



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: July 18, 2019

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: July 18, 2019

At its meeting on July 12, the TPB Steering Committee approved the following resolutions:

- SR1-2020: to approve a supplemental procedure to permit the off-cycle transfer of funds between projects funded under the Transportation Alternatives Set Aside Program
- SR2-2020: to approve the transfer of \$556,434 in federal Transportation Alternatives Set Aside Program from the Colchester Road and Sudley Road projects to the Dumfries Road Sidewalk Project
- SR3-2020: To amend the FY 2019-2024 Transportation Improvement Program (TIP) at the request of the Virginia Department of Transportation (VDOT) to include:
 - \$90.8 million in Congestion Mitigation and Air Quality Improvement Program (CMAQ), High Priority Project program, National Highway Performance Program, and Surface Transportation Block Grant funds for the Crystal City Metro Station East Entrance project;
 - \$370 million in CMAQ funding and state and local funding for the Alexandria Potomac Yard Metro Station Improvements, Including Southwest Entrance project*;
 - \$8.3 million in CMAQ and state and local funding for the Crystal City Potomac Yard Bus Rapid Transit (BRT) Expansion project;
 - \$185 million in CMAQ, Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies grant program, and state and local funding for the Long Bridge project; and
 - \$111.7 million in Advanced Construction, CMAQ, and Regional Surface Transportation Program funding for the US 1 BRT project

These projects are included in the air quality conformity analysis of Visualize 2045 or are exempt from the air quality conformity requirement.

* At the time the resolution was approved, the title and description for this project incorrectly identified the scope of the project as the Southwest Entrance at East Glebe Road and Potomac Avenue only. In a letter following this cover memo, VDOT has requested that the title and description be updated to reflect the construction of the Alexandria Potomac Yard Metro Station project as a whole, including the Southwest Entrance component. With the concurrence of the members of the Steering Committee, TPB staff have made this technical correction in the attached materials.

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

Attachments

- SR1-2020
- SR2-2020
- July 16, 2019 letter from VDOT requesting technical correction to TIP project listing in resolution SR3-2020
- SR3-2020

**TPB STEERING COMMITTEE
ATTENDANCE – JULY 12, 2019**

MEMBERS

Martin Nohe
Mark Rawlings
Kelly Russell
Kari Snyder
Norman Whitaker

Prince William County
DDOT
City of Frederick
MDOT
VDOT

PARTICIPANTS

Paolo Belita
Bob Brown
Gary Erenrich
Mike Lake
Chris Lakowski
Regina Moore
Sree Nampoothiri
Malcolm Watson
Vic Weissberg
Ciara Williams

Prince William County
Loudoun County
Montgomery County
Fairfax County
DC Council
VDOT
NVTA
Fairfax County
VDRPT

COG STAFF

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

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

**RESOLUTION TO APPROVE A SUPPLEMENTAL PROCEDURE
TO PERMIT THE OFF-CYCLE TRANSFER OF FUNDS BETWEEN PROJECTS FUNDED
UNDER THE TRANSPORTATION ALTERNATIVES SET ASIDE PROGRAM**

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

WHEREAS, the FAST Act's Transportation Alternatives Set-Aside (TA Set Aside) Program, which is part of the Surface Transportation Block Grant Program of the Federal Highway Administration (FHWA), provides a portion of funding based on the relative share of the total State population sub-allocated to large urbanized areas, and the MPO is required "to develop a competitive process to allow eligible entities to submit projects for funding ... in consultation with the relevant State"; and

WHEREAS, the TA Set Aside Program provides funding for transportation programs and projects defined as eligible per Section 1109 of the FAST Act; and

WHEREAS, the District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), and the Virginia Department of Transportation (VDOT) are responsible for determining the total federal funding amount allocated to the TPB, determining project eligibility, project implementation, and project oversight; and

WHEREAS, the TA Set Aside Program provides an opportunity to select and fund projects that implement regional policies reflected in the Regional Transportation Priorities Plan and in the seven initiatives endorsed by the TPB in December 2017 and January 2018, which include promoting Regional Activity Centers, improving pedestrian and bicycle access to transit, and completing the National Capital Trail; and

WHEREAS, the TA Set Aside is a complementary component of the TPB's Transportation Land-Use Connections (TLC) Program, which supports planning-related projects and events of TPB member jurisdictions; and

WHEREAS, on February 20, 2013, the TPB approved Resolution R10-2013, which amended the FY 2013 Unified Planning Work Program to provide support for the implementation of the new Transportation Alternatives Program (later renamed the Transportation Alternatives Set Aside Program) as well as to establish a process for TPB project selection under the program; and

WHEREAS, the TPB selection process does not include a policy for off-cycle funding approval for TA Set-Aside funds, which would be beneficial in certain situations such as if a project is cancelled or if

it needs additional funding, because without such a policy the sponsor must wait until the next application round, which occurs annually in D.C and Maryland and every two years in Virginia; and

WHEREAS, projects face uncertainties, some get cancelled, others experience unforeseen cost overruns, and TA Set-Aside funding is subject to periodic federal rescissions; and

WHEREAS, the TPB, along with its partners at the federal, state, and local levels, has an interest in ensuring that grant dollars are obligated as quickly, efficiently, and effectively as possible; and

WHEREAS, TPB staff worked with DDOT, MDOT and VDOT to develop such a policy.

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board approves a supplemental policy, as described on the attached memorandum, to permit off-cycle transfers of funding between project projects previously funded by the TPB under the Transportation Alternatives Set Aside Program, and will feature the following guidelines:

- The TPB Steering Committee will be empowered to approve transfers as described below;
- Under this new process, funding may only be transferred from projects that were previously approved by the TPB to projects that were previously approved by the TPB;
- Funding for such transfers may come from projects that were cancelled, came in under budget, have become dormant, and/or may come from previous program allocations to the TPB that were not fully awarded to projects;
- Projects that are ready to move to construction will receive preference for transferred funding;
- Transfers can only occur between projects within the same state, however, there will be no requirement or expectation that transferred funding must remain within the same locality;
- Transfers will be derived from funding that has already been awarded by the TPB and transfers will be not taken from anticipated future-year funding;
- Transfer requests will be initiated by state DOT staff, and after TPB staff have reviewed and agreed upon such requests, they will be presented to the Steering Committee for approval.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on July 12, 2019.

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

**RESOLUTION TO APPROVE THE TRANSFER OF FUNDS
FROM THE FEDERAL TRANSPORTATION ALTERNATIVES SET ASIDE PROGRAM
BETWEEN PROJECTS IN VIRGINIA**

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

WHEREAS, the FAST Act's Transportation Alternatives Set-Aside (TA Set Aside) Program, which is part of the Surface Transportation Block Grant Program of the Federal Highway Administration (FHWA), provides a portion of funding based on the relative share of the total State population sub-allocated to large urbanized areas, and the MPO is required "to develop a competitive process to allow eligible entities to submit projects for funding ... in consultation with the relevant State"; and

WHEREAS, the TA Set Aside Program provides funding for transportation programs and projects defined as eligible per Section 1109 of the FAST Act; and

WHEREAS, the District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), and the Virginia Department of Transportation (VDOT) are responsible for determining the total federal funding amount allocated to the TPB, determining project eligibility, project implementation, and project oversight; and

WHEREAS, the TA Set Aside Program provides an opportunity to fund projects that implement regional policies reflected in the Regional Transportation Priorities Plan and in the seven initiatives endorsed by the TPB in December 2017 and January 2018, which include promoting Regional Activity Centers, improving pedestrian and bicycle access to transit, and completing the National Capital Trail; and

WHEREAS, the TA Set Aside is a complementary component of the TPB's Transportation Land-Use Connections (TLC) Program, which supports planning-related projects and events of TPB member jurisdictions; and

WHEREAS, on April 18, 2018, the TPB approved Resolution R20-2018, which awarded federal funding for a package of TA Set-Aside projects in Virginia, including \$1,527,484 of federal TA Set Aside funding for the Colchester Road Sidewalk project and \$148,000 for the Sudley Road Sidewalk project; and

WHEREAS, on March 18, 2019, Prince William County, the sponsor the Colchester Road and Sudley Road projects sent a letter to the Virginia Department of Transportation (VDOT) announcing that the two projects would be cancelled; and

WHEREAS, the cancellation of these two projects created a surplus of \$1,675,484 in the account of funds sub-allocated to the TPB for Virginia; and

WHEREAS, VDOT has been advised that its unobligated federal funds are subject to rescission on September 30, 2019, including unobligated TA Set Aside funding; and

WHEREAS, on April 20, 2016, the TPB approved Resolution R13-2016, which awarded funding for a package of TA Set Aside projects, including \$231,926 for the Dumfries Road Sidewalk Project; and

WHEREAS, VDOT has determined the Dumfries Road project is in need of \$556,434 in further federal funding in order to advertise for construction, and in addition, VDOT has determined that Prince William County, the sponsor of this project, would be able to obligate such funding prior to September 30, 2019, and

WHEREAS, VDOT has requested that \$556,434, be transferred from the TPB TA Set-Aside surplus to the Dumfries Road project; and

WHEREAS, on July 12, 2019, the TPB approved Resolution SR1-2020 which established a policy for off-cycle fund transfers of TA Set-Aside funding between previously approved TPB projects, and the transfer requested by VDOT is consistent with that policy.

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board approves the transfer of \$556,434 in federal TA Set Aside funds as described in the attached material.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on July 12, 2019.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

Stephen C. Brich, P.E.
COMMISSIONER

July 16, 2019

Kanti Srikanth, Director
Department of Transportation Planning
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington, DC 20002-4201

RE: FY 2019-2024 Transportation Improvement Program: Correction of Project Description

Dear Mr. Srikanth:

Earlier this month the Virginia Department of Transportation (VDOT), on behalf of the Virginia Department of Rail and Public Transportation (VDRPT) submitted amendments to the FY 2019-2024 Transportation Improvement Program (TIP) to program funding for several transit projects. These amendments were approved by the Steering Committee on July 12, 2019. Included in this action was the Alexandria Potomac Yard Metro Station. As discussed at the Steering Committee, the funding shown in the TIP table encompasses the entire project. The intent of DRPT and VDOT was to program funding for the Alexandria Potomac Yard Metro Station project as a whole, including the southwest entrance. The project description was pulled from an existing VDOT project profile that referenced only the new entrance. VDOT has corrected the project description in TPB's online iTIP system to include the entire project. We request that the official TIP document show the corrected project description. The funding information remains the same.

Please contact Norman Whitaker, our District Transportation Planning Director, if you need additional information. Thank you for consideration of this request.

Sincerely,

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

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

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

RESOLUTION ON AN AMENDMENT TO THE FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR FIVE TRANSIT PROJECTS, AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)

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

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

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

WHEREAS, in the attached letters of July 3, 2019, VDOT has requested an amendment to the FY 2019-2024 TIP to include:

- \$90.8 million in Congestion Mitigation and Air Quality Improvement Program (CMAQ), High Priority Project program (HPP), National Highway Performance Program (NHPP), and Surface Transportation Block Grant (STBG) funding for the Crystal City Metro Station East Entrance project (TIP ID 6670);
- \$370 million in CMAQ funding and state and local funding for the Alexandria Potomac Yard Metro Station Improvements, Including the Southwest Entrance project (TIP ID 6671);
- \$8.3 million in CMAQ and state and local funding for the Crystal City Potomac Yard Bus Rapid Transit (BRT) Expansion project (TIP ID 6672);
- \$185 million in CMAQ, Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies grant program (FASTLANE), and state and local funding for the Long Bridge project (TIP ID 6673); and
- \$111.7 million in Advanced Construction, CMAQ, and Regional Surface Transportation Program (RSTP) funding for the US 1 BRT project (TIP ID 6680), as described in the attached materials; and

WHEREAS, these projects are included in the Air Quality Conformity Analysis of Visualize 2045 and the FY 2019-2024 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; and

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

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2019-2024 TIP to include:

- \$90.8 million in CMAQ, HPP, NHPP, and STBG funding for the Crystal City Metro Station East Entrance project (TIP ID 6670);
- \$370 million in CMAQ funding and state and local funding for the Alexandria Potomac Yard Metro Station Improvements, Including Southwest Entrance project (TIP ID 6671);
- \$8.3 million in CMAQ and state and local funding for the Crystal City Potomac Yard Bus Rapid Transit (BRT) Expansion project (TIP ID 6672);
- \$185 million in CMAQ, FASTLANE, and state and local funding for the Long Bridge project (TIP ID 6673); and
- \$111.7 million in Advanced Construction, CMAQ, and RSTP funding for the US 1 BRT project (TIP ID 6680), as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on July 12, 2019.

Technically corrected by VDOT and TPB staff with the consent of the Steering Committee on July 18, 2019.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

Stephen C. Brich, P.E.
COMMISSIONER

July 3, 2019

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

RE: FY 2019-2024 Transportation Improvement Program Amendment for DRPT Projects

Dear Chairman Nohe:

The Virginia Department of Transportation (VDOT), on behalf of the Virginia Department of Rail and Public Transportation (VDRPT) requests amendments to the FY 2019-2024 Transportation Improvement Program (TIP) to program funding for the following projects:

- **Arlington Crystal City Metro Station East Entrance, UPC T22443.** Approximately \$72 million in CMAQ, NHPP, Smartscale, STP and State and local matching funds are being added to TIP fiscal years 2020 through 2025, beyond the current TIP timeline. Additional funds have been identified for FY 2025. Project elements include construction of an additional entrance to Crystal City Metro Station at Crystal Dr. & 18th St. South; provision of street level elevators and stairs connecting to fare payment area; fare gates, fare vending machines, an attended kiosk, an underground passageway and a new mezzanine to the train platform.
- **Alexandria Potomac Yard Metro Station Improvements, SW Entrance, UPC 115667.** Approximately \$370 million in CMAQ, State and local funds are being added to TIP fiscal year 2020. The project consists of construction of a new enhanced Southwest Entry at E. Glebe Rd / Potomac Ave to the future Potomac Yard Metro Station along the existing Metrorail Blue and Yellow Lines.
- **Alexandria Metroway Extension, UPC 115668.** Approximately \$8.3 million in CMAQ, State and local funds are being programmed fiscal years 2020, 2023 and 2024. The project will enhance transit use by extending the transitway on north-bound Route 1. The extension includes dedicated center running transit lanes and stations, coordinated with other planned intersections improvements at Route 1/E Glebe Road.


- **Long Bridge – Alexandria 4th Track Project.** Approximately \$182 million in CMAQ, (Federal) Fastlane and State funds are being programmed for TIP fiscal years 2020 through 2023. Additional funds have been identified for FY 2025, beyond the current TIP timeline. Constructs 6 miles of fourth track from Alexandria to the south bank of the Potomac River.

Additional financial details are included in the attached TIP table. The proposed additional funds represent the latest cost estimates and planned obligations of the Commonwealth Transportation Board and are part of the total revenue estimates included in the Visualize 2045 Financial Plan. These amendments will not impact regional air quality conformity, as the projects are included in the Visualize 2045 air quality conformity analysis. These projects directly address several of the endorsed initiatives of Visualize 2045, including “Move More People on Metrorail,” Expand Bus Rapid Transit and Transitways” and “Improve Walk and Bike Access to Transit”.

VDOT requests approval of this TIP Amendment by the Transportation Planning Board’s Steering Committee at its meeting on July 12. If subsequent TPB Board action is required, we request that this take place at the July 24 TPB meeting. VDOT’s representatives will attend the meetings and be available to answer any questions about the amendments.

Thank you for your consideration of this request.

Sincerely,

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

Cc: Ms. Renée Hamilton, VDOT-NoVA
Mr. Todd Horsley, VDRPT
Ms. Marie Berry, VDRPT
Ms. Maria Sinner, P.E., VDOT-NoVA
Mr. Norman Whitaker, AICP, VDOT-NoVA

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

Source		Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 6670 Agency ID: T22443		Title: Crystal City Metro Station East Entrance				Complete: 2022		Total Cost:		\$90,675
Facility: Crystal City Metro station	CMAQ	80/20/0							10,417 c	10,417
From: Crystal Drive	HPP	0/100/0							6,057 c	6,057
To:	NHPP	80/20/0							5,943 c	5,943
	STBG	42/42/16			12,818 a					49,680
					36,862 c					
Total Funds:										90,764

Description: New Metro entrance at the east end of the station, near Crystal Drive, to provide easier access from Crystal Drive, the VRE station, and the northbound Transitway. Includes elevators, escalators and/or stairs, a fare payment area with fare vending machines, kiosk, and an underground passageway to the existing train platform and/or mezzanine.

Amendment: Add New Project **Requested on: 7/12/2019**
Amend project into the FY 2019-2024 TIP with \$59.68 M STBG in FY 2020 for PE and CON, \$10.417 M CMAQ, \$6.057 M HPP, \$5.943 M NHPP in FY 2024 for CON.

TIP ID: 6671 Agency ID:		Title: Alexandria Potomac Yard Metro Station Improvements, Including Sout				Complete: 2021		Total Cost:		\$370,000
Facility: Potomac Yard Metro Station	CMAQ	80/20/0			25,000 a					25,000
From:	State/Local	0/7/93			2,500 a					345,000
To:					6,150 b					
					336,350 c					
Total Funds:										370,000

Description: The project consists of construction of a new Metro Station at Potomac Yards along the existing Metrorail Blue and Yellow Lines. including a Southwest Entry at E. Glebe Rd / Potomac Ave .

Amendment: Add New Project **Requested on: 7/12/2019**
Amend project into the FY 2019-2024 TIP with \$25 M in FY 2020 for PE, and \$345 M in FY 2020 for PE, ROW, and CON.

TIP ID: 6672 Agency ID: 115668		Title: Crystal City Potomac Yard BRT Expansion				Complete: 2022		Total Cost:		\$5,000
Facility:	CMAQ	80/20/0						1,500 c	1,000 c	2,500
From:	State/Local	0/43/57			1,073 a					5,805
To:					4,732 c					
Total Funds:										8,305

Description: Enhance transit use by extending transitway on NB Route 1. Includes dedicated center running transit lanes and stations, coordinated with other planned intersections improvements at Rte 1/E Glebe Road.

Amendment: Add New Project **Requested on: 7/12/2019**
Amend project into the FY 2019-2024 TIP with \$5.805 M state/local funding in FY 2020 for PE and CON, a total of \$2.5 M CMAQ in FY 2023 and 2024 for CON.

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

Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 6673 Agency ID: T20229 Title: Long Bridge			Complete:			Total Cost:			
Facility: CSX Richmond, Fredericksburg and Potoma	CMAQ	80/20/0		32,960 c	15,661 c	12,193 c	3,732 c		64,546
From: Control Point RO (Arlington)Rosslyn (RO) Int									
To: L'Enfant (LE) Interlocking near 10th Street S	FASTLANE	40/60/0		18,500 a					112,500
				94,000 c					
	State/Local	0/100/0		2,622 c					2,622
Total Funds:									185,001

Description: Expand existing two-track rail bridge across Potomac to four tracks by building a second parallel two-track rail bridge. Includes expansion of five additional rail bridges over roads and waterways and a parallel bicycle/pedestrian bridge

Amendment: Add New Project **Approved on: 7/12/2019**
 Amend project into the FY 2019-2024 TIP with a total of \$64.546 M CMAQ in FY 2020, 2021, 2022, and 2023 for CON, \$112.5 M FASTLANE in FY 2020 for PE and CON, and \$2.622 M state in FY 2020 for CON.

Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 6680 Agency ID: 115549 Title: US 1 Bus Rapid Transit			Complete: 2027			Total Cost: \$545,233			
Facility: US 1 Richmond Highway	AC	80/20/0		46,295 a					46,295
From: FORT BELVOIR									
To: HUNTINGTON METRORAIL STATION	AC 1	100/0/0		40,408 a					40,408
	ACC	80/20/0			6,775 a	9,725 a			16,500
	CMAQ	80/20/0		7,991 a					7,991
	RSTP	80/20/0		518 a					518
Total Funds:									111,712

Description:

Amendment: Add New Project **Requested on: 7/2/2019**
 TIP AMD - Add \$6,392,763 (CM), \$414,328 (RSTP), \$28,399,425 (AC-RSTP), \$8,636,283 (AC-CM), \$40,407,536 (AC- Other:NVTA) FFY19, add \$5,420,256 (ACC-CM) FFY20, add \$890,000 (ACC-CM) FFY21 and \$6,889,602 (ACC-RSTP) FY21 PE.



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: July 18, 2019

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



National Capital Region
Transportation Planning Board

June 19, 2019

Paul J. Wiedefeld
General Manager
Washington Metropolitan Area Transit Authority
600 Fifth Street, NW
Washington, D.C. 20001-2693

Re: Street Smart FY 2020 funding

Dear Mr. Wiedefeld:

On behalf of the Transportation Planning Board (TPB) I am happy to inform you that the TPB will be launching its "Street Smart" Pedestrian and Bicycle Safety Campaign in FY 2020. This region-wide campaign promotes safety for Pedestrians and Bicyclists including WMATA's transit riders as they walk or bike to and from bus stops and Metrorail stations. The campaign is funded by DDOT, the Maryland Highway Safety Office, the Virginia Highway Safety Office, and by WMATA. I am now asking that you consider renewing WMATA's contribution of \$150,000 for FY 2020.

The Street Smart campaign cautions drivers to slow down and watch out for people walking and biking. Messages are delivered in both English and Spanish via online media, news stories, on-the-ground outreach, and outdoor media, including transit ads.

WMATA is a valued partner and funder of the campaign. WMATA's financial contribution of \$150,000 accounted for 22% of the FY 2019 budget of \$692,000. WMATA also ran pro bono transit advertising when space was available. WMATA staff serve on the advisory group, and helped shape the development of the new ads which were launched in Fall 2017.

The Street Smart campaign benefits to WMATA include: passenger safety messaging, advertising revenue, and partnership in a major public service program. Street Smart campaign held press events on bus corridors with heavy pedestrian traffic, and placed advertising on WMATA buses. See the attached FY 2019 WMATA Summary and FY 2018 Annual Report for more details.

The Street Smart campaign has been successful in terms of increasing public awareness of the consequences of unsafe behaviors, changing reported pedestrian and motorist behavior, and leveraging earned media and local law enforcement. The transit advertising has been particularly effective. In our 2018 post-campaign survey, 71% of the pedestrians and motorists in the Washington region could recall at least one of the Street Smart ads. Unaided awareness – people who could describe the ads without any reminders – was 30%, an all-time high. Year over year results from the Spring 2019 survey will be available shortly.

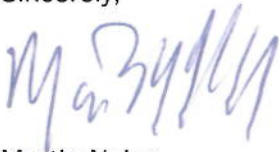
As a unified regional campaign, Street Smart benefits from economies of scale in production and purchase of advertising, greater leveraging of federal funding from multiple recipients, and greater media attention than would be possible for an individual agency safety campaign.

For funds to be available for the Fall 2019 campaign, funding commitment letters should be sent to Director of Transportation Planning, Kanti Srikanth, at the address below by August 31st, 2019.

Paul J. Wiedefeld
June 19, 2019

Should you have any questions about the campaign or the requested voluntary contribution, please contact Kanti Srikanth at (202) 962-3257. Thank you for your participation in this program that addresses one of our region's most critical needs: pedestrian and bicyclist safety.

Sincerely,



Martin Nohe
Chairman, National Capital Region
Transportation Planning Board

cc: **Kanti Srikanth, Director of Transportation Planning, MWCOG**
Carla Grano, Assistant Chief Safety Officer, WMATA
Shyam Kannan, Managing Director, Office of Planning, WMATA
James Carrington, Senior Planner, Office of Planning, WMATA

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
FY19 STREET SMART PUBLIC EDUCATION CAMPAIGN
WMATA SUMMARY
June 2019**

WMATA is a valued partner and funder of the Metropolitan Washington Council of Governments' *Street Smart* pedestrian and bicycle safety campaign. This region-wide campaign promotes safety for WMATA's transit riders as they walk or bike to and from bus stops and Metrorail stations. It also cautions drivers to slow down and watch out for people walking and biking. Messages are delivered in both English and Spanish online media, news stories, on-the-ground outreach, and outdoor media, including transit ads. All plans and implementation are reviewed, finalized, and supervised by the *Street Smart* Advisory Group, with representatives from all jurisdictions and funding partners, including WMATA.

FY2019 CAMPAIGN FLIGHT DATES

- Fall Campaign: 11/6/18– 12/3/18
- Spring Campaign: 4/15/19 - 5/12/19

Outdoor Advertising

Bus Ads

We put Street Smart's message in motion to reach drivers, pedestrians, and transit riders by placing exterior ads on Metro buses during every campaign period. In FY19, we purchased \$114,888 (net) of advertising space on WMATA properties.

- 175 tails with 350 bonus interior bus cards on Metrobuses in fall.
- 175 tails with 350 bonus interior bus cards on Metrobuses in spring.



Gas Station Ads

Ads on top of gas pumps in Maryland and Virginia reach drivers directly, reminding them to be alert for people walking and biking.

- 412 pumptoppers and 103 bonus clings at 103 total gas stations in fall
- 320 pumptoppers and 80 bonus clings at 80 total gas stations in spring

Digital Shelters

In fall, we placed brightly illuminated advertisements on digital transit shelters for two weeks, with a 12-second static image rotation every minute in 55 locations in DC. These locations continue to correlate with high-traffic corridors, reaching drivers and transit riders commuting from Maryland. The media cost for digital shelters is not included in the Maryland-specific cost outline.



Online Advertising

Digital media ads ran for 4 weeks across Facebook, Instagram, Twitter and Mobile Ad Network. We again distributed a digital toolkit to partners across the region to reach a larger audience through social media channels. Fall results are below. The spring digital results are still in progress.

- Facebook/Instagram (English): 2,099,282 served impressions; 1,269 clicks
- Facebook/Instagram (Spanish): 419,975 served impressions; 386 clicks
- Twitter: 674,600 served impressions; 3,123 clicks
- Mobile Ad Network: 3,998,704 served impressions; 8,341 clicks

Outreach

In 2018, we emphasized a new approach to our street team outreach. We developed the Virtual Reality Challenge, a highly visible, interactive virtual reality experience that put participants behind the wheel of a bright yellow Chevy Camaro, and presented them with three high-risk, close call scenarios. The challenge reinforced the need for drivers to always be looking out for people walking and biking and gave pedestrians and bicyclists a clearer sense of what it's like to be in the driver's seat. Street Smart hosted six VR Challenge events hosted across MD, VA and DC.



Media Relations

Fall Campaign Kickoff

On November 8, 2018, Street Smart launched the fall campaign at Veterans Plaza, Silver Spring, Maryland. The event also launched the new Virtual Reality Challenge, raising awareness among drivers, pedestrians and bicyclists by familiarizing them with the perspective of a driver in three high-risk scenarios.

Speakers included:

- Kelly Melhem, Deputy Chief, Maryland Highway Safety Office
- Hans Riemer, Montgomery County Council President
- Chief Hank Stawinski, Prince George's County Police Department
- Captain Thomas Didone, Director, Montgomery County Police Traffic Division
- John Saunders, Director, DMV's Virginia Highway Safety Office
- Sam Zimbabwe, Chief Project Delivery Officer, District Department of Transportation



Fall launch in Silver Spring, MD



Spring launch in Fairfax, VA

Spring Campaign Kickoff

On Tuesday, April 23, 2019, Street Smart launched the spring Intersection of Richmond Highway and Lockheed Boulevard in Fairfax County, VA.

Speakers included:

- Jeffrey C. McKay, Lee District Supervisor
- Daniel G. Storck, Mount Vernon District Supervisor
- Edwin C. Roessler, Jr., Chief, Fairfax County Police Department
- John Saunders, Director, DMV's Virginia Highway Safety Office
- Christine Nizer, Administrator, Maryland Motor Vehicle Administration
- Everett Lott, Deputy Director, District Department of Transportation

Increased law enforcement was again a highlight of the campaign. In addition to the launch event, we coordinated with local police departments to conduct enforcement activations and drive media to cover high-visibility enforcement of laws that keep people walking and biking safely.

- 11/8: Montgomery County PD
 - Georgia Ave at Fenwick Lane, Silver Spring, MD
 - Colesville Rd at Wayne Ave/East West Hwy, Silver Spring, MD
 - Ellsworth Drive at Fenton Street, Silver Spring, MD (education/outreach)

- 11/19: Montgomery County PD
 - Georgia Ave/University Blvd and Veirs Mill Rd., Wheaton-Glenmont, MD
- 11/26: Montgomery County PD
 - Georgia Ave/University Blvd and Veirs Mill Rd., Wheaton-Glenmont, MD
- 11/27: Maryland State Police
 - Route 1 between Ikea Center Boulevard to Powder Mill Road
- 11/29: Prince George's County PD
 - Silver Hill Road between St. Barnabus Road to Suitland Road, Suitland-Silver Hill, MD
- 11/29: Montgomery County PD
 - Georgia Ave/University Blvd and Veirs Mill Rd., Wheaton-Glenmont, MD
- 12/3: Montgomery County PD
 - Georgia Ave/University Blvd and Veirs Mill Rd., Wheaton-Glenmont, MD
- 12/4: Prince George's County PD
 - Landover Road between Pinebrook Ave to Fire House Road
- 12/6: Montgomery County PD
 - Georgia Ave/University Blvd and Veirs Mill Rd., Wheaton-Glenmont, MD
- 4/16: Montgomery County Police Department
 - Georgia Ave/University Blvd and Veirs Mill Rd., Wheaton-Glenmont, MD
- 4/23: Fairfax County Police Department
 - Lockheed Blvd, Alexandria, VA
- 4/23: Metropolitan Police Department
 - MLK at Mellon St, SE, Lebaum St, SE, and Milwaukee Pl, SE
- 4/23: Montgomery County Police Department
 - Georgia Ave/University Blvd and Veirs Mill Rd., Wheaton-Glenmont, MD
- 4/24: Metropolitan Police Department
 - MLK at Mellon St, SE, Lebaum St, SE, and Milwaukee Pl, SE
- 4/24: Alexandria Police Department
 - Potomac Avenue, Alexandria, VA
- 4/29: Prince George's County Police Department
 - University Boulevard and Riggs Road, Langley Park, MD
- 4/29: Arlington County Police Department
 - 3200 block of Washington Boulevard, Arlington, VA
- 04/30: Metropolitan Police Department
 - Alabama Ave SE, between 18th Street and 15th Place, Washington, DC
- 5/1: Alexandria Police Department
 - King St./Union St., Alexandria, VA
- 5/1: Prince William Police Department
 - Potomac Mills Mall area, Woodbridge, VA
- 5/07: Arlington County Police Department
 - 3100 block of Clarendon Boulevard, Arlington, VA
- 5/07: Montgomery County Police Department
 - Georgia Ave/University Blvd and Veirs Mill Rd., Wheaton-Glenmont, MD

We also executed a media outreach effort securing additional stories and interviews with campaign spokespeople. The fall campaign resulted in 20 broadcast and online news stories, worth more than \$1.5 million in publicity value. Below is a list of media coverage from the fall 2018 campaign. The spring media relations results are still in progress.

TELEVISION COVERAGE						
DATE	TIME	RUN TIME	CHANNEL	PROGRAM	PR VALUE	RATINGS
Nov 16 2018	7:00 AM ET	00:05:40	NC8	Morning Report at 7AM	\$0	0
Nov 11 2018	6:00 PM ET	00:01:07	WTTG	Fox 5 News Edge at 6PM Sunday	\$3,350	12,892
Nov 9 2018	5:00 AM ET	00:00:34	WTTG	Fox 5 Morning News at 5AM	\$5,565	42,149
Nov 8 2018	11:00 PM ET	00:00:55	WZDC	Telenoticias Washington at 11PM	\$4,585	10,802
Nov 8 2018	5:00 PM ET	00:00:22	WJLA	ABC 7 News at 5PM	\$9,165	48,768
Nov 8 2018	5:00 PM ET	00:00:53	WUSA	9 News Now at 5PM	\$5,080	23,802
Nov 8 2018	5:00 PM ET	00:00:30	WRC	News 4 at 5PM	\$9,000	70,087
Nov 8 2018	5:00 PM ET	00:01:00	WTTG	Fox 5 News at 5PM	\$7,500	80,435
TELEVISION TOTAL					\$44,245	288,935

ONLINE COVERAGE			
DATE	SOURCE	PR VALUE	MONTHLY CIRCULATION
11/16/18	WJLA.com	\$23,027	497,885
11/9/18	AlexandriaNews.org	\$218	4,716
11/9/18	Virginia Patch.com	\$3,716	80,356
11/9/18	Archy Worldys	\$2,118	45,800
11/9/18	The Washington Post	\$1,458,825	31,542,172
11/8/18	MyMCMedia	\$549	11,879
11/8/18	Bethesda Magazine	\$2,625	56,766
11/8/18	Maryland Patch.com	\$680	14,712
11/8/18	MyMCMedia	\$549	11,879
11/2/18	LocalDVM	\$1,762	38,099
11/2/18	LocalDVM	\$1,762	38,099
10/31/18	alingtonva.us	\$236	5,100
ONLINE TOTAL		\$ 1,496,070	32,347,463

UPCOMING PLANS

Street Smart plans to produce videos based on real, local stories about pedestrian crashes in the region. These testimonial-style spots will be designed to complement the "Shattered Lives" themed advertisements. The videos will be of varying lengths for online and broadcast, and the fall media plan will include online video and television, in addition to continued outdoor placement on WMATA buses, pumptoppers, and shelters. Street Smart will also continue to tour the wildly successful Virtual Reality Challenge to more locations around the region.



June 25, 2019

Martin Nohe
Chairman
National Capital Region Transportation Planning Board
777 North Capitol Street, NE, Suite 300
Washington, DC 20002

Dear Chairman Nohe:

Thank you for your letter requesting funding support for the Transportation Planning Board's (TPB) FY 2020 Street Smart Pedestrian and Bicycle Safety Campaign.

I am pleased to inform you that Metro will again provide \$150,000 funding for the 2020 campaign, and this letter reflects that commitment. At some point in every Metro trip, each of our customers is a pedestrian. With this in mind, Metro views the Street Smart campaign as integral to its pedestrian and bicyclist safety program. We look forward to participating fully in this effort with the TPB and our regional partners.

As you directed, we are notifying Mr. Kanti Srikanth, Director of Transportation Planning, of our commitment by sending him a copy of this letter.

Again, Metro is pleased to be a partner in your Street Smart program, and we wish you continued success.

Sincerely,

Paul Wiedefeld
General Manager and
Chief Executive Officer

cc: Kanti Srikanth, Director of Transportation, MWCOG

**Washington
Metropolitan Area
Transit Authority**

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

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U.S. Department
of Transportation

Federal Transit Administration
Region III
1760 Market Street, Suite 500
Philadelphia, PA 19103
215-656-7100
215-656-7260 (fax)

Federal Highway Administration
DC Division
1200 New Jersey Avenue, SE (E61-205)
Washington, DC 20590
202-493-7020
202-493-7040 (fax)

JUN 27 2019

The Honorable Martin Nohe, Chairman
National Capital Region Transportation Planning Board
c/o Mr. Kanathur Srikanth, Director of Transportation Planning
Metropolitan Washington Council of Governments
777 North Capital Street, NW, Suite 300
Washington, D.C. 20002-4201

Re: Approval of FY 2020 Final Unified Planning Work Program

Dear Chairman Nohe:

The Fiscal Year (FY) 2020 Unified Planning Work Program (UPWP) for the Washington, D.C. urbanized area that was developed and adopted by the Transportation Planning Board (TPB) on March 20, 2019 has been jointly reviewed by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and is approved effective July 1, 2019.

Our authorization is subject to the availability of Federal funds for transportation planning activities in the urbanized area. The work is approved with effective dates of July 1, 2019 through June 30, 2020. The TPB may request funding for the program in accordance with established procedures.

Any questions concerning this approval action should be directed to Sandra Jackson, of the FHWA District of Columbia Division, at (202) 493-7031, or Daniel Koenig, of the FTA Washington, DC Metropolitan Office, at (202) 366-8224.

Sincerely,

Terry Garcia Crews
Regional Administrator
Federal Transit Administration

Joseph C. Lawson
DC Division Administrator
Federal Highway Administration

cc: Kwame Arhin, FHWA, MD
Ivan Rucker, FHWA, VA



National Capital Region
Transportation Planning Board

June 30, 2019

Mr. Norman Whitaker
Transportation Planning Director
VDOT Northern Virginia District
4975 Alliance Dr.
Fairfax, VA 22030

Dear Mr. Whitaker:

I am writing to provide you our assessment of the potential impact of the updates to the I-495 NEXT project on the regional air quality conformity analysis of the TPB's Long Range Transportation Plan (Visualize 2045) and Transportation Improvement Program (FY 2019-2024 TIP). As you are aware VDOT has proposed changes to the I-495 NEXT project as part of the TPB's ongoing amendment to its Plan and update of its TIP. As part of this amendment and update, the TPB is working to revise its regional air quality conformity analysis. In your May 29, 2019 email you asked if the proposed updates to the I-495 project, by themselves (excluding all the other changes to the Plan and TIP) would be significant enough to change the results of the regional air quality conformity analysis of the Plan and TIP. Upon a detailed review of the updates to the I-495 NEXT project and based on the results of a targeted regional air quality conformity analysis (sensitivity test) we believe that the proposed changes to the I-495 NEXT project, by themselves, do not change the results of the air quality conformity determination for the approved Visualize 2045 Plan and FY2019-2024 TIP.

The I-495 NEXT project is part of the TPB's Plan and TIP and was included in the federally approved air quality conformity analysis. VDOT has proposed changes to the I-495 project which are shown in the attached schematic. The proposed changes extend the existing temporary peak-period north bound shoulder express lane to the George Washington Parkway and make the shoulder lane a permanent component of the express lanes, add a new ramp from the west-bound Dulles Toll Road to the north-bound express lanes, and add two slip ramps just south of the Dulles Toll Road interchange. In order to assess the magnitude of changes in mobile emissions estimates from these changes alone, we conducted a sensitivity test. The sensitivity test involved a new regional emissions analysis for just one year (not all of the years typically associated with a Plan and TIP update). We chose the year in which estimates of Volatile Organic Compounds (VOC) and Nitrogen Oxides (NOx) in the approved emissions analysis were closest to the mobile budgets- year 2025.

For the sensitivity test staff used the highway network from the approved conformity analysis and updated it to reflect the proposed changes to the I-495 NEXT project. No changes were made to any other input used in the currently approved air quality conformity analysis. A comparison of the year 2025 estimates of regional VOC and NOx emissions from the approved analysis to those with the proposed changes to I-495 NEXT project indicates that the results of the regional conformity determination would not be substantively impacted by the proposed change. Table 1 summarizes the results of the sensitivity analysis and comparison.

Table 1. 2025 Regional Emissions Analysis: Sensitivity test

Analysis Scenario	NOx (Tons/day)	VOC (Tons/Day)
Visualize 2045 - Approved Conformity	42.321	34.188
Visualize 2045 - With Proposed Changes to I-495 NEXT	42.312	34.184
Difference (Absolute / Percent)	- 0.009 (0.0%)	- 0.004 (0.0%)
Tier 2 Motor Vehicle Emissions Budget (MVEB)	48.800	39.800
Visualize 2045 - Approved Conformity: MVEB Margin	6.479	5.612
Visualize 2045 - With Proposed Changes to I-495 NEXT: MVEB Margin	6.488	5.616

As with the Visualize 2045 conformity analysis, the emissions levels in the sensitivity test, reflecting the change to the I-495 NEXT project, are below the Tier 2 mobile budgets. As also may be observed, results from both analyses are very similar, with the proposed change to the I-495 NEXT project resulting in regional emissions decreasing by .009 tons/day of NOx and by .004 tons/day of VOC. Given the overall magnitude of total emissions this change is not considered substantive.

Since the analysis shows that the proposed changes to the project would (1) result in non-substantive amount of change in regional emissions; (2) result in decreased emissions; and (3) result in emissions that are within the mobile budgets for the 2025 forecast year, we believe it is reasonable to conclude that the pollutant levels for the other forecast years (2030, 2040, and 2045) would also be within the mobile budgets.

As part of interagency consultation, staff presented the VDOT request and proposed sensitivity test to the Metropolitan Washington Air Quality Committee Technical Advisory Committee (MWAQC TAC) and to the TPB Technical Committee at their respective monthly meetings in June, and plan to share this letter with the results of the sensitivity test to those groups at their next meetings.

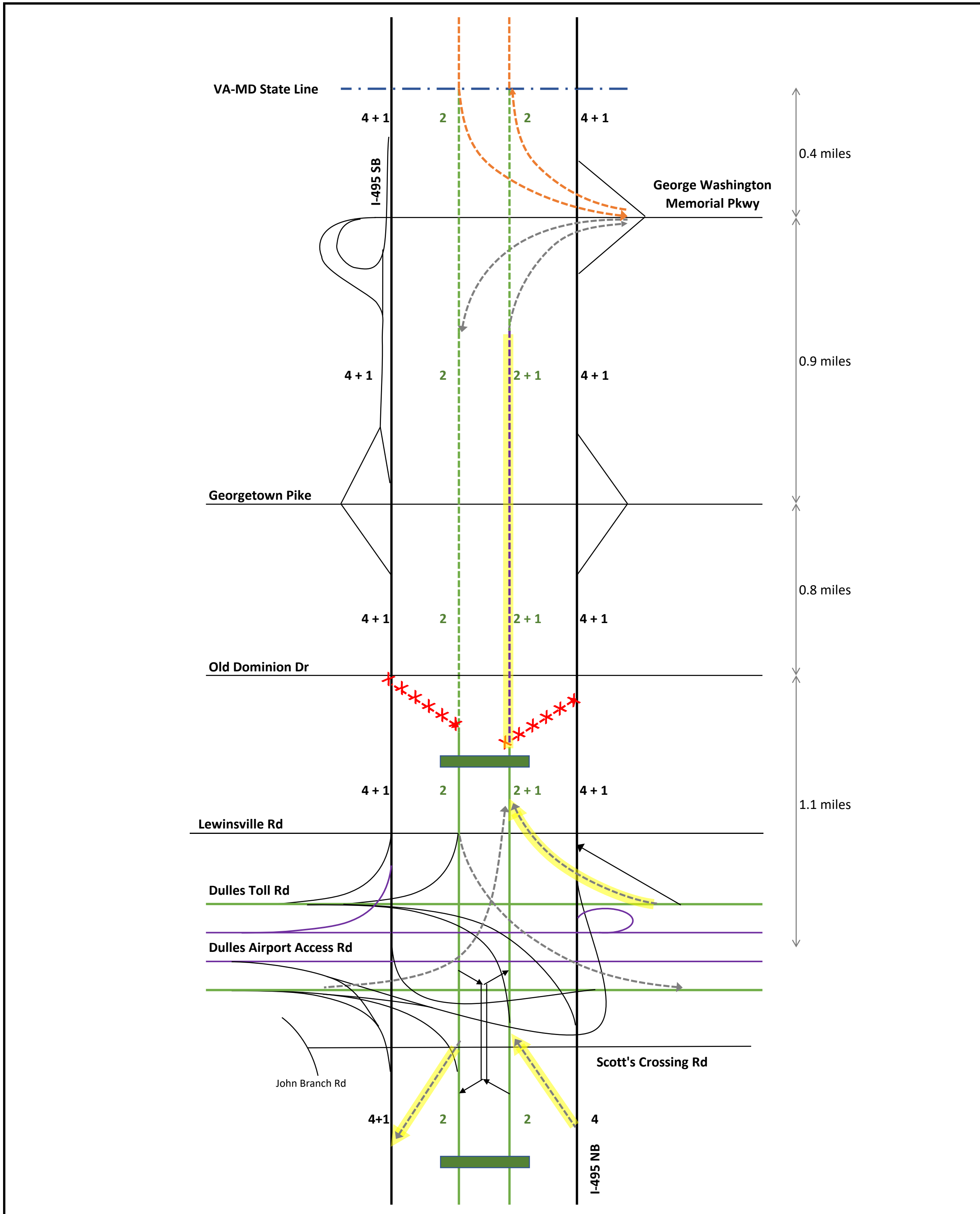
As you are aware these changes will be included, along with other changes, in the upcoming air quality conformity analysis of the 2020 Amendment to the Visualize 2045 Plan and the FY2021-2024 TIP. We anticipate this new regional air quality conformity determination work to be completed by March 2020. In the interim should you have any questions on the above assessment please feel free to contact Jane Posey at jposey@mwkog.org or 202-962-3331.

Sincerely,

Kanathur Srikanth
Director, Department of Transportation Planning
Metropolitan Washington Council of Governments

Attachment

(Scenario being studied in NEPA and IJR)



Legend

- | | | | | |
|---|--|---|---|-----------------------------|
| <u>VDOT Elements Currently in CLRP</u> | | <u>VDOT Elements Not Currently in CLRP</u> | |
Diagram is not to scale |
| — | General Purpose Lane | → | Proposed HOT Lane Ramps to be added to CLRP | |
| — | Cross Roads / Ramps | → | Proposed Part time / Peak Period HOT shoulder to be added to CLRP | |
| — | Existing HOT/Toll Lanes | <u>Maryland Elements Currently in CLRP</u> | | |
| — | Dulles Access Rd | → | Proposed Exp Lanes to/from MD | |
| — | Proposed HOT Lanes | — · — | VA-MD State Line | |
| → x x x → | Existing HOT Ramps / Terminals to be Removed | 4 | General Purpose Lanes | |
| ↔ | Distance | 2 | Express Lanes | |
| | | ■ | Existing Toll Gantry | |



National Capital Region
Transportation Planning Board

July 1, 2019

Ms. Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Ms. Chao:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by the City of Manassas for a grant under the FY 2019 Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants Program.

The BUILD Grant would fund the Mathis Corridor Revitalization Project. The project will reconstruct a section of the Mathis Avenue from Sudley Road to Liberia Avenue in accordance with the City's updated streetscape standards, bringing wider sidewalks, safer pedestrian crossings, and green medians that double as pedestrian crossing refuges. This project will also include a roundabout which will be an innovative redesign of the Sudley Road and Route 28 intersection.

The Mathis Corridor Revitalization Project will allow the City of Manassas to improve multimodal transportation options and renew the economic viability of a strategic corridor in the City. The Mathis Streetscape will enhance the pedestrian experience along the Mathis Corridor, stimulating adjacent commercial and residential activity as well as improving pedestrian connectivity between the Mathis corridor and Historic Downtown Manassas, including the VRE commuter rail station. The Sudley/Route 28 roundabout will reduce congestion and delay for nearly 50,000 travelers daily and will serve as a gateway to the Historic Downtown and the Mathis Corridor.

Providing transportation alternatives through multimodal improvements, better pedestrian features, and improved access to public transportation is a regional priority for the TPB. The project proposed for this grant directly responds to the regional transportation goals adopted by the Transportation Planning Board and identified in the Washington region's long-range transportation plan. As such the TPB appreciates your favorable consideration of City of Manassas' application. I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include this project.

Sincerely,

A handwritten signature in blue ink, appearing to read "M. Nohe".

Martin E. Nohe
Chair, National Capital Region
Transportation Planning Board

Cc: Bryan Foster, Deputy City Manager, City of Manassas



The Honorable Martin Nohe, Chairman
National Capital Region Transportation Planning Board
777 North Capitol St, NE, Suite 300
Washington, DC 20002
via email

Dear Chairman Nohe:

During the June meeting of the Transportation Planning Board (TPB), the Maryland Transportation Administration (MdTA) referenced bicycle access (allowed only on weekends and holidays) on the Thomas J. Hatem Memorial Bridge across the Susquehanna River as an acceptable model for what they would like to consider for the new bridge to replace the existing Harry W. Nice Memorial Bridge across the Potomac River connecting Charles County, MD to Prince William County, VA.

Because the East Coast Greenway uses the Hatem Bridge for its interim on-road route until there is a protected path made available, and because the bridge access was mentioned by different parties during the June meeting, we want to be as clear as possible on why the current crossing of the Hatem Bridge is one of the least satisfactory segments on our 3,000-mile route (as was stated by David Brickley, former Board Chair of the East Coast Greenway Alliance). Furthermore, using this access as a model for any new bridge would be a mistake and a misrepresentation of the challenging bicycling conditions on the Hatem Bridge.

The East Coast Greenway Alliance was pleased when, three years ago, the MdTA made it legal for bikes to cross the Hatem Bridge, as it signified a step in the right direction of recognizing the need for non-motorized access across the Susquehanna River. However, because this bicycle access requires cyclists to share travel lanes with vehicular traffic and no facility has been provided at all for pedestrians, it should adamantly not be considered as a best practice for a brand-new bridge, but rather only as a step in the direction of ultimately providing safe and universal access to both cyclists and pedestrians.

The only design modifications made to the Hatem Bridge for cyclists as part of this access were the addition of two push buttons and corresponding flashing lights that cyclists use to let motorists know that there is a cyclist on the bridge. At the time, MdTA indicated that because the useful life of the nearly 80-year old Hatem Bridge would soon be coming to an end, any more significant structural changes to increase safety would not be cost-effective. But now this minor modification that was custom to an aging bridge, is being cited as a model of design for a brand-new bridge despite there being far safer and more accessible design options on the table. For crossing both the Susquehanna and Potomac

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Executive Director

Dennis Markatos-Soriano





Rivers, the ultimate solutions must include a barrier-separated shared-use path for both pedestrians and bicyclists.

Among our safety and comfort concerns for using Hatem Bridge bicycle access as a best practice example for the Nice Bridge replacement include the following:

- Pedestrians do not have access at all.
- Cyclists have to share travel lanes with high-speed and high-volume traffic on a greatly time-limited schedule, restricted to weekends and holidays.
- Considering the volume and speed of vehicles on the Hatem Bridge per the guidelines provided by the Federal Highway Administration’s Bikeway Selection Guide (February 2019, p. 23), it is highly recommended to provide a separated bicycle facility on the bridge. Additionally, given that there is no sidewalk, the protected facility should be made shared-use to accommodate pedestrians as well as cyclists.
- It has been shown repeatedly that providing separated and protected bike lanes increases ridership among a larger group of cyclists. See the 2016 report "Equitable Bike Share Means Building Better Places for People to Ride" by the National Association of City Transportation Officials, which found adding protected bike lanes increased bike ridership on those streets, with rates ranging from 21% to 171%.
- The Hatem Bridge does not provide comfortable bicycle access to the majority of the general population. This is because the majority of people who ride bikes consider themselves "Interested but Concerned" cyclists who do not feel comfortable riding without a separated bike facility as per multiple studies (see the 2013 paper, "Four Types of Cyclists? Examination of Typology for Better Understanding of Bicycling Behavior and Potential," by Jennifer Dill and Nathan McNeil). Consequently, Hatem Bridge is only comfortable to ride for a small fraction of people who are comfortable riding bikes without a bike lane or shared-use path (about 7% or less) and consider themselves "Strong and Fearless" cyclists. This fraction may be decreased even further by especially challenging conditions of the Hatem Bridge described below.
- The Hatem Bridge has no shoulder for nearly two miles of riding, including both the bridge span and its uphill approaches. This means that in the event of a flat tire or any other issue that would force a cyclist to

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Judy Walton, OR
Eric Weis, RI
Kenneth Withrow, NC

Executive Director

Dennis Markatos-Soriano

stop, there is no space to take refuge, and any stranded cyclist must immediately avert the danger of oncoming highway traffic.

- When MdTA allowed cyclists to cross the Hatem Bridge, they admitted that traffic currently went well above the posted 45 mph speed limit but said that past crash data indicated no need for increased speed limit enforcement. Aggressive driving is exacerbated by there being two lanes in each direction, which, despite providing passing space, also gives cars more space to speed up and weave between traffic and around cyclists.
- The bridge sits very high up in the air at 87 feet above the Susquehanna River, making it both frightening for users and susceptible to high-speed winds; MdTA periodically issues warnings and even closes the bridge.
- The steep slopes on the approaches, particularly on the Havre de Grace side, make differences in speeds between vehicles and bikes even greater, causing aggressive driving near cyclists.

As described above, the legalization of limited bicycle access in shared traffic on the nearly 80-year-old Hatem Bridge is not acceptable as a long-term solution in providing safe and comfortable bicycle and pedestrian access over the Susquehanna River. Likewise, these conditions are particularly inappropriate for consideration as the design solution by MdTA for the new Nice Bridge, a structure meant to last more than 100 years. The East Coast Greenway Alliance urges the Transportation Planning Board not to approve any proposed amendments requested by MdTA to remove a barrier-separated bike path from the new Nice Bridge.

Providing protected access for cyclists and pedestrians will not only benefit the economy, health, and environment of the region for the next 100 years, but it will set a precedent for bridge designs across the country as others look to design new bridges to create safe and comfortable bicycle and pedestrian access where it previously did not exist.

Sincerely,

Daniel Paschall
Mid-Atlantic Regional Coordinator
East Coast Greenway Alliance





MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: July 18, 2019

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



MEMORANDUM

TO: Transportation Planning Board
FROM: Nicholas Ramfos, TPB Operations Programs Director
SUBJECT: 2019 Commuter Connections Employer Recognition Awards
DATE: July 18, 2019

The intent of this memorandum is to provide a summary of the 2019 Commuter Connections Employer Recognition Awards.

Each fiscal year, COG/TPB staff coordinates the annual Commuter Connections Employer Recognition Awards for employers who show commitment towards voluntarily implementing commute alternative programs and telecommuting at their respective worksite.

During FY 2019, nominations for the awards categories of Incentives, Marketing and Telework were received in February and reviewed by a selection committee in March which was chaired by the City of Frederick Alderman and TPB Vice Chair Kelly Russell.

The 2019 Employer Recognition Awards event was held at the National Press Club on June 21, 2019. The event was emceed by TPB Vice Chairman Kelly Russell. Awards presenters included: Gregory Billing, Executive Director of the Washington Area Bicyclist Association; Harriett West, Assistant Town for the City of Lovettsville, and the Mayor of the City of Fairfax and TPB Board member David Meyer.

Awards recipients included:

Incentives: Toole Design Group, Silver Spring, MD

Marketing: Washington Headquarters Services, Washington, DC and Alexandria, VA

Telework: Aircraft Owners and Pilots Association, Frederick, MD

Employer Services Sales Team Achievement Award: Arlington County Commuter Services

Employer Services Organization Achievement Award: Dulles Area Transportation Association



MEMORANDUM

TO: Transportation Planning Board
FROM: Nicholas Ramfos, TPB Operations Programs Director
SUBJECT: incenTrip Mobile Application Development and Launch
DATE: July 18, 2019

The intent of this memorandum is to provide the TPB with a summary of the newly developed incenTrip mobile application. The TPB's Commuter Connections program teamed up with the University of Maryland's Transportation Institute to help develop and deploy the incenTrip mobile app through a \$4.6 million grant from USDOT/FHWA and USDOE/ARPA-E.

The incenTrip mobile app provides multimodal trip planning and traveler information by allowing commuters to plan trips with the best travel mode, departure time, and route that save time, cost, and fuel, based on person-level traffic prediction and real-time data feeds.

incenTrip provides personalized and real-time traveler incentives through Commuter Connections and commuters will earn reward points for each trip and exchange them for cash. Reward points are optimized for each user and each trip to maximize the system-level effectiveness of Commuter Connections' incentive budget for FY 2020.

With artificial intelligence, incenTrip learns travel patterns and habits, and constantly seeks to improve the travel experience without requiring commuters to do the search. Accurate person-level prediction of when, where, why and how people travel enables enhanced mobility and location-based services through the app. Drivers can also earn reward points and save money through eco-driving. Driving behavior analysis is based on second-by-second vehicle trajectory analysis and customized driving style suggestions can save commuters hundreds of dollars in fuel costs each year.

Since the incenTrip mobile app beta version launch in May 2018, the app has been tested by approximately 500 users in the region and by Commuter Connections' network members. incenTrip is part of the Visualize 2045 TDM Aspirational Initiatives as adopted by the TPB in December 2018 which included the enhancement of mobile apps to integrate gamification and rewards.

The overall goal of the incenTrip mobile app is to improve mobility in the region. It is expected that the app will be made available regionwide early this fiscal year through a planned "launch event" to allow all commuters in the region to download and begin using the app to earn points and obtain cash rewards.



MEMORANDUM

TO: Transportation Planning Board
FROM: Nicholas Ramfos, TPB Operations Programs Director
SUBJECT: Advanced Transportation and Congestion Management (ATCMTD) Program Grant Application
DATE: July 18, 2019

The intent of this memorandum is to provide the TPB with a summary of the regional USDOT ATCMTD grant application which will be submitted through COG.

The ATCMTD program is intended to provide funding to eligible entities to develop model deployment sites for large scale installation and operation of advanced transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment. A maximum of \$60 million will be available for ATCMTD grant awards for each of the federal fiscal years 2016-2020. MPOs serving populations greater than 200,000 are eligible entities and may submit applications for the ATCMTD program.

The incenTrip technology was developed by the Maryland Transportation Institute at the University of Maryland, with a total of \$4.6 million funding support from USDOT/FHWA and USDOE/ARPA-E and in partnership with state and local agencies in the District of Columbia, Maryland, and Virginia. incenTrip leverages the latest big data, machine learning, and computing technologies to optimize and personalize traveler incentives to promote multimodal and shared mobility, off-peak travel, and smart routing/driving for reduced congestion, energy use and emissions in the most cost-effective way. In the current pilot deployment phase, incenTrip has received support from the TPB's Commuter Connections program and is part of the FY2020 Commuter Connections Work Program.

In May 2018, the incenTrip iOS and Android apps were published online by the University of Maryland, signaling the transition from technology development to technology deployment. During the pilot deployment phase, successful operations of the incenTrip technology and demonstration of system benefits in real-world pilot deployment have led to increased confidence and trust from the collaborating agencies. The mobile app has been in beta format and a deployment launch is expected early this fiscal year.

The purpose of the ATCMTD grant application will be to provide full technology deployment in the current non-attainment region, service area expansion to the entire Washington-Baltimore-Richmond "Megaregion," and service extension to special population groups such as the elderly, disabled, and veterans. The proposed technology deployment, if successful, can be transferred to other regions for broad impact and system benefits across the nation.

The proposal due date was originally July 19th but has been extended to August 5th. The proposed budget for the project will be \$6 million of which \$3 million will be local match/cost share and will be met through the project's partners.



MEMORANDUM

TO: Transportation Planning Board
FROM: Erin Morrow, COG Transportation Engineer
SUBJECT: Briefing on the Transportation and Climate Initiative (TCI)
DATE: July 18, 2019

TPB Staff have been following the work of the Transportation and Climate Initiative (TCI), a regional collaboration of Northeast and Mid-Atlantic states to which Maryland, Virginia, and the District of Columbia belong.

After hosting a series of public listening sessions in 2018, TCI released a statement on December 18, 2018 of its intention to design a regional transportation policy proposal to reduce carbon emissions from the transportation sector through a cap-and-invest program or other pricing mechanism. TCI plans to complete the policy design process within a year. A program such as this could be modeled after the Regional Greenhouse Gas Initiative (RGGI), which is a mandatory, market-based program to cap and reduce carbon dioxide emissions from the power sector, and would be up to the individual states to decide whether to participate.

Kanti Srikanth, TPB Staff Director, briefed the TPB on TCI's statement in his Director's Report at the December 19, 2018 meeting.

WHAT IS THE TRANSPORTATION AND CLIMATE INITIATIVE (TCI)?

The Transportation and Climate Initiative (TCI) is a regional collaboration of 12 Northeast and Mid-Atlantic states and the District of Columbia that seeks to improve transportation, develop the clean energy economy, and reduce carbon emissions from the transportation sector. The participating states are: Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, and Virginia.

The TCI is directed by state and district agencies located within the 13 TCI jurisdictions. Each agency is free to determine whether and how they will participate in individual projects and working groups. The initiative is facilitated by the Georgetown Climate Center with support from its funders, including the Barr Foundation, Energy Foundation, Hewlett Foundation, John D. and Catherine T. MacArthur Foundation, John Merck Fund, New York Community Trust, Town Creek Foundation, and its core funder, Rockefeller Brothers Fund.

Source: <https://www.transportationandclimate.org/content/about-us>

WHAT IS THE GOAL OF THE TCI?

Transportation and Climate Initiative (TCI) states are developing a regional policy for low-carbon transportation following the December 18, 2018 statement by nine states and the District of Columbia committing to:

“...design a regional low-carbon transportation policy proposal that would cap and reduce carbon emissions from the combustion of transportation fuels through a cap-and-invest program or other pricing mechanism... [and]... to complete the policy development process within one year, after which each jurisdiction will decide whether to adopt and implement the policy.”

Link to the full TCI statement:

https://www.georgetownclimate.org/files/Final_TCI-statement_20181218_formatted.pdf

HOW IS THE TCI DEVELOPING A REGIONAL POLICY FOR LOW-CARBON TRANSPORTATION?

TCI jurisdictions have designed a workplan with the goal of developing a policy that accelerates the transition to a low-carbon transportation future and delivers a better, cleaner, more resilient transportation system that benefits all our communities, particularly those underserved by current transportation options and disproportionately burdened by pollution, while making significant reductions in greenhouse gases and other harmful air pollution across the region. With ongoing facilitation support from the Georgetown Climate Center, TCI states are planning and beginning to implement a range of activities to ensure that the final proposed policy reflects further input from stakeholders, rigorous technical analysis, and consultation with leading experts.

2019 TCI Regional Policy Design Overview

Phase 1 (January-March 2019)

- Identify milestones and finalize workplan schedule and processes

Phase 2 (April-July 2019)

- Conduct modeling and policy analysis
- Conduct further stakeholder engagement
 - Webinars and workshops (Attachment 1)
- Coordinate activities to inform decision-making

Phase 3 (August-November 2019)

- TCI state leadership reviews input from stakeholders and expert analysis to develop specific regional policy options to share with the public, inviting feedback.

Phase 4 (December 2019)

- Public release of a finalized regional low-carbon transportation policy proposal.

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

TCI is soliciting stakeholder input on its work. The stakeholder feedback form can be found here:

<https://www.transportationandclimate.org/main-menu/tci-regional-policy-design-stakeholder-input-form>

IS THERE A ROLE FOR COGS AND MPOS?

TCI is a state-driven initiative, led by departments of transportation or environmental departments. In April 2019, Marc Draisen, Executive Director of the Metropolitan Area Planning Council (MAPC), the regional planning agency for the Metropolitan Boston area, reached out to executive directors at COGs and MPOs in the states participating in the TCI and suggested that COGs and MPOs convene to discuss what TCI's work on a cap-and-invest or other pricing mechanism could mean for them.

A COG/MPO Transportation & Climate Initiative Convening held at the Delaware Valley Regional Planning Commission (DVRPC) in Philadelphia on Monday, June 24, 2019. Jane Posey, COG Transportation Engineer, and Steve Walz, COG Environmental Programs Director, attended.

The goals of the convening were:

- Provide COGs and MPOs background information on TCI program and policy design process
- Learn about existing transportation climate mitigation efforts underway at COGs and MPOs, and understand how TCI could assist regional councils in beginning or expanding this work
- Discuss role COGs and MPOs can play in advancing TCI, particularly through engagement of municipal and regional officials, and understand what additional materials, resources, and research may assist these efforts
- Determine how COGs and MPOs can continue to work collectively to advance TCI within their respective jurisdictions

At this point in time, TPB staff plan to continue in an observer role by participating in TCI workshops and webinars and any future COG/MPO convenings on the topic.

ATTACHMENT 1: 2019 TCI WORKSHOPS AND WEBINARS

Information about all workshops and webinars (including presenter slides and recordings) can be found at the following link:

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

UPCOMING TCI WORKSHOP

Low-Carbon Transportation Investments, Strategies, and Outcomes

Tuesday, July 30, 2019 • 9 am - 4 pm

University of Maryland, Baltimore • SMC Campus Center (Elm Rooms A & B)
621 W Lombard St., Baltimore, MD 21201

PAST TCI WORKSHOPS

Technical Workshop: Regional Cap and Invest for Transportation, Key Design Elements

Tuesday, April 30, 2019

Boston, Massachusetts

Workshop and Roundtable Discussion: Advancing Equity & Creating Opportunities for All Communities

Wednesday, May 15, 2019

Newark, New Jersey

PAST TCI WEBINARS

Cap-and-Invest 101

Friday, April 12, 2019

Reference Case Assumptions for Policy Program Design

Thursday, May 23, 2019

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MEMORANDUM

TO: Transportation Planning Board
FROM: Jane Posey, TPB Transportation Engineer
SUBJECT: Attainment of 2008 Ozone Standard
DATE: July 18, 2019

On April 15, 2019 the Environmental Protection Agency (EPA) approved the Maryland and Virginia portions of the Washington DC-MD-VA region's request for redesignation to attainment of the 2008 Ozone National Ambient Air Quality Standard (NAAQS or standard). On July 16, 2019 EPA approved the District's request for redesignation to attainment of the 2008 ozone NAAQS. The EPA also approved the region's Maintenance Plan, which demonstrates maintenance of the 2008 ozone NAAQS through 2030 in the Washington Area, as well as the Motor Vehicle Emissions Budgets (MVEBs or mobile budgets) within the Maintenance Plan. The federal register notices can be found here: <https://www.federalregister.gov/documents/2019/04/15/2019-06128/air-plan-approval-district-of-columbia-maryland-and-virginia-maryland-and-virginia-redesignation>
<https://www.govinfo.gov/content/pkg/FR-2019-07-16/pdf/2019-15090.pdf>

BACKGROUND

In 2012 the EPA designated the Metropolitan Washington, DC-MD-VA region as a "moderate" nonattainment area for the 2008 Ozone NAAQS. In 2015, the region attained the 2008 standard, based on the readings from ambient air quality monitors. In order to be officially "in attainment" of the standard, the Metropolitan Washington Air Quality Committee (MWAQC) developed a Redesignation Request and Maintenance Plan, which the State Air Agencies submitted to the EPA in early 2018. The 2008 Ozone Maintenance Plan included mobile budgets for Volatile Organic Compounds (VOC) and Nitrogen Oxides (NOx). In August 2018, EPA found these mobile emissions budgets adequate for use in the region's conformity analyses, and the budgets were used in the conformity assessment of the Visualize 2045 Long Range Transportation Plan and FY2019-2024 Transportation Improvement Program.

The EPA's approval of the redesignation request for Maryland and Virginia and the maintenance plan were effective May 15, 2019. The District's redesignation request will be effective on August 15, 2019. The TPB will continue to use the mobile budgets from the Maintenance Plan for any conformity analyses until such time that it is necessary to develop new mobile budgets.

NEW STANDARD

The EPA enacted a new and tougher ozone NAAQS effective August 3, 2018. The region, including the TPB's planning area, has been designated as a "marginal" non-attainment area for this 2015 standard. The region is working towards attaining this standard by the 2021 attainment date with currently enacted emissions reduction programs.