Performance Measures

| | GOAL AREAS | PERFORMANCE MEASURES |
|---|--|---|
| 1 | SAFETY | <ul style="list-style-type: none"> • Highway – Traffic Fatalities and Serious Injuries • Transit – Fatalities and Injuries; Derailments; Collisions; Fires; Evacuations for life safety |
| 2 | INFRASTRUCTURE (ASSET) CONDITION | <ul style="list-style-type: none"> • Highway – Pavement and Bridges • Transit – Revenue vehicles, Non revenue equipment, Track infrastructure, and Facilities/Stations |
| 3 | CONGESTION REDUCTION | <ul style="list-style-type: none"> • Highway – Excessive Delay per capita – Percent non-SOV travel |
| 4 | SYSTEM RELIABILITY | <ul style="list-style-type: none"> • Highway – Reliable Travel Times • Transit – Major / Other Mechanical System Failures |
| 5 | FREIGHT MOVEMENT AND ECONOMIC VITALITY | <ul style="list-style-type: none"> • Highway – Reliable Truck Travel Times |
| 6 | ENVIRONMENTAL SUSTAINABILITY | <ul style="list-style-type: none"> • Highway – Percent Change in Tailpipe CO2 Emissions, CMAQ Program Emissions Reduced |



The PBPP process

- The TPB must work with State DOTs, providers of public transportation, and other implementing agencies to:
 - Collect transportation performance data
 - Determine current performance and forecast future performance
 - Using science-based methodology and taking into account funding availability and transportation priorities
 - Set performance targets
 - One, two, and/or four years, depending on the area and measure
 - Submit reports on performance and incorporate into strategic plans, long-range transportation plans and STIPs/TIPs.
- Achievement of performance targets
 - Federal funding is not tied to performance or target achievement. (Two exceptions: state safety and state highway preservation funds may have to be reallocated if certain levels or targets are not met.)



Highway Safety Performance Measures

| | Performance Measures | Description |
|---|--|--|
| 1 | Number of Fatalities <i>(5 year rolling average)</i> | Total number of fatalities during a calendar year |
| 2 | Rate of Fatalities per 100 million VMT <i>(5 year rolling average)</i> | Ratio of total fatalities to VMT |
| 3 | Number of Serious Injuries <i>(5 year rolling average)</i> | Total number of serious injuries during a calendar year |
| 4 | Rate of Serious Injuries per 100 million VMT <i>(5 year rolling average)</i> | Ratio of total serious injuries to VMT |
| 5 | Number of Non-Motorized Fatalities and Serious Injuries <i>(5 year rolling average)</i> | Total number of fatalities and serious injuries during a calendar year |

- Implementing Agency (State DOT) – set Targets in August 2017
- TPB (MPO) – set Targets by February 2018



Transit Safety Performance Measures (*Proposed*)

| | Performance Measures | Description |
|---------------------------|---|---|
| Fatalities | a) Customer b) Employee c) Public | total number of reportable fatalities and rate per total unlinked passenger trips by mode |
| Injuries | a) Customer b) Employee c) Public | total number of reportable injuries and rate per total unlinked passenger trips by mode |
| Safety Events | a) Derailments b) Collisions c) Fires d) Evacuations for life safety | total number of reportable events and rate per total vehicle miles, by mode |
| System Reliability | a) Major Mechanical System Failures b) Other Mechanical System Failures | mean distance between failures by mode |

- Implementing Agency (Transit Providers) – set Targets TBD
- TPB (MPO) – set Targets within 180 days following



Infrastructure (Asset) Condition - Pavement and Bridges

| | Performance Measures |
|---------------------------|---|
| Pavement Condition | (1) Percentage of pavements on the Interstate System in Good condition |
| | (2) Percentage of pavements on the Interstate System in Poor condition |
| | (3) Percentage of pavements on the NHS (excl. Interstate System) in Good condition |
| | (4) Percentage of pavements on the NHS (excl. Interstate System) in Poor condition. |
| Bridge Condition | (5) Percentage of NHS Bridges Classified as in Good Condition |
| | (6) Percentage of NHS Bridges Classified as in Poor Condition |

- Implementing Agency (State DOT, NHS Owners) – set Targets by February 11, 2018
- TPB (MPO) – set Targets by August 10, 2018



Transit Asset Performance Measures

| | Performance Measure | Assets |
|--|---|---|
| Rolling stock (Age) | Percentage of revenue vehicles within a particular asset class that have met or exceeded useful life benchmark (ULB). | 40 foot bus, 60 foot bus, vans, cutaways, locomotives, rail vehicles |
| Equipment - (non-revenue) service vehicles (Age) | Percentage of vehicles that have met or exceeded their ULB. | Cranes, prime movers, vehicle lifts, tow trucks |
| Infrastructure - rail track, signals, and systems (Condition) | The percentage of track segments, signal, and systems with performance restrictions. | Signals, interlockings, catenary, mechanical, electrical and IT systems |
| Stations/ Facilities (Condition) | The percentage of facilities, within an asset class, rated below 3 on the TERM scale. | Maintenance, Admin, Depots, Terminals, Parking Garages |

- Implementing Agency (Transit Providers) – set Targets by January 1, 2017
- TPB (MPO) – set Targets by June 2017 (within 180 days)



System Performance: Highway and Freight

| | Performance Measures |
|----------------|---|
| Highway | (1) Percent of the Interstate System providing for Reliable Travel Times |
| | (2) Percent of the NHS (non-Interstate) providing for Reliable Travel Times |
| | (3) Percent Change in Tailpipe CO2 Emissions on the NHS |

| | Performance Measures |
|-------------------------|--|
| Freight Movement | (4) Percent of the Interstate System Mileage providing for Reliable Truck Travel Times |

- Implementing Agency (State DOT) – set Targets by February 11, 2018
- TPB (MPO) – set Targets by August 10, 2018



System Performance: CMAQ Program (Congestion Mitigation and Air Quality)

| | Performance Measures |
|--|---|
| CMAQ Program: Traffic Congestion | (5) Annual Hours of Excessive Delay Per Capita |
| | (6) Percent of non-SOV Travel on the NHS |
| CMAQ Program: Emissions Reduction | (7) CMAQ-funded projects on-road mobile source Total Emission Reductions for each applicable criteria pollutant and precursor |

- Implementing Agency (State DOT) – set Targets by February 11, 2018
- TPB (MPO) – set Targets by August 10, 2018

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National Capital Region
Transportation Planning Board

ITEM 13 – Information

January 18, 2017

Review of Outline and Preliminary Budget for the
FY 2018 Unified Planning Work Program (UPWP)

Staff

Recommendation: Briefing

Issues: None

Background: The board will be briefed on an outline and preliminary budget for the Unified Planning Work Program (UPWP) for FY 2018 (July 1, 2017 through June 30, 2018). A complete draft of the FY 2018 UPWP will be presented to the board for review at its February 15, 2017 meeting.



MEMORANDUM

TO: Transportation Planning Board
FROM: Lyn Erickson, Plan Development and Coordination Program Director
SUBJECT: Outline and Preliminary Budget for the FY 2018 Unified Planning Work Program (UPWP)
DATE: January 12, 2017

The Unified Planning Work Program (UPWP) is the annual budget for TPB staff to carry out the metropolitan transportation planning process. This memo includes a preliminary total budget estimate for the FY 2018 UPWP, the proposed funding level for each work activity, and an outline of the proposed FY 2018 work tasks. This information is preliminary and will be refined over the next 2 months. The TPB will be asked to approve the FY 2018 UPWP at its March 15, 2017 meeting.

PRELIMINARY TOTAL UPWP REVENUE ESTIMATE

The budget for the FY 2018 UPWP is based upon Metropolitan Planning Organization (MPO) planning funding allocations provided by our three state departments of transportation (DOTs). Federal Metropolitan Planning Funds are apportioned to the state DOTs who then allocate and distribute these funds to the MPO to enable us to lead the metropolitan planning process. As with all federal funds, there is a match that is necessary to access the federal funds. In our case, 80 percent of the revenue comes from a combination of Federal Transit Administration Section 5303 funds and Federal Highway Administration PL funds. The state DOTs provide a 10 percent state match, and the local jurisdictions, through the COG dues, provide a 10 percent local match. Funding amounts are determined by the FY 2017 USDOT budget from the Fixing America's Surface Transportation Act (FAST) Act.

Estimated funding (the TPB revenue) is shown in Table 1 on the next page. The Total Basic UPWP budget for the work that TPB staff needs to do to meet the federal metropolitan planning requirements is **\$13,687,982**. At this time, this information is a preliminary estimate based on previous estimates and will change based on feedback from the state DOTs as they determine the amount of funding available (which is a function of how the federal agencies operate). This total will also change based on the amount we estimate will be "carried over" (this means the amount that we think we will not spend in the FY 2017 UPWP, and then it will be removed from the current FY 2017 UPWP and added to the 2018 UPWP). This information is not available at this time.

PRELIMINARY CORE PROGRAM AND TECHNICAL ASSISTANCE BUDGET ESTIMATES

Table 2 on page 3 outlines the UPWP budget by work task. The work activities are organized into three major subsets: the TPB Core program (the bulk of the planning activities), state Technical Assistance (TPB staff support for more localized planning activities) and Continuous Airport System Planning (CASP). Lastly, an outline describing each work task follows Table 2.

**TABLE 1
PRELIMINARY FUNDING OUTLINE FOR FY 2018 UPWP**

| | FTA SECT 5303 80% FED & 20% STA/ LOC | FHWA PL FUNDS 80% FED & 20% STA/ LOC | FAA CASP 90% / 10% Fed / Loc Plus MWAA/MAA | TOTALS |
|---|---|---|---|---------------------|
| DDOT - ALLOCATIONS | | | | |
| NEW FY 2018 | \$538,004 | \$2,209,419 | | \$2,747,423 |
| UNEXPENDED FY 2016 | \$80,386 | \$331,484 | | \$411,870 |
| CARRYOVER FY 2017 | | | | \$0 |
| SUBTOTAL - D.C | \$618,390 | \$2,540,903 | | \$3,159,293 |
| MDOT - ALLOCATIONS | | | | |
| NEW FY 2018 | \$1,288,745 | \$3,709,536 | | \$4,998,281 |
| UNEXPENDED FY 2016 | \$240,479 | \$668,726 | | \$909,204 |
| CARRYOVER FY 2017 | | | | \$0 |
| SUBTOTAL - MD | \$1,529,224 | \$4,378,262 | | \$5,907,485 |
| VDRPT & VDOT - ALLOCATIONS | | | | |
| NEW FY 2018 | \$1,050,257 | \$2,927,804 | | \$3,978,061 |
| UNEXPENDED FY 2016 | \$165,308 | \$477,834 | | \$643,143 |
| CARRYOVER FY 2017 | | | | \$0 |
| SUBTOTAL - VA | \$1,215,565 | \$3,405,638 | | \$4,621,204 |
| TOTAL FHWA/FTA FUNDING ALLOCATIONS | | | | |
| | \$2,877,006 | \$8,846,759 | | \$11,723,765 |
| SUB-TOTAL UNEXPENDED FY 2016 | \$486,173 | \$1,478,044 | | \$1,964,217 |
| SUB-TOTAL CARRYOVER FY 2017 | \$0 | \$0 | | \$0 |
| SUBTOTAL - FHWA/FTA | \$3,363,179 | \$10,324,803 | | \$13,687,982 |
| TOTAL BASIC UPWP | \$3,363,179 | \$10,324,803 | | \$13,687,982 |
| FAA - Continuous Air System Planning | | | \$252,000 | |
| MWAA & MAA - Air Passenger Survey | | | \$350,000 | |
| SUBTOTAL - CASP | | | \$602,000 | |
| GRAND TOTAL UPWP | \$3,363,179 | \$10,324,803 | \$602,000 | \$14,289,982 |

"New FY2018" funding amounts above are same as in FY 2017 UPWP.

"Unobligated FY2016 funds" are unexpended funds from the FY2016 UPWP reprogrammed by DOTs.

"Carryover FY2017 funds" are funds from work activities from the FY2017 UPWP to be completed in FY 2018. These amounts will be determined in Feb. 2017 and finalized in Mar. of 2017.

**TABLE 2
PRELIMINARY FY 2018 UPWP EXPENDITURES**

| WORK ACTIVITY | FY 2018 TOTAL COST ESTIMATE |
|---|--------------------------------|
| CORE PROGRAMS | |
| 1. Long-Range Planning | \$1,615,200 |
| 2. Performance-Based Planning and Programming | \$625,691 |
| 3. Mobile Emissions Planning | \$1,577,817 |
| 4. Planning Programs | \$1,718,730 |
| 5. Travel Forecasting | \$2,409,905 |
| 6. Travel Monitoring and Data Programs | \$2,025,030 |
| 7. Cooperative Forecasting & Transportation Planning Coordination | \$893,576 |
| 8. Public Participation & Human Transportation Service Coordination | \$974,588 |
| 9. Transportation Alternatives and Land Use Connection Programs | \$440,215 |
| 10. TPB Support and Management | \$865,054 |
| Sub-total: Core Program | \$13,145,805 |
| TECHNICAL ASSISTANCE | |
| A. District of Columbia | \$110,750 |
| B. Maryland | \$201,484 |
| C. Virginia | \$160,358 |
| D. WMATA | \$69,584 |
| Sub-total: Technical Assistance Program | \$542,177 |
| | |
| Total - Basic UPWP | \$13,687,982 |
| AIR SYSTEMS PLANNING | |
| 1. Continuous Airport System Planning (CASP) | \$252,000 |
| 2. Airport Passenger Survey | \$350,000 |
| Sub-total: CASP | \$602,000 |
| | |
| GRAND TOTAL UPWP | \$14,289,982 |

OUTLINE OF PROPOSED UPWP WORK ACTIVITIES FOR FY 2018

(July 1, 2017 to June 30, 2018)

The following graphic identifies all of the activities in the UPWP. An outline describing these activities follows.



1. LONG RANGE TRANSPORTATION PLANNING [Proposed FY2018 Budget \$1,615,200]

This activity will encompass the following work tasks in FY 2018:

Constrained Long-Range Transportation Plan (CLRP)

- An “off-cycle” amendment to the 2016 CLRP if needed to advance a regionally significant (for air quality conformity purposes) project in its development / implementation ahead of the regularly scheduled adoption of the 2018 CLRP.

Long Range Plan (LRP)

- Develop the appropriate documentation as required.
- Develop a comprehensive list of all federally funded and/or regionally significant (for air quality conformity purposes) highway, transit and non-motorized (bicycle and pedestrian) projects consistent with the financial plan for inclusion in the 2018 CLRP element of the LRP.
- Begin an updated performance analysis of the CLRP element of the TPB’s 2018 LRP that evaluates and documents the conditions and performance of the region’s transportation system in the horizon year of the CLRP (2045).
- Develop the Unconstrained element of the TPB’s 2018 LRP by including the updated Unfunded Capital Needs analysis first adopted by the Board in December 2016. The update will be based on the assumptions and inputs for the 2018 CLRP.

Financial Element

- The financial plan will provide revenue (from all sources) and expenditure projections, for the period of the CLRP to adequately fund the operations and maintenance (in a state of good repair) of the current transportation infrastructure and for any capacity enhancement of the highway, transit and federally funded non-motorized (bicycle and pedestrian) system within the metropolitan planning area.
- Continue to develop the financial element of the quadrennial update of the LRP in FY 2018, including development of projected revenues and expenditures for the region’s transportation system.

Title VI and Environmental Justice Analysis of the LRP

- Begin to analyze the LRP for disproportionately high and adverse impacts on the Equity Emphasis Areas and the rest of the region.

Long Range Plan Task Force

- Develop a shorter list of regionally significant unfunded and/or unplanned multi-modal projects with the potential to provide substantive improvement in the performance of the region’s transportation system by advancing strategies reflected in the TPB’s Vision and Regional Transportation Priorities Plan (RTPP), pending guidance from the Long Range Plan Task Force.

Environmental Consultation

- Consultation with federal, state and local agencies responsible for natural resources, wildlife, land management environmental protection, conservation and historic preservation on the discussion of potential environmental mitigation activities.
- Monitor local, state and national practices in transportation system resiliency, including climate change adaptation, for potential applicability to the region.

2. PERFORMANCE-BASED PLANNING AND PROGRAMMING **[Proposed FY2018 Budget \$625,691]**

This activity will encompass the following work tasks in FY 2018:

Performance Measurements and Targets

- Establish a performance-based planning framework for regional transportation decision making for incorporation into development of the region's 2018 CLRP and FY 2019-2024 TIP to ensure that the TIP will contain projects that are consistent with and reflect CLRP investment priorities; demonstrates progress toward achieving transportation system performance targets; links investment priorities to the performance targets; and describes the anticipated effect of the TIP toward achieving the performance targets.
- Coordinate with states and public transportation providers on the establishment of performance targets to ensure consistent measures that are relevant for the TPB planning area.
- Coordinate with the State DOTs and public transportation providers in the preparation of a system performance report to evaluate the condition and performance of the transportation system with respect to the coordinated performance targets established for the TPB planning area.
- Update the Metropolitan Planning Agreement among States, MPOs and Providers of Public Transportation to include: transportation systems performance data sharing, the selection of performance targets, the reporting of performance targets, the reporting of system performance measures to be used in tracking progress toward attainment of critical outcomes and the collection of data for the asset management plans for the NHS.

TIP Programming

- Prepare, review and process administrative modifications and amendments to the currently approved TIP.
- Review administrative modifications and amendments for fiscal constraint,
- Enhance documentation of the TIP with additional analysis as a part of the CLRP/TIP brochure and the CLRP web site.
- Provide public access to CLRP and TIP project data through an improved online searchable database and a linked GIS database.
- Prepare annual certification of compliance with regulations on the provision of transit services to persons with disabilities.
- Prepare an annual listing of projects for which federal funds have been obligated in the preceding year for the FY 2017-2022 TIP.

3. MOBILE EMISSIONS PLANNING **[Proposed FY2018 Budget \$1,577,817]**

This activity will encompass the following work tasks in FY 2018:

Air Quality Conformity Analysis

- Provide technical travel demand and mobile emissions modeling support to a possible “off-cycle” amendment to the 2016 CLRP.
- Prepare technical inputs in support of the Long Range Plan (LRP) scenario analysis. Travel modeling and mobile emissions modeling will be undertaken to explore system expansions, land use alternatives and other policy options as specified by the LRP Task force.
- Keep abreast of federal requirements as related to Air Quality Conformity determinations
- Maintain communication and consultation among transportation agencies, air agencies and the public regarding the TPB’s conformity schedule for the quadrennial CLRP update

Mobile Emissions Analysis

- Support travel demand modeling and mobile emissions modeling in support of SIP planning activities, including the Ozone Maintenance Plan and Redesignation request.
- Support CMAQ-related activities and support with “Hot-Spot” analyses conducted by local transportation agencies.
- Keep abreast of mobile emissions software (MOVES) updates and best practices.

4. PLANNING PROGRAMS **[Proposed FY2018 Budget \$1,718,730]**

Congestion Management Process (CMP)

- Address FAST and MAP-21 requirements related to the regional Congestion Management Process (CMP).
- Compile information and undertake analysis for the development of major components of the regional CMP, including potential application of emerging “big data” sources.
- Prepare a Regional Congestion Management Plan (CMPL).
- Prepare the FY2018 CMP Technical Report.
- Support the Vehicle Probe Data Users Group (VPDUG).

Systems Performance, Operations, and Technology (SPOT) Planning

- Address FAST/MAP-21 requirements related to technology and Regional Transportation Systems Management and Operations (RTSMO) .
- Address emerging connected and autonomous vehicle technology and shared mobility developments as they relate to regional transportation planning and RTSMO.
- Support the Systems Performance, Operations, and Technology Subcommittee (SPOTS) and the Traffic Signals Subcommittee in their coordination and advisory roles.

Transportation Emergency Preparedness Planning

- Provide support and coordination for the transportation sector's role in overall regional emergency preparedness planning, in coordination with the COG Regional Emergency Support Function #1 – Emergency Transportation Committee.

Transportation Safety Planning

- Support engineering, education, enforcement, and emergency medical services strategies to reduce fatalities, serious injuries, and crashes in the National Capital Region.
- Encourage the consideration of safety in all aspects of regional transportation planning including TIP development and the safety element of the CLRP.
- Address FAST/MAP-21 requirements related to regional transportation safety.
- Support the Transportation Safety Subcommittee in its coordination and advisory roles.

Bicycle and Pedestrian Planning

- Provide opportunities for consideration, coordination, and collaborative enhancement of planning for pedestrian and bicycle safety, facilities, and activities in the region, CLRP, and TIP.
- Support the Bicycle and Pedestrian Subcommittee in its coordination and advisory roles.

Regional Public Transportation Planning

- Provide support to the Regional Public Transportation Subcommittee for the coordination of public transportation planning throughout the Washington region, and for incorporating regional public transportation plans into the CLRP and TIP,
- Evaluate federal rulemaking for the performance-based planning requirements, specifically transit safety and transit state of good repair, including data collection, analysis of the performance measures, forecasting, and setting of targets.
- Provide support to the TPB Private Providers Task Force and document the involvement of private providers of public transportation in the TIP. Also support quarterly meetings of the TPB Regional Taxicab Regulators Task Force.
- Evaluate the performance of the corridor projects implemented by the TPB's Transportation Investments Generating Economic Recovery (TIGER) Grant for Priority Bus in the National Capital Region, including the submission of one year after and two years after reports for projects concluded in calendar year 2016.

Freight Planning

- Provide opportunities for consideration, coordination, and collaborative enhancement of planning for freight movement in the region.
- Encourage the consideration of freight transport in all aspects of regional transportation and land use planning including TIP development and the freight element of the CLRP.
- Address the FAST/MAP-21 requirements related to regional freight transportation planning.
- Support the Freight Subcommittee in its coordination and advisory roles.

Metropolitan Area Transportation Operations Coordination (MATOC) Planning

- Provide planning support for the Metropolitan Area Transportation Operations Coordination (MATOC) Program, in conjunction with the MATOC Steering Committee, subcommittees, and partner agencies.

5. TRAVEL FORECASTING

[Proposed FY2018 Budget \$2,409,905]

This activity will encompass the following work tasks in FY 2018:

Network Development

- Prepare updates to the base year transit networks
- Support coding of transportation networks for the LRP Study
- Maintain and refine the multi-year transportation network database used in regional travel demand modeling
- Support the network-related needs of the TPB's travel modeling improvements

Models Development

- Continue the consultant assisted effort to improve the TPB's travel demand model. Staff will be completing, documenting and testing a new trip-based model that was completed during FY 2017, and will begin compiling data to support an Activity-Based Travel Model for the Washington region.
- Support the application current application model, for both internal and external users of the model
- Keep abreast of best practices in travel demand modeling through conference attendance and the AMPO Travel Modeling Work Group
- Collect and prepare data relevant to travel modeling development and validation
- Respond to technical data requests from consultants and local agencies
- Maintain software and hardware required to apply the regional travel demand model
- Maintain staffing of the TPB Travel Forecasting Subcommittee

6. TRAVEL MONITORING AND DATA PROGRAMS

[Proposed FY2018 Budget \$2,025,030]

This activity will encompass the following work tasks in FY 2018:

Household Travel Survey

- Complete data collections for the 2017/2018 TPB Regional Household Travel Survey of approximately 15,000 households in the TPB modeled area.
- Begin initial tabulations, weighting and analysis of 2017/2018 TPB Regional Household Travel Survey data.
- Analyze and report on changes in regional travel patterns and trends.
- Provide data, documentation, and technical support to users of previous TPB Household Travel Surveys. Update user documentation as required.

Traffic Monitoring Counts/Studies

- Collect AM peak period traffic volume, vehicle occupancy and travel time data on the region's HOV facilities.
- Process, tabulate and analyze the regional HOV volume, occupancy and travel time monitoring data collected.
- Prepare a technical report summarizing the key findings and changes from previous TPB regional HOV facility monitoring studies.

Regional Transportation Data Clearinghouse

- 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 freeway and arterial road speed and level of service (LOS) data.
- Update Clearinghouse highway network bridge and pavement condition data from most current National Bridge Inventory and Highway Performance Management System (HPMS) databases.
- Add updated Cooperative Forecasting data to the Clearinghouse by TAZ and begin development of a regional parcel level land use database to support travel forecasting model improvements.
- Distribute Regional Transportation Clearinghouse Data to TPB participating agencies via a GIS web-based application.

GIS Data and Analysis

- Provide data and technical support to staff using GIS for development and distribution of data and information developed for TPB planning activities, including the CLRP and Unconstrained LRP, the TIP, Congestion Monitoring and Analysis, Cooperative Forecasting, Regional Transportation Data Clearinghouse, Network and Models Development, and Freight, Bike and Pedestrian Planning activities.
- Maintain and update GIS-related hardware and software used by staff for regional transportation planning activities.
- Respond to request for TPB GIS metadata, databases, and applications.
- Continue to coordinate the regional GIS activities with state DOTs, WMATA, and the local governments through COG's GIS Committee and subcommittees.

7. COOPERATIVE FORECASTING AND TRANSPORTATION PLANNING COORDINATION [Proposed FY2018 Budget \$893,576]

This activity will encompass the following work tasks in FY 2018:

- 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.



- 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, population and employment data.
- 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.
- Work with the Cooperative Forecasting Subcommittee and the region's Planning Directors to develop updated Round 9.1 Transportation Analysis Zone (TAZ)-level growth forecasts
- Document key land use and transportation assumptions used in making updates to the Cooperative Forecasting land activity forecasts
- Update and maintain Cooperative Forecasting land activity databases of TAZ-level population, household, and employment forecasts that are used as input into TPB travel demand-forecasting model.
- Map and analyze Cooperative Forecasting growth forecasts in relation to COG Activity Centers and premium transit locations.
- Respond to public comments on the Round 9.1 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 work program.

8. PUBLIC PARTICIPATION AND HUMAN SERVICE TRANSPORTATION COORDINATION **[Proposed FY2018 Budget \$974,588]**

This activity will encompass the following work tasks in FY 2018:

Public Participation and Outreach

- Conduct regular public involvement as described in the TPB Participation Plan, including public comment sessions as the beginning of TPB meetings and official public comment periods prior to the adoption of TPB plans and programs as key TPB policies and documents.
- 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 and representatives of low-income communities, minority communities, persons with disabilities and those with limited English skills as the TPB's primary strategy for engaging traditionally-disadvantaged population groups in the planning process. Staff will transmit AFA Committee comments to the TPB on transportation plans, projects, programs, services and issues that are important to AFA community groups.



- 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 development of the CLRP, the LRP, the TIP, and the work of the Long Range Plan Task Force.
- 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.
- Support implementation of the TPB Participation Plan and conduct evaluation activities of the public involvement process.
- Conduct continuing evaluation activities of the public involvement process using the process for evaluation established in FY 2016.

Communications

- 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.
- Produce regular on-line and print TPB newsletters.
- Produce the annual edition of the Region magazine highlighting significant TPB activities in the past year.
- Ensure that the TPB's website, publications and official documents are timely, thorough and user-friendly.
- 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 Produce regular on-line and/or print TPB newsletters

Human Service Transportation Coordination/Title VI and Environmental Justice

- Review the Coordinated Human Service Transportation Plan with the AFA Committee for any revisions or updates to capture unmet transportation needs for people with disabilities and older adults.
- Plan for the next solicitation and selection of projects for Enhanced Mobility funding under FAST.
- Further the goals regional mobility management efforts to provide an array of transportation services and options to older adults and people with disabilities.
- Ensure that all public participation is consistent with and meets the Federal Civil Rights Act (Title VI) and Executive Order 12988 Environmental Justice.

9. TRANSPORTATION ALTERNATIVES AND LAND USE CONNECTION (TLC) PROGRAMS [Proposed FY2018 Budget \$440,215]

This activity will encompass the following work tasks in FY 2018:

Transportation Alternatives Program

- Conduct the selection process for small capital improvement projects using funding sub-allocated to the Washington metropolitan region through the state DOTs from the MAP-21 Transportation Alternatives Program (TAP).



Transportation and Land Use Connection Program

- Offer short-term consultant team technical assistance to local jurisdictions to advance their land use and transportation planning activities.
- 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.
- 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.

10. TPB SUPPORT AND MANAGEMENT

[Proposed FY2018 Budget \$974,588]

This activity will encompass the following work tasks in FY 2018:

TPB and Committees Support

- Make all administrative arrangements and provide staff support for TPB, the TPB Steering Committee, the State Technical Working Group, the TPB Technical Committee and special TPB work groups meetings.
- Maintain TPB Committee membership rosters and distribution lists and prepare meeting materials for TPB Committee meetings.
- Prepare monthly Director's Report.
- Respond to periodic requests from TPB members, federal agencies, Congressional offices, media and others for information or data of a general transportation nature.
- Meet with TPB Board members and participating agency staff to discuss current and emerging regional transportation planning issues.
- Respond to TPB correspondence and draft correspondence requested by the Board.
- Participate in meetings of other agencies whose programs and activities relate to and impact the TPB work program.
- Draft Memoranda of Understanding with other agencies for the TPB's review and approval.
- Participation in the Association of Metropolitan Planning Organizations (AMPO) and AMPO meetings.
- Coordination of TPB Planning Activities with Program Directors.
- Day-to-day management of and allocation of staff and financial resources.
- Monitoring of all work program activities and expenditures.



UPWP

- Develop Unified Planning Work Program (UPWP) that complies with anticipated metropolitan planning requirements in the Fixing America's Surface Transportation (FAST) Act.
- Supervise the preparation, negotiation, and approval of the annual work program and budget involving the State Transportation Agencies, the TPB Technical Committee, the TPB Technical Committee, the Steering Committee and the TPB.
- Preparation of monthly UPWP progress reports for each of the state agencies administering planning funding and prepare all necessary federal grant applications submissions.
- Review all monthly UPWP invoices going to each of the state agencies administering planning funding.

11. TECHNICAL ASSISTANCE PROGRAM

- 11.a** **DDOT Technical Assistance (\$110,750) - TBD**
- 11.b** **MDOT Technical Assistance (\$201,484) - TBD**
- 11.c** **VDOT Technical Assistance (\$160,358) - TBD**
- 11.d** **WMATA Technical Assistance (\$69,584) - TBD**

