



MEMORANDUM

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

At its meeting on October 6, the TPB Steering Committee approved one resolution, SR6-2018: to amend the FY 2017-2022 Transportation Improvement Program (TIP) to include \$20.2 million in Bridge Replacement and Rehabilitation program and local match funding for seven bridge replacement and rehabilitation projects, as requested by the Montgomery County Department of Transportation. These projects are exempt from the air quality conformity requirement.

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.”

Attachment

- SR6-2018

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) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR SEVEN BRIDGE REPLACEMENT AND REHABILITATION PROJECTS, AS REQUESTED BY THE MONTGOMERY COUNTY DEPARTMENT OF TRANSPORTATION (MCDOT)

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, in the attached letter of September 29, MCDOT has requested that the FY 2017-2022 TIP be amended to include, as described in the attached materials:

- \$4.8 million in Bridge Replacement and Rehabilitation program and local match (BR) funding for the Beach Drive Bridge replacement project (TIP ID 5912). This project was already included in the FY 2017-2022 TIP.
- \$500,000 in BR funding for the Brink Road Bridge rehabilitation project (TIP ID 5913). This project was already included in the FY 2017-2022 TIP.
- \$600,000 in BR funding for the Garrett Park Road Bridge rehabilitation project (TIP ID 5916). This project was already included in the FY 2017-2022 TIP.
- \$5.8 million in BR and local funding for the Gold Mine Road Bridge replacement project (TIP ID 5917). This project was included in the FY 2015-2020 TIP and \$5.6 million is being reprogrammed from previous fiscal years.
- \$3.5 million in BR funding for the Park Valley Road Bridge replacement project (TIP ID 5918). This project was included in the FY 2015-2020 TIP and \$3.4 million is being reprogrammed from previous fiscal years.
- \$3.2 million in BR, state, and local funding for the Bridge Renovation category project (TIP ID 5972). This project was already included in the FY 2017-2022 TIP.
- \$1.8 million in BR funding and \$0.1 million in local funding for the Dennis Avenue Bridge Replacement project (TIP ID 6608). This is a new project to the FY 2017-2022 TIP; and

WHEREAS, these projects 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 Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2017-2022 TIP to include, as described in the attached materials:

- \$4.8 million in Bridge Replacement and Rehabilitation program and local match (BR) funding for the Beach Drive Bridge replacement project (TIP ID 5912),
- \$500,000 in BR funding for the Brink Road Bridge rehabilitation project (TIP ID 5913),
- \$600,000 in BR funding for the Garrett Park Road Bridge rehabilitation project (TIP ID 5916),
- \$5.8 million in BR and local funding for the Gold Mine Road Bridge replacement project (TIP ID 5917),
- \$3.5 million in BR funding for the Park Valley Road Bridge replacement project (TIP ID 5918),
- \$3.2 million in BR, state, and local funding for the Bridge Renovation category project (TIP ID 5972), and
- \$1.8 million in BR funding and \$0.1 million in local funding for the Dennis Avenue Bridge Replacement project (TIP ID 6608).

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on October 6, 2017



DEPARTMENT OF TRANSPORTATION

Isiah Leggett
County Executive

Al R. Roshdieh
Director

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

Dear Chairman Newton:

Montgomery County Department of Transportation requests the following amendment to the suburban Maryland portion of the National Capital Region Transportation Planning Board's (TPB) FY 2017-2022 Transportation Improvement Program (TIP) to update the capital costs and schedule for six bridges currently in the 2017-2022 TIP and to add a bridge replacement to the TIP.

The Montgomery County bridge TIP program updates are the Beach Drive Bridge, Brink Road Bridge, Garrett Park Road Bridge, Gold Mine Road Bridge, Park Valley Road Bridge, Piney Meetinghouse Road Bridge, and Bridge Renovation Project. The new bridge project to be added to the TIP is the Dennis Avenue Bridge replacement project.

The Dennis Avenue Bridge project replaces an existing 30-foot span structure bridge constructed in 1961 with a 75-foot span structure to provide a wider opening intended to mitigate frequent flooding of residential properties and local roadways.

Montgomery County Department of Transportation requests that this amendment be approved by the Transportation Planning Board Steering Committee at its October 6, 2017 meeting.

Thank you for your cooperation in this matter. Please contact Mr. Gary Erenrich, Special Assistant to the Director at (240)777-7156 or gary.erenrich@montgomerycountymd.gov if you have any questions.

Sincerely,

Christopher Conklin, Deputy Director

Attachment

Cc: Mr. Gary Erenrich, MCDOT
Mr. Bruce Johnston, MCDOT
Mr. Barry Fuss, MCDOT
Ms. Kari Snyder, Regional Planner, MDOT

Office of the Director

101 Monroe St., 10th Floor • Rockville, Maryland 20850 • 240-777-7170 • 240-777-7178 FAX
www.montgomerycountymd.gov/dot

**SUBURBAN MARYLAND
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
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Montgomery County

TIP ID: 5912	Agency ID: P509132	Title: Beach Drive Bridge M-PK-24001					Complete:	Total Cost:
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Facility: Beach Drive Bridge	BR	80/0/20	800 a	200 a	200 a	200 a	200 a	2,200 c	5,000
From: Over Silver Creek								1,600 c	200 e
To:								200 e	

Total Funds: 5,000

Description: Replace bridge on Beach Drive over Silver Creek, and reconstruct Roadway Approaches

Amendment: Add Funding **Approved on: 10/6/2017**
 Add BR funding for PE, Construction and other: \$200,000 in FY 2018, \$200,000 in FY 2019, \$2 million in FY 2020, and \$2.4 million in FY 2021. Total new funding: \$4.8 million.

TIP ID: 5913	Agency ID: P509132	Title: Brink Road Bridge M-0064001					Complete: 2019	Total Cost:
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Facility: Brink Road Bridge M-0064001	BR	80/0/20	700 a	200 a	200 a	100 a	100 a	100 a	700
From: Over Great Seneca Creek									
To:									

Total Funds: 700

Description: This project provides for the rehabilitation of the Brink Road Bridge, over Great Seneca Creek, as well as the reconstruction of the roadway approaches.

Amendment: Add Funding **Approved on: 10/6/2017**
 Add BR funding for PE: \$200,000 in FY 2018, \$100,000 in FY 2019, \$100,000 in FY 2020, \$100,000 in FY 2021. Total new funding: \$500,000.

TIP ID: 5916	Agency ID: P509132	Title: Garrett Park Road Bridge M-PK-04001					Complete:	Total Cost:
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Facility: Garrett Park Road Bridge M-PK-04001	BR	80/0/20	800 a	200 a	200 a	200 a	100 a	100 a	800
From: Over Rock Creek									
To:									

Total Funds: 800

Description: This project provides for the rehabilitation of Garrett Park Road Bridge M-PK-04001 over Rock Creek, and the reconstruction of roadway approaches

Amendment: Add Funding **Approved on: 10/6/2017**
 Add BR funding for PE: \$200,000 in FY 2018, \$200,000 in FY 2019, \$100,000 in FY 2020, \$100,000 in FY 2021. Total new funding: \$600,000

**SUBURBAN MARYLAND
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	
TIP ID: 5917	Agency ID: P501302	Title: Gold Mine Road Bridge					Complete:		Total Cost:		\$4,433
Facility: Gold Mine Road Bridge M-0096001	BR	25/0/75	1,805 a	100 a	100 a	4,731 c				5,746	
From:					315 b	500 e					
To:	Local	0/0/100			69 b					69	
Total Funds:										5,815	

Description: This project provides for the replacement of the Gold Mine Road Bridge over the Hawlings River, and the construction of an 8' wide bikepath from James Creek Court to New Hampshire Avenue. The project includes 250 feet of approach roadway work at each end of the bridge, which consists of widening and raising the roadway profile by 5 feet at the bridge. The new bridge will carry two lanes of traffic, improve sight distances at the bridge, raise the bridge elevation to reduce flooding at the roadway, carry all legal vehicles, and provide pedestrian facilities across the river.

Amendment: Reprogram/Add Funding **Approved on: 10/6/2017**
 Add BR for PE: \$100,000 in FY 2017, \$100,000 in FY 2018. Reprogram previous BR funding: \$315,000 for ROW acquisition in FY 2018, \$4.731 million for construction in FY 2019, \$500,000 for other in FY 2019. Reprogram \$69,000 in local funding for ROW acquisition in FY 2018. Total new funding: \$200,000.

TIP ID: 5918	Agency ID: P501523	Title: Park Valley Road Bridge M-PK-03001					Complete:		Total Cost:		\$2,000
Facility: Park Valley Road Bridge M-PK-03001	BR	70/0/30	1,045 a	100 a	1,500 c	1,875 c				3,505	
From: Over Sligo Creek				30 e							
To:											
Total Funds:										3,505	

Description: Replacement of Park Valley Road Bridge M-PK-03001 over Sligo Creek, and reconstruction of roadway approaches.

Amendment: Reprogram/Add Funding **Approved on: 10/6/2017**
 Add \$100,000 BR funding for PE in FY 2017. Reprogram BR funding from previous FYs: \$30,000 for other in FY 2017, \$1.5 million for construction in FY 2018, \$1.875 million for construction in FY 2019. Total new funding: \$100,000.

TIP ID: 5972	Agency ID: P509753	Title: Bridge Renovation					Complete:		Total Cost:		\$8,211
Facility: County-wide	Local	0/0/100		390 a	390 a	390 a	390 a	390 a	390 a	2,340	
From:	State	0/16/84						610 c	610 c	1,220	
To:	State/Local	0/16/84		610 c	610 c	610 c	610 c			2,440	
Total Funds:										6,000	

Description: This project provides for the renovation of County roadway and pedestrian bridges that have been identified as needing repair work beyond routine maintenance levels to assure continued safe functioning.

Amendment: Add Funding **Approved on: 10/6/2017**
 Add \$300,000 in local funding to each FY from 2017 through 2020, and \$390,000 to both FY 2021 and 2022 for PE. Add \$610,000 state/local funding mix to both FY 2021 and 2022 for construction. Total new funding: \$3.2 million.

**SUBURBAN MARYLAND
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	
TIP ID: 6608 Agency ID: 501701		Title: Dennis Avenue Bridge Replacement M-0194					Complete: 2024		Total Cost:		\$5,610
Facility: Dennis Avenue Bridge	BR	80/0/20		200 a	200 a	200 a	100 a	100 a	1,800		
From: Tributary to Sligo creek									1,000 e		
To:	Local	0/0/100							100 b	100	
Total Funds:										1,900	

Description: This project provides for the replacement of Dennis Ave. Bridge (M-0194) over a tributary to Sligo Creek. The existing bridge, built in 1961, is a single 30-foot span structure. The proposed replacement bridge will be a single 75-foot span structure. The wider opening will mitigate the frequent flooding of five residential properties and local streets upstream of the bridge; mitigate occasional roadway flooding on Dennis Avenue that causes significant traffic delays; and eliminate annual maintenance repairs required for this deteriorating structure.

Amendment: Add New Project **Approved on: 10/6/2017**
 Amend project into the FY 2017-2022 TIP with \$1.8 million in BR funding and \$100,000 in local funding as shown above.



MEMORANDUM

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

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



September 27, 2017

Administrator G. Scott Pruitt
U.S. Environmental Protection Agency
Docket ID No. EPA-HQ-OAR-2015-0827
1200 Pennsylvania Avenue, N.W.
Washington, D.C. 20460

Secretary Elaine Chao
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

Subject: Comment on Reconsideration of the Final Determination of the Mid-Term Evaluation of Greenhouse Gas Emissions Standards for Model Year 2022-2025 Light-Duty Vehicles; Docket ID No. EPA-HQ-OAR-2015-0827

Dear Administrator Pruitt and Secretary Chao:

Thank you for providing an opportunity to comment on the Reconsideration of the Final Determination of the Mid-term Evaluation of Greenhouse Gas Emissions Standards for Model Years 2022-2025 Light-Duty Vehicles. On behalf of the Metropolitan Washington Air Quality Committee (MWAQC), the National Capital Region Transportation Planning Board (TPB), and the Metropolitan Washington Council of Governments' (COG) Climate, Energy and Environment Policy Committee (CEEPC), we oppose any rollback of the current standards and request that you maintain the greenhouse gas (GHG) emissions standards for Model Year (MY) 2022-2025 vehicles, as prescribed in the October 15, 2012, Final Rule.

MWAQC is certified by the governors of Maryland and Virginia and the mayor of the District of Columbia to develop plans demonstrating attainment of federal ozone and other criteria pollutant standards for the Washington, DC-MD-VA non-attainment area. The TPB is the federally designated metropolitan planning organization (MPO) for metropolitan Washington. It is the region's forum for cooperative transportation decision-making, including issues related to air quality. COG's CEEPC serves as a principal policy adviser on climate change, including development of a regional climate change strategy to meet the regional greenhouse gas reduction goals adopted by MWAQC.

The National Capital region has implemented several emissions control measures in all emissions sectors, including transportation, over the years to improve its air quality and comply with National Ambient Air Quality Standards (NAAQS) for a variety of criteria pollutants. The region also relies heavily on federal emissions control programs for a significant amount of its emissions reductions. One such federal program is the 2012 joint rulemaking by the EPA and the National Highway Traffic Safety Administration (NHTSA) which set federal greenhouse gas (GHG) emissions and CAFE standards for light duty vehicles in model year (MY) 2017 and beyond. This partnership between the federal government, the California Air Resource Board (CARB), and the automobile industry developed a comprehensive program to improve the fuel efficiency of the light duty fleet and to reduce criteria pollutants and GHG emissions. Any relaxation of these standards will make it increasingly difficult for non-attainment and maintenance areas across the country to realize the reductions in NOx emissions needed to comply with existing NAAQS for criteria pollutants. Any relaxation of this rule will also make it more challenging for communities across the United States to meet their voluntary commitments to reduce GHG emissions.

September 27, 2017

While significant progress has been made in the Washington region to reduce emissions of criteria pollutants and GHG emissions, addressing sources of low-level NOx, including from on-road vehicles, is critical to continuing to deliver cleaner air for the residents of the region. The 2012 GHG and CAFE standards rule provides for reduction in NOx emissions and supports the region in maintaining its compliance with the 2008 Ozone NAAQS. Additionally, these reductions will assist in meeting the 2015 Ozone NAAQS the region is working towards.

Additionally, we are concerned that GHG emissions contributing to global climate change can contribute to conditions that exacerbate air quality degradation related to emissions of criteria pollutants, making NAAQS compliance more challenging. The role of the federal government's leadership in delivering effective regulatory limits on emissions from motor vehicles is a critical component of our ability to meet our adopted and mandated environmental objectives. As such, MWAQC, TPB, and CEEPC believe the existing emission standards are needed, appropriate, and should be maintained.

While we recognize EPA's authority to reconsider the Mid-term Evaluation (MTE) Final Determination, MWAQC, TPB, and CEEPC have reviewed the Final Determination and agree that the GHG emissions standards for passenger vehicles and light-duty vehicles (LDVs), Model Year (MY) 2022 through 2025, are acceptable and appropriate. Additionally, we agree that the MY 2021 GHG emission standards for LDVs are also appropriate.

Further, we concur with the conclusions of the 2016 Technical Assessment Report (TAR) that there are a wide range of technologies that manufacturers can employ to meet the MY 2022-2025 standards with similar or lower costs than those projected in the 2012 Final Rule. We are encouraged to note that progress made to improve fuel economy and reduce emissions in recent years has been greater than expected, and that there are clear indications that consumers are accepting of and benefiting from the advancements in automobile technologies.

For these reasons, we urge the EPA to stand by the January 12, 2017 Final Determination and maintain the existing GHG emission standards promulgated in 2012.

Thank you again for the opportunity to provide comments on the EPA's and NHTSA's consideration of GHG standards for LDVs.

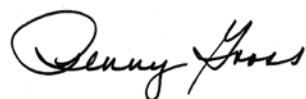
Sincerely,



The Honorable Hans Riemer
Chair, Metropolitan Washington Air Quality Committee (MWAQC)



The Honorable Bridget Donnell Newton
Chair, National Capital Region Transportation Planning Board (TPB)



The Honorable Penelope A. Gross
Chair, Climate Energy and Environment Policy Committee (CEEPC)



National Capital Region
Transportation Planning Board

October 6, 2017

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 Loudoun County, Virginia for the FY17 Transportation Investment Generating Economic Recovery (TIGER) Competitive Grant Program.

The TPB understands that construction of Northstar Boulevard is a critical component of Loudoun County's plans to expand and improving multimodal accessibility to the existing and emerging economic activity hubs of the Stone Ridge and Brambleton mixed use developments. Located west of the Dulles International Airport, this project will address critical areas identified in the regional VTRANS 2040 plan: Corridor of Statewide Significance, Regional Network, and Urban Development Area.

The 3.2 mile Northstar Boulevard will serve as a primary highway facility for the North South Corridor which connects I-95 to Loudoun County. Passenger travel along this project alignment will include Loudoun County Transit long haul bus service for commuters traveling from clusters of Park and Ride lots in the County to Washington, DC and metro connections. The operational and capacity improvements will alleviate bottlenecks and reduce acute congestion.

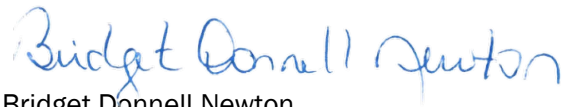
The proposed project is included in Loudoun County's Capital Improvement Program and Eastern Transportation Study, and was a Tier 1 recommended project in the VTRANS 2040 Recommendations and is included in the updated NVTA Transaction plan.

The TPB supports these goals and appreciates your strong consideration of Loudoun County's application as it directly responds to regional transportation goals and priorities adopted by the Transportation Planning Board and identified in the Washington region's long-range transportation plan. 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.

I urge your favorable consideration of the TIGER funding request for the Northstar Boulevard project.

The Honorable Elaine Chao
October 6, 2017

Sincerely,



Bridget Donnell Newton
Chair, National Capital Region
Transportation Planning Board

cc: Mr. Joe Kroboth, Director, Loudoun County Department of Transportation and Capital
Infrastructure



National Capital Region
Transportation Planning Board

October 6, 2017

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 Loudoun County, Virginia for the FY17 Transportation Investment Generating Economic Recovery (TIGER) Competitive Grant Program.

The TPB understands that construction of Prentice Drive will address Loudoun County's plans to address a critical need for an additional east west route across Broad Run to relieve congestion from Waxpool Road and provide an additional road connection north of the Dulles International Airport. This project will address critical areas identified in the regional VTRANS 2040 plan: Corridor of Statewide Significance, Regional Network, and Urban Development Area.

The 3.2 mile Prentice Drive extension will provide an additional east-west connection across Broad Run. The connection will provide multimodal access between the future Loudoun Gateway and Ashburn Metrorail stations, now under construction as part of the Silver Line Phase 2 Metrorail project. The project will enhance the multimodal network around these future transit access points, with walking and biking services and facilities accommodated on a shared use path on either side of the new roadway facility.

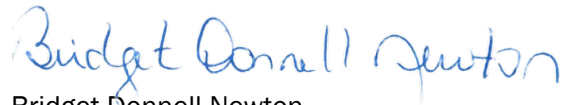
The proposed project is included in Loudoun County's Capital Improvement Program and Eastern Transportation Study, was a Tier 1 recommended project in the VTRANS 2040 plan recommendations and is included in the updated NVTAT Transaction plan.

The TPB supports these goals and appreciates your strong consideration of Loudoun County's application as it directly responds to regional transportation goals and priorities adopted by the Transportation Planning Board and identified in the Washington region's long-range transportation plan. 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.

I urge your favorable consideration of the TIGER funding request for the Prentice Drive project.

The Honorable Elaine Chao
October 6, 2017

Sincerely,



Bridget Donnell Newton
Chair, National Capital Region
Transportation Planning Board

cc: Mr. Joe Kroboth, Director, Loudoun County Department of Transportation and Capital
Infrastructure



THE PRINCE GEORGE'S COUNTY GOVERNMENT

Office of the Clerk of the Council
(301) 952-3600

September 20, 2017

MEMORANDUM



TO: Kenyan McDuffie, Chairman
Metropolitan Washington Council of Governments

Bridget Newton, Chairman
National Capital Region Transportation Planning Board

Jared M. McCarthy, County Attorney
Office of Law

FROM: 
Red's C. Floyd
Clerk of the Council

RE: Transmittal of Adopted Council Resolution
Enclosed for your information is a copy of CR-66-2017 as adopted by the
County Council.

If you have any questions, please feel free to contact my office at 301-
952-3600.

Enclosure

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND**2017 Legislative Session**

Resolution No. CR-66-2017
 Proposed by Council Members Glaros and Turner
 Introduced by Council Members Glaros, Turner, Davis, Lehman, Taveras and Franklin
 Co-Sponsors _____
 Date of Introduction September 12, 2017

RESOLUTION

1 A RESOLUTION concerning

2 Car Free Day

3 For the purpose of expressing the County Council's support for declaring September 22, 2017 as
 4 Car Free Day in Prince George's County.

5 WHEREAS, the National Capital Region Transportation Planning Board (TPB) is the
 6 metropolitan planning organization for the Washington, D.C. metropolitan region; and

7 WHEREAS, the TPB, through its Commuter Connections program, along with its network
 8 members, promotes and organizes the annual Car Free Day event throughout the Washington
 9 D.C. metropolitan area; and

10 WHEREAS, on July 19, 2017, the TPB approved a proclamation establishing September
 11 22, 2017 as Car Free Day in the metropolitan Washington, D.C. area and encouraged TPB
 12 member jurisdictions to adopt similar resolutions; and

13 WHEREAS, Car Free Day encourages Washington, D.C. metropolitan area residents to use
 14 alternative forms of transportation, including public transit, bicycling, walking and "car lite"
 15 methods, such as teleworking, carpools and vanpools; and

16 WHEREAS, Car Free Day coincides with European Mobility Week, occurring during the
 17 week of September 16, 2017 through September 22, 2017, celebrating sustainable mobility, and

18 WHEREAS, the Prince George's County Council is committed to promoting improved air
 19 quality, reduced traffic congestion and parking demands, conservation of energy and the use of
 20 transportation alternatives in the County and Region.

21 NOW, THEREFORE BE IT RESOLVED, that the County Council of Prince George's
 22 County, Maryland, hereby supports and proclaims September 22, 2017 as Car Free Day in Prince

1 George's County.


2 BE IT FURTHER RESOLVED that residents are encouraged to pledge to be Car Free or
3 Car-Lite by visiting www.carfreemetrodc.org.

4 BE IT FURTHER RESOLVED that all residents of the County are encouraged to use
5 public transit, bicycling, walking, and car lite methods, such as teleworking, carpools and
6 vanpools on September 22, 2017.

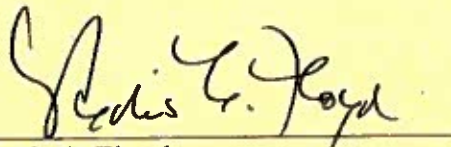
7 BE IT FURTHER RESOLVED that copies of this Resolution be sent by the Clerk of the
8 Council to the Metropolitan Washington Council of Governments and the National Capital
9 Region Transportation Planning Board.

Adopted this 12th day of September, 2017.

COUNTY COUNCIL OF PRINCE
GEORGE'S COUNTY, MARYLAND

BY: 
Derrick Leon Davis
Chairman

ATTEST:


Redis C. Floyd
Clerk of the Council



Prince George's County Council

Agenda Item Summary

Meeting Date: 9/12/2017 **Effective Date:**
Reference No.: CR-066-2017 **Chapter Number:**
Draft No.: 1 **Public Hearing Date:**
Proposer(s): Glaros and Turner
Sponsor(s): Glaros, Turner, Davis, Lehman, Taveras and Franklin
Item Title: A RESOLUTION CONCERNING CAR FREE DAY for the purpose of expressing the County Council's support for declaring September 22, 2017 as Car Free Day in Prince George's County.

Drafter: Kathleen H. Canning, Legislative Officer
Resource Personnel: Aimee Olivo, Chief of Staff

LEGISLATIVE HISTORY:

Date:	Acting Body:	Action:	Sent To:
09/12/2017	County Council	introduced	
	Action Text: This Resolution was introduced by Council Members Glaros, Turner, Lehman, Taveras, Franklin and Davis		
09/12/2017	County Council	rules suspended	
	Action Text: A motion was made by Council Member Lehman, seconded by Vice Chair Glaros, that the Council Rules of Procedure be suspended to allow for the immediate adoption of this Resolution. The motion carried by the following vote: <p style="margin-left: 40px;">Aye: 8 Davis, Glaros, Franklin, Harrison, Lehman, Taveras, Toles and Turner</p> <p style="margin-left: 40px;">Absent: 1 Patterson</p>		
09/12/2017	County Council	adopted	
	Action Text: A motion was made by Vice Chair Glaros, seconded by Council Member Turner, that this Resolution be adopted. The motion carried by the following vote: <p style="margin-left: 40px;">Aye: 8 Davis, Glaros, Franklin, Harrison, Lehman, Taveras, Toles and Turner</p> <p style="margin-left: 40px;">Absent: 1 Patterson</p>		

AFFECTED CODE SECTIONS:

BACKGROUND INFORMATION/FISCAL IMPACT:

This resolution supports and proclaims September 22, 2017 as Car Free Day in Prince George's County. Residents are encouraged to use public transit, bicycling, walking, and car-lite methods, such as teleworking, carpools and vanpools on September 22, 2017 and throughout the year.

Document(s): R2017066, CR-66-2017 AIS



MEMORANDUM

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

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

Please join us for the

National Capital Region Freight Forum



Photo credits (from left): Postdlf/Wikimedia Commons; J. Stephen Conn/Flickr; Google Maps.

Theme: Freight as an Enabler of Livability

Date and Location

Tuesday, October 31, 2017, 9:00 AM – 4:00 PM
Metropolitan Washington Council of
Governments (MWCOC) Offices
777 North Capitol Street NE, Suite 300,
Washington, DC 20002

Registration

Please register for the event by
Tuesday, October 24, 2017.
Registration is by invitation only.

The National Capital Region Transportation Planning Board, the District Department of Transportation, the City of Frederick, and Arlington County invite you to attend the **National Capital Region Freight Forum**, co-sponsored by the Institute of Transportation Engineers (ITE) and the Federal Highway Administration (FHWA). This forum will enable public- and private-sector stakeholders in the National Capital Region to interact with and learn from one another.

The forum will focus on the theme of **freight as an enabler of livability**, featuring discussions of delivery challenges in downtown areas and strategies for mitigation and resolution. Attendees will participate in one of three charrettes focusing on goods delivery in three neighborhoods in the region—one in Frederick, MD, one in the District of Columbia, and one in Arlington, VA—to identify strategies urban areas can employ to realize the benefits of freight while lessening its negative impacts.

Open to a wide range of stakeholders, not just freight specialists!

Agenda Highlights

Overview of
Challenges

Proven Community
Strategies

Charrettes

Lunch Speaker: Ted Dahlburg, Manager of Freight Planning,
Delaware Valley Regional Planning Commission



MEMORANDUM

TO: Transportation Planning Board
FROM: Michael Farrell, Senior Transportation Planner
SUBJECT: Update on the TPB's Street Smart Program
DATE: October 11, 2017

BACKGROUND

To help raise public awareness of pedestrian safety the National Capital Region Transportation Planning Board (TPB) runs a regional pedestrian and bicycle safety campaign known as Street Smart. Street Smart is an educational campaign, directed at motorists, pedestrians and bicyclists, with the goal of reducing pedestrian and bicyclist injuries and deaths. It consists of Fall and Spring waves of TV, transit, outdoor, internet advertising, with supporting law enforcement carried out by partner agencies.

The Annual Report for the recently completed FY 2017 Street Smart campaign is attached. A summary video can be viewed on Youtube at <https://youtu.be/watG2mLYKJo>.

The FY 2017 campaign used the successful "Tired Faces" creative.

FALL 2017 STREET SMART CAMPAIGN

A new campaign will be launched at 10:30 a.m. on Friday, November 3rd at the Old Town Square in the City of Fairfax, VA.

Highlights of the Fall campaign will include:

- Newly developed ads, to be unveiled at the press event.
- Bus ads, pumptopper (gas station) ads, digital bus shelters, radio, digital media
- Street Teams and Enforcement Activations (scheduled enforcement events)
- A new, mobile-friendly web site

More information on the press event will be available later.

To learn more about Street Smart, visit BeStreetSmart.net and follow on twitter.com/COGStreetSmart.



MEMORANDUM

TO: Transportation Planning Board
FROM: Ken Joh, TPB Survey Analyst
SUBJECT: 2017/2018 Regional Travel Survey
DATE: October 18, 2017

This memo provides a summary of the 2017/2018 Regional Travel Survey (RTS), which kicked off earlier this month and will run through October of next year. This once-in-a-decade survey is the largest and most significant data collection effort the TPB undertakes in its role as the region's metropolitan planning organization (MPO). The RTS will collect detailed travel information from a representative sample of households across the entire National Capital Region to provide a complete picture of demographic, socioeconomic, and trip-making characteristics of its residents, which is important to regional planning and decision making.

CONDUCTING THE SURVEY

The 2017/2018 RTS aims to recruit a random sample of 15,000 households across all 23 TPB member jurisdictions and neighboring jurisdictions over the next year to complete a one day survey of their daily travel. The RTS will use an address-based sample (ABS) for household recruitment that will ensure a sufficient number of completed surveys across the entire region, including higher density, mixed-use areas, and Regional Activity Centers, as well as lower density suburban and rural areas. The survey will be administered by Resource Systems Group, Inc. (RSG), a survey contractor selected through a competitive bid process, with oversight from TPB staff. A comprehensive pre-test of proposed survey protocols for the RTS was conducted in early 2017.

Households randomly selected for this survey will be recruited by mail and asked to provide information about their household, their usual travel patterns and the details of all travel by the members of their household on a randomly assigned weekday. Households will respond to this survey via a specially design web-based app or by telephone. As an incentive for participation, households that complete this survey will receive their choice of a \$20 Amazon or Walmart gift card or a \$20 donation to the American Red Cross. Confidentiality will be assured to protect the privacy of survey respondents.

PURPOSE OF THE SURVEY

The RTS is a one-of-a-kind survey that requires extensive planning and preparation. This survey is the largest single discrete project in the Unified Planning Work Program (UPWP) on a cost basis, and the data collection and analysis effort is unlike any other at the TPB or elsewhere in the region in terms of depth and scope. The TPB has been carrying out this type of survey once every decade since 1968, with the last one conducted in 2007 and 2008. The purpose of this survey is to understand the key factors that are currently influencing changes in daily travel behavior. The survey results

serve as a key data input to the TPB regional travel demand forecasting model, which is used for the performance analysis and air quality conformity determination for the long-range plan.

LEARNING FROM THE NEW SURVEY

The RTS will provide many insights on travel across the TPB region. Detailed travel information collected from the new survey can shed light on changes in demographic, land use, and travel patterns since the last survey, such as:

- Changes in commuting and other travel times in the past decade
- How changes in regional development patterns influenced how and where people travel
- How changes in the region's demographic make-up changed regional travel patterns
- How increased use of the web, smartphones, and other communications technology influenced the amount of daily travel compared to a decade ago
- How ride-hailing (Uber/Lyft) impacted travel choices in the region
- How often residents are using bikeshare for some of their daily travel
- How much of an impact high-occupancy toll (HOT) lanes and express lanes had on regional travel and carpooling
- How recent transit service improvements and changes have impacted public transit use
- Other changes in regional travel

NEXT STEPS AND SURVEY SCHEDULE

The Regional Travel Survey launched on October 3, 2017 with the first mailout of invitation letters. The first travel date was October 5, 2017, and the last travel date is scheduled for October 4, 2018. Travel dates will include weekdays and exclude weekends and federal holidays. The survey period will cover 12 months of travel dates to capture actual day-to-day variations in regional travel patterns.

We're heading to Savannah for the AMPO Annual Conference!

Posted by TPB NEWS on OCTOBER 10, 2017



The AMPO Annual Conference will be held in Savannah, GA and includes a tour of the Port of Savannah shown here. (Ron Cogswell/[Flickr](#))

Several TPB staff members, including the TPB News team, will head to Savannah, Georgia, October 17-20 for the Association of Metropolitan Planning Organizations' (AMPO) Annual Conference. The four-day gathering will be an opportunity to meet and learn from staff of other MPOs around the country as well as to share highlights from the TPB's work as part of two expert panel sessions.

The AMPO Annual Conference is an important venue for staff from the country's 400+ MPOs to meet each other, learn about how other MPOs do their work, trade tips and best practices, and collaborate on responding to emerging challenges in metropolitan planning. This year's conference will cover a wide range of issues, including implementing new federal performance-based planning and programming requirements, developing regional freight plans and

engaging private freight providers, planning for automated vehicles, and promoting active transportation and public health.

Two expert panels will feature presentations by TPB staff. One will focus on how MPOs meet federal Environmental Justice requirements aimed at assessing the impact of regional transportation plans and programs on low-income and minority communities.

TPB transportation planner Sergio Ritacco will be showcasing the TPB's work on identifying "Equity Emphasis Areas" as a tool for assessing the impacts of the TPB's long-range plan. Sergio's presentation will include information on the technical methodology for identifying Equity Emphasis Areas as well as the process for gaining buy-in from regional stakeholders. Other MPOs have also done similar work and will be sharing their different approaches to this analysis.

MORE: [Learn about the TPB's Equity Emphasis Areas](#)

The other panel featuring TPB staff will focus on MPO public involvement strategies, including developing public involvement plans and carrying out communications and outreach activities. Ben Hampton and Abigail Zenner, who make up the TPB communications team (and are responsible for TPB News!) will highlight the TPB's efforts to use the internet and social media to share and explain its work with stakeholders and the public. Other MPOs will share their successes and lessons learned in reaching out to and engaging the public.

AMPO is an important advocate for MPOs and a resource for the TPB to learn from and share with other MPOs around the country. The organization was founded in 1994, partly through the efforts of longtime TPB staff director Ron Kirby, who died unexpectedly in November 2013. TPB staff continue to honor and benefit from Ron's legacy by attending the AMPO Annual Conference each year.

We'll have more updates about from this year's conference and what we learn. Stay tuned to TPB News and follow along on Twitter with the hashtag #TPBatAMPO!

MORE: [Check out the draft agenda for the AMPO Annual Conference](#)