



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Steering Committee Actions and Report of the Director  
**DATE:** February 14, 2019

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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:** February 14, 2019

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At its meeting on February 1, the TPB Steering Committee approved the following resolutions to amend the FY 2019-2024 Transportation Improvement Program (TIP):

- SR11-2019: To include \$1.14 million in Highway Bridge Replacement and Rehabilitation Program funding for the Zion Road Bridge over Hawlings River project, as requested by Montgomery County and the Maryland Department of Transportation. This project is exempt from the air quality conformity requirement.
- SR12-2019: To include \$116.88 million in advanced construction funds, \$20 million in revenue sharing funds, and \$8 million in Regional Surface Transportation Program funding for the Richmond Highway Corridor Improvements project between Jeff Todd Way and Sherwood Hall Lane in Fairfax County. This project was included in the Air Quality Conformity Analysis of Visualize 2045 and the FY 2019-2024 TIP.
- SR13-2019: To include \$800,000 in National Highway Performance Program funding for the East Capitol St. Bridge over Anacostia River project. This project is 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.”

### Attachments

- Steering Committee Attendance
- SR11-2019
- SR12-2019
- SR13-2019

**TPB STEERING COMMITTEE  
ATTENDANCE – FEBRUARY 1, 2019**

MEMBERS

Allison Davis  
Martin Nohe  
Mark Rawlings  
Kelly Russell  
Kari Snyder  
Norman Whitaker

WMATA  
Prince William County  
DDOT  
City of Frederick  
MDOT  
VDOT

PARTICIPANTS

Gary Erenrich  
Xavier Harmony  
Mike Lake  
Regina Moore  
Sree Nampoothiri  
Lezlie Rupert  
Vic Weissberg  
Ciara Williams

Montgomery County  
VDRPT  
Fairfax County  
VDOT  
NVTA  
DDOT  
Prince George's County  
VDRPT

COG STAFF

Kanti Srikanth, DTP  
Lyn Erickson, DTP  
Tim Canan, DTP  
Andrew Meese, DTP  
Nick Ramfos, DTP  
Andrew Austin, DTP  
Brandon Brown, DTP  
Nicole McCall, DTP  
Eric Randall, DTP  
Dusan Vuksan, DTP

OTHER

Bill Orleans

**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 THE ZION ROAD BRIDGE OVER HAWLINGS RIVER PROJECT, AS REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT) ON BEHALF OF MONTGOMERY COUNTY**

**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 January 24, 2019 MDOT has requested on behalf of Montgomery County that the FY 2019-2024 TIP be amended to include \$1.14 million in Highway Bridge Replacement and Rehabilitation Program (HBRRP) and local funding for the Zion Road Bridge over Hawling River project (TIP ID 6667), as described in the attached materials; and

**WHEREAS**, this project is 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 2019-2024 TIP to include \$1.14 million in HBRRP and local funding for the Zion Road Bridge over Hawling River project (TIP ID 6667), as described in the attached materials.

**Adopted by the Transportation Planning Board Steering Committee at its regular meeting on February 1, 2019.**



January 24, 2019

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

Dear Chairman Nohe:

The Maryland Department of Transportation (MDOT) requests the following amendment, on behalf of the Montgomery County Department of Transportation (MCDOT), to the National Capital Region Transportation Planning Board's (TPB) FY 2019-2024 Transportation Improvement Program (TIP) and Visualize 2045 for one new project as described below and in the attached memo.

TIP ID#	Project	Phase	Amount of New Funding	Comment
6667	Zion Road Bridge replacement (No. M-0121) over Hawlings River	PE ROW Other (Utilities)	\$740,000 \$300,000 \$100,000	Add funding for preliminary engineering, right-of-way, and utilities.

The Zion Road Bridge over Hawlings River, currently in Visualize 2045 under Montgomery County's grouped Bridge Renovation project (CEID 3097), is a structurally deficient one-lane bridge. The replacement will not add any additional lane capacity and therefore will not impact air quality conformity.

The MDOT requests that this amendment be approved by the Transportation Planning Board (TPB) Steering Committee at its February 1, 2019 meeting.

The revised funding status will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained. The cost does not affect the portion of the federal funding which was programmed for transit, or any allocations of state aid in lieu of federal aid to local jurisdictions.

The Honorable Martin Nohe  
Page Two

Should you have additional questions or concerns, please contact Ms. Kari Snyder at 410-865-1305, toll free 888-713-1414 or via e-mail at [ksnyder3@mdot.state.md.us](mailto:ksnyder3@mdot.state.md.us). Of course, please feel free to contact me directly.

Sincerely,

A handwritten signature in blue ink that reads "Tyson Byrne". The signature is fluid and cursive, with the first name "Tyson" and the last name "Byrne" clearly legible.

Tyson Byrne  
Regional Planning Manager  
Office of Planning and Capital Programming

Attachment

cc: Ms. Kari Snyder, Regional Planner, OPCP, MDOT





DEPARTMENT OF TRANSPORTATION

Marc Elrich  
*County Executive*

Al R. Roshdieh  
*Director*

January 24, 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: National Capital Region FY 2019-2024 Transportation Improvement Program Amendment  
for Zion Road Bridge Replacement

Dear Mr. Nohe:

The Montgomery County Department of Transportation (MCDOT) requests an amendment to the FY 2019-2024 Transportation Improvement Program (TIP) to add funding for the Zion Road Bridge replacement (No. M-0121) over Hawlings River.

The Zion Road Bridge was built in 1930 as a one-lane single span concrete arch structure. The latest average daily traffic volume (ADT) at the bridge is 2,053 vehicles per day, as counted in 2018. The road is classified as a rustic road in the Rustic Roads Functional Master Plan. The structural condition of the bridge is rated as poor with a bridge sufficiency rating of 9.3 out of 100 and is eligible for replacement using federal funding. The construction is expected to be completed in the fall of 2025.

MCDOT requests engineering and right of way funding to be included in the current TIP, with construction funding in FY 2025. The estimated engineering cost is \$750,000 with Federal Bridge funding of \$600,000 and local funding of \$150,000. Locally-funded right of way and utility relocation is estimated to be \$400,000. Construction is scheduled for FY 2025 at a cost estimate of \$2,000,000, comprised of \$1,600,000 of Federal bridge funding and \$400,000 of local funding.

The Zion Road Bridge replacement project is exempt from Air Quality Conformity Analysis and is included in the Visualize 2045 long range transportation plan as CEID 3097, Bridge Renovation.

MCDOT requests that this amendment be placed on the agenda of the Transportation Planning Board's Steering Committee at its meeting of February 1, 2019. A MCDOT

Office of the Director

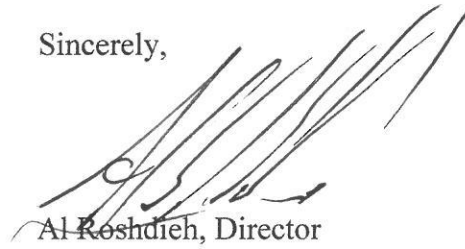
101 Monroe Street, 10th Floor • Rockville, Maryland 20850 • 240-777-7170 • 240-777-7178 Fax  
[www.montgomerycountymd.gov/mcdot](http://www.montgomerycountymd.gov/mcdot)

The Honorable Martin Nohe, Chair  
National Capital Region Transportation Planning Board  
January 23, 2019  
Page 2

representative will attend this meeting and will be available to answer any questions about the amendment.

Thank you for your consideration of this request.

Sincerely,

A handwritten signature in black ink, appearing to read 'Al Roshdich', written in a cursive style. The signature is positioned above the printed name 'Al Roshdich, Director'.

Al Roshdich, Director

**SUBURBAN MARYLAND  
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
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**Montgomery County**

TIP ID: <b>6667</b>	Agency ID:	Title: <b>Zion Road Bridge M-0121 over Hawlings River</b>	Complete: <b>2025</b>	Total Cost: <b>\$3,150</b>					
Facility: Zion Road Bridge over Hawlings River	HBRRP	80/0/20	50 a	160 a	160 a	160 a	160 a	50 a	740
From:									
To:	Local	0/0/100						300 b	400
								100 e	
<b>Total Funds:</b>									<b>1,650</b>

Description: Replacement of the Zion Road Bridge (No. M-0121) over Hawlings River

**Amendment: New Project** **Approved on: 2/1/2019**  
 Amend project into the FY 2019-2024 TIP with \$1.14 million in BR and local funding between FY 2019 and FY 2024 as shown above (remaining \$2.01 million programmed in FYs 25/26).



**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 THE RICHMOND HIGHWAY CORRIDOR IMPROVEMENTS PROJECT IN FAIRFAX COUNTY, 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 letter of January 24, 2019 VDOT has requested that the FY 2019-2024 TIP be amended to include \$116.88 million in advanced construction (AC) funding, \$20 million in revenue sharing funding, and \$8 million in Regional Surface Transportation Program (RSTP) funding for the Richmond Highway Corridor Improvements project (TIP ID 6443) between Jeff Todd Way and VA 626 Sherwood Hall Lane in Fairfax County, as described in the attached materials; and

**WHEREAS**, this project is included in the Air Quality Conformity Analysis of Visualize 2045 and the FY 2019-2024 TIP (CON ID 322, VP1U);

**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 \$116.88 million in AC funding, \$20 million in revenue sharing funding, and \$8 million in RSTP funding for the Richmond Highway Corridor Improvements project (TIP ID 6443) between Jeff Todd Way and VA 626 Sherwood Hall Lane in Fairfax County, as described in the attached materials.

**Adopted by the Transportation Planning Board Steering Committee at its regular meeting on February 1, 2019.**





# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive  
Fairfax, VA 22030

Stephen C. Brich, P.E.  
COMMISSIONER

January 24, 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: National Capital Region FY 2019-2024 Transportation Improvement Program Amendment  
for the Richmond Highway Corridor Improvements (UPC# 107187)

Dear Mr. Nohe:

The Virginia Department of Transportation (VDOT) requests an amendment to the FY 2019-2024 Transportation Improvement Program (TIP) to add funding for preliminary engineering and right of way for the Richmond Highway Corridor Improvements project.

VDOT is working to improve safety, reduce congestion, and help increase the community's multimodal options along almost three miles of Route 1 from Jeff Todd Way to Napper Road. This project will:

- Widen Richmond Highway from four to six lanes
- Add separate bicycle lanes and sidewalks on both sides of the road
- Reserve median width to accommodate Fairfax County's future Bus Rapid Transit (BRT) lanes

All pedestrian and bicycle facilities will be ADA-compliant, turn lanes will be extended wherever possible to improve safety and capacity, and signals throughout the corridor will also be optimized.

The proposed TIP amendment will move \$2.7 in Advance Construction (AC) funding from prior funding to FY 2019 for Preliminary Engineering. The amendment also programs money for right of way in FY 2021, consisting of approximately \$114 million in AC funding, \$20 million in Virginia Revenue Sharing and \$8 million in RSTP funds. VDOT anticipates that the AC funding will be converted to NVTA funding at a later date.

The Richmond Highway Corridor Improvements project is consistent with the Visualize 2045 long range transportation plan and the related 2018 Air Quality Conformity Analysis. The funding amounts and sources reflect updates to total costs and planned obligations as approved by the Virginia Commonwealth Transportation Board and are consistent with the revenue forecasts in the Visualize 2045 Financial Plan. Consequently, the amendment will not change the air quality conformity or fiscal constraint status of the TIP.

VDOT requests that these amendments be placed on the agenda of the Transportation Planning Board's Steering Committee at its meeting on February 1, 2019. VDOT's representative will attend the meetings and will be available to answer any questions about the amendment.

Thank you for your consideration of this request.

Sincerely,



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

cc:

Ms. Renée Hamilton, VDOT-NoVA  
Mr. Andy Beacher, P.E., VDOT-NoVA  
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: <b>6443</b> Agency ID: <b>107187</b>		Title: <b>RICHMOND HIGHWAY CORRIDOR IMPROVEMENTS</b>				Complete: <b>2022</b>		Total Cost: <b>\$214,773</b>		
Facility: US 1 Richmond Highway	AC	100/0/0	3,500 a	2,700 a		114,180 b				116,880
From: VA Jeff Todd Way	NVTA-BOND	0/100/0	1,000 a							
To: VA Sherwood Lane	REVSH	0/50/50				20,000 b				20,000
	RSTP	80/20/0	9,000 a			8,093 b				8,093
<b>Total Funds: 144,973</b>										

Description: Project will reconstruct and widen Richmond Highway (US Route 1) from four to six lanes and add bicycle and pedestrian facilities between the Mount Vernon Memorial Highway and Napper Road.

**Amendment: New Funding** **Approved on: 2/1/2019**  
 update based on actual oblig's & current estimate: move \$800,000 (AC-Other NVTA) from FFY18 to Prev, move \$2,700,000 (AC-Other NVTA) from FFY18 to FFY19, PE phase; add \$114,179,601 (AC-Other NVTA), \$10,000,000 (REVSH) & \$6,474,595 (RSTP) FFY21 RW phase.



**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 THE EAST CAPITOL ST. BRIDGE OVER ANACOSTIA RIVER PROJECT, AS REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION (DDOT)**

**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 letter of January 24, 2019 DDOT has requested that the FY 2019-2024 TIP be amended to include \$800,000 in National Highway Performance Program (NHPP) and local matching funds for the East Capitol St. Bridge over Anacostia River project (TIP ID 5804), as described in the attached materials; and

**WHEREAS**, this project is 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 2019-2024 TIP to include \$800,000 in NHPP and local matching funds for the East Capitol St. Bridge over Anacostia River project (TIP ID 5804), as described in the attached materials.

**Adopted by the Transportation Planning Board Steering Committee at its regular meeting on February 1, 2019.**



**Government of the District of Columbia**  
**Department of Transportation**



**d. Planning and Sustainability Division**

January 24, 2019

The Honorable Martin Nohe, Chairman  
National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street N.E., Suite 300  
Washington, DC 20002-4290

Dear Chairman Nohe,

The District Department of Transportation (DDOT) requests that the FY 2019-2024 Transportation Improvement Program (TIP) be amended to reinstate, update project funding, and change the name for one project as detailed below:

**Project proposed for reinstatement, funding increase, and name change:**

East Capitol St Bridge over Anacostia River (TIP ID# 5804) – 1) Reinstate project; 2) Add NHPP funding in the amount of \$800,000 for construction for program year 2019; and 3) Change project name from "East Capitol St. Bridge over Anacostia River, Br. # 233" to "East Capitol St Bridge over Anacostia River."

The proposed amendment does not add additional capacity for motorized vehicles and does not require conformity analysis or public review and comment. The funding sources have been identified, and the TIP will remain fiscally constrained. Therefore, DDOT requests that the TPB Steering Committee approve this amendment at its February 1, 2019 meeting.

We appreciate your cooperation in this matter. Should you have questions regarding this amendment, please contact Mark Rawlings at (202) 671-2234 or by e-mail at [mark.rawlings@dc.gov](mailto:mark.rawlings@dc.gov). Of course, feel free to contact me directly.

Sincerely,

James Sebastian  
Associate Director, Planning and Sustainability Division (PSD)

**DISTRICT OF COLUMBIA  
 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
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**DDOT**

TIP ID: <b>5804</b>	Agency ID: <b>MRR04A</b>	Title: <b>East Capitol St Bridge over Anacostia River</b>	Complete: <b>2023</b>	Total Cost: <b>\$18,665</b>
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Facility: Anacostia Freeway Bridge over Anacostia Ri	NHPP	80/20/0	350 a	800 c					800
From:			16,000 c						
To:									<b>Total Funds: 800</b>

Description: Rehabilitation of subject bridge to eliminate all deficiencies and ensure the safety of the traveling public. This bridge is structurally deficient and must be rehabilitated in accordance with the requirements of MAP21. Deficiencies include deteriorating overlay, efflorescence and map cracking in soffit, expanded bearings, deteriorated superstructure steel under fender dams, peeling paint, rotation of substructure units. Br. # 233.

**Amendment: Reinstate, funding increase, and name change** **Approved on: 2/1/2019**  
 ) Reinstate project; add NHPP funding in the amount of \$800,000 for construction for program year 2019; change project name from "East Capitol St. Bridge over Anacostia River, Br. # 233."



**MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Letters Sent/Received  
**DATE:** February 14, 2019

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







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

District of Columbia Division

1200 New Jersey Avenue, SE  
East Building (E61-209)  
Washington, DC 20590  
(202) 493-7020 – Office  
(202) 493-7040 – Fax  
[www.fhwa.dot.gov/dcddiv/](http://www.fhwa.dot.gov/dcddiv/)

**FEB 07 2019**

Martin Nohe, TPB Chairman  
National Capital Region Transportation Planning Board  
c/o, Lyn Erickson, Director Plan Development and Program  
Metropolitan Washington Council of Governments  
777 North Capital Street, NW, Suite 300  
Washington, D.C. 20002-4201

Paul Agnello, Administrator  
Fredericksburg Area Metropolitan Planning Organization  
406 Princess Anne Street  
Fredericksburg, Va. 22401

Dear Chairman Nohe and Mr. Agnello,

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) will be conducting a Certification Review of the transportation planning process for your metropolitan area on April 10-11, 2019. These dates were selected in consultation with Kanathur Srikanth, of your staff. The review will look at the cooperative planning process as conducted by the District, States, transit operators, and local governments in the area. You and all participants in the planning process are welcome to attend the review.

Certification reviews are conducted with the objective of evaluating the transportation planning process. Consequently, we will not be conducting a pass/fail review, rather as with any other program or process review, a risk-based review with a focused scope will add the most value by concentrating the review on the most critical issues or opportunities.

In earlier meetings with your staff we have discussed which topics warrant in-depth coverage and documentation during the site visit. The Federal Review Team will use the two weblinks you provided: [www.mwcog.org/2019federalcertification](http://www.mwcog.org/2019federalcertification) and [www.mwcog.org/visualize2045/document-library/](http://www.mwcog.org/visualize2045/document-library/) to focus attention on critical areas in selecting topics for the On-Site Review by:

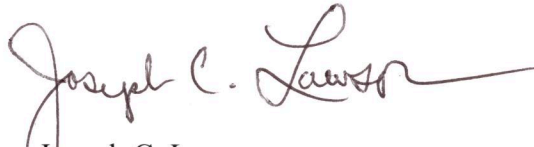
- a. Examining past reviews and assessing progress, particularly in response to Federal actions, such as TMA Certification Reviews, program or process reviews, the Federal Planning Finding, and annual risk assessment;

- b. Understanding the conditions affecting the TMA;
- c. Gauging the maturity of the planning process;
- d. Knowing whether there are new personnel responsible for planning implementation at the State, public transportation operator, or MPO;
- e. Assessing response to new requirements;
- f. Drawing on knowledge from routine contacts;
- g. Eliminating topics from consideration that were recently reviewed as part of routine oversight and determined to be in full compliance; and
- h. Making some findings based on a Desk Review or routine oversight activities, such as the Federal Planning Finding and program and process reviews.

Please ensure that all document links are up to date. Following our desk audit review, we will develop a risk-based topic agenda that will be mailed within three weeks of the site visit, which outlines the specific focal points we are proposing for the Certification Review. On April 11, 2019, the federal team will join the scheduled Citizens Advisory Committee meeting for an open dialogue concerning public involvement in the transportation planning process.

Should you have any questions regarding the Certification Review, please contact Sandra Jackson, of the FHWA District of Columbia Division, at (202) 493-7031.

Sincerely yours,



Joseph C. Lawson  
Division Administrator

cc: Linda Millsaps, Executive Director GWRC  
FTA Region III Office

## Lyn Erickson

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**Subject:** Request COG Board, TPB receive Dangerous by Design Report

**From:** Stewart Schwartz <[stewart@smartergrowth.net](mailto:stewart@smartergrowth.net)>  
**Sent:** Wednesday, February 13, 2019 10:23 AM  
**To:** Chuck Bean <[cbean@mwkog.org](mailto:cbean@mwkog.org)>; Kanti Srikanth <[ksrikanth@mwkog.org](mailto:ksrikanth@mwkog.org)>  
**Cc:** TPBPublicComment <[TPBPublicComment@mwkog.org](mailto:TPBPublicComment@mwkog.org)>  
**Subject:** Request COG Board, TPB receive Dangerous by Design Report

Chuck and Kanti:

Based on daily Washington Post stories, pedestrian deaths and injuries seem to be in our local newspapers nearly every day and in every jurisdiction. We urge you to make addressing the rising toll a top priority in our transportation planning. See our statement below, which we released when the report came out.

Please ensure the COG board, TPB and other relevant committees are provided with a summary and links to the Dangerous by Design report, and please include my email in the received correspondence files for the members.

Thank you,

Stewart

Smart Growth America's [Dangerous by Design](#) Report

What it shows for DC, Maryland and Virginia

Today, Smart Growth America released their latest Dangerous by Design report on pedestrian fatalities in the U.S. which have risen 35% in three years, with 2016 and 2017 showing the highest numbers of pedestrian deaths since 1990. Over the last ten years drivers struck and killed a stunning number of people who were walking -- over 49,000 across the nation.

In our region, Maryland ranks in the top 20 worst states for the rate of pedestrian deaths, with 1059 deaths and a pedestrian danger index (PDI) of 65.9, but has made some improvement since 2016. Virginia ranks 23rd with 865 deaths and a pedestrian danger index of 43.4, better than the national average PDI 55.3.

And while DC ranks 36th among the states with a PDI of 26.8, it has seen the third highest increase (11.4 points) in the risk to pedestrians and experienced the deaths of 101 pedestrians.

We at the Coalition for Smarter Growth are deeply concerned about the findings of this report about the significant rise in the rate of pedestrians killed on DC's streets and urge Mayor Bowser to implement the VisionZero strategies for safety and street design much faster and comprehensively that we've seen to date.

At the same time, while the Virginia and Maryland state numbers and Metropolitan Washington region may be better than a number of other states and regions, past Dangerous by Design reports have shown just how dangerous suburban roads, and especially arterial roads in the Maryland and Virginia suburbs can be for people walking. These

include roads like Route 1, Rockville Pike, Route 4, Route 7 and so many others. We understand follow-on reports by SGA will provide additional detail at the local level.

Separate analysis of 100 Metropolitan Statistical Areas shows the Richmond region ranked at #49 -- worst among our major Metro areas, the Baltimore region ranked at #55, Hampton Roads at #75, and Metropolitan Washington region at #76. The findings for the Richmond region are troubling and in our view reflect the lack of adequate sidewalks, very wide roads, lack of marked and safe crossings.

High-speed arterial roads present some of the greatest risk of death in our region and state and local departments of transportation must take much stronger action if we are going to achieve VisionZero -- the elimination of serious death and injury.

The report also finds that people over 50 are a large percentage of those killed, as well as over 65 and 75, and lower income people and people of color are disproportionately killed on our streets and roads.

We concur with Smart Growth America's recommendations including:

- Change the design of our streets to ensure safer speeds, shorter crossing distances, better crosswalk markings, narrower vehicle lanes, protected bike lanes, and improved, connected sidewalks.
- End the use of Level of Service as a performance measure for vehicles because this overemphasizes vehicle speed and movement, at the expense of all other users who walk, bike and use transit.
- Focus significant funding on safer streets
- Set targets to achieve VisionZero and show progress in meeting those targets
- Ensure that lower income communities are not left out, because high death rates for pedestrians in these communities indicate the need for priority investments in safer street designs.
- Stop calling pedestrian deaths on the roads "accidents" and call them "crashes" because "accident" implies nothing could have been done.

Our state, regional and local governments must shift priorities to address the significant dangers that derive from our unsafe, high-speed, auto-focused street designs.

**Stewart Schwartz** | Executive Director

**Coalition for Smarter Growth**

316 F Street NE | Suite 200  
Washington, DC 20002 (202) 675-0016 (*main*) | (703) 599-6437 (*cell*)  
[stewart@smartergrowth.net](mailto:stewart@smartergrowth.net)



**MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Announcements and Updates  
**DATE:** February 14, 2019

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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 Transportation Operations Programs Director  
**SUBJECT:** US Department of Energy (DOE) Grant Award  
**DATE:** February 14, 2019

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The DOE recently announced the selection of grant applications for its Advanced Vehicle Technologies program. Commuter Connections recently teamed up with the University of Maryland (UMD) to submit a grant application to develop and deploy a dashboard based on recent collaboration to develop and deploy the incenTrip mobile application, a multimodal trip planning and traveler information mobile app previously developed under a USDOE ARPA-E grant. The USDOE EERE VTO office project seeks to reduce energy use, emissions by developing and deploying Transportation Energy Analytics Dashboard (TEAD) and leveraging the incenTrip mobile app technology.

TEAD will develop and visualize transportation energy use and emissions by facilities on city-wide transportation networks in nearly real-time for more comprehensive transportation system performance management. TEAD will be piloted in both Washington D.C. and Columbus, OH as part of this USDOE project.

The COG/TPB Commuter Connections program staff will work with the UMD research team to provide data and agency inputs for the development and evaluation of the dashboard. The value of the grant is \$1 million and will be kicked off this fiscal year.





August 31, 2018

SENT VIA ELECTRONIC MAIL

Takeia Bradley  
University of Maryland  
7809 Regents Drive, 3112 Lee Building  
College Park, MD 20742-5141  
tbradle3@umd.edu

SUBJECT: Selection of Application for Negotiation Under Funding Opportunity Announcement  
Number **DE-FOA-0001919**, Fiscal Year 2018 Advanced Vehicle Technologies  
Research Funding Opportunity Announcement

Dear Ms. Bradley:

We are pleased to provide this update on your application. The Vehicle Technologies Office within the Department of Energy (DOE) has completed its evaluation of your application submitted in response to the subject Funding Opportunity Announcement (FOA). The application below has been recommended by the Vehicle Technologies Office for negotiation of a financial award (**Note: This notification does not guarantee Federal Government funding, as an award will only be obligated upon completion of negotiations**):

Application: Transportation Energy Analytics Dashboard (TEAD), Michael Pack, 1919-1572

**DOE intends to make a public announcement of the selections in early September and requests that your organization not make any announcement of your selection prior to the DOE announcement. You will be informed of the announcement and provided a link there-to, via subsequent email.**

Receipt of this letter does not authorize the applicant to commence with performance of the project. DOE makes no commitment to issue an award and assumes no financial obligation with the issuance of this letter. Applicants do not receive an award until award negotiations are complete and the Contracting Officer executes the funding agreement. Only an award document signed by the Contracting Officer obligates DOE to support a project.

Due to the fact that selections are being made late in the year and funding for these awards needs to be obligated by September 30, 2018, a conditional award will be executed. The award negotiation/definitization (the period of time established to resolve all Conditions on Award) process may take up to ninety (90) days. The applicant must be responsive during award negotiations (i.e., provide requested documentation) and meet the stated negotiation deadlines. Failure to submit the requested information and forms by the stated due date, or any failure to conduct award negotiations in a timely and responsive manner, may cause DOE to cancel award negotiations and rescind this selection. DOE reserves the right to terminate award negotiations at any time for any reason.

Please complete the following items and submit to DOE by the date indicated:

Sincerely,

Susan Miltenberger  
Contracting Officer  
Finance and Acquisition Center

Attachments:

A – Revised Statement of Project Objectives

B – Pre-Award Information Sheet

C – NETL F 142.1-1A Request for Unclassified Foreign National Access (Short Form)

cc: FOA File  
packml@umd.edu  
brett.aristegui@netl.doe.gov  
raelynn.honkus@netl.doe.gov

Document	Due (Business Days from Date of letter)	Submission Type	Send Information to;
Revised Statement of Project Objectives (SOPO) (Attachment A)	8	Email	DOE Program Manager (PM) & DOE Contract Specialist (CS)
Pre-Award Information Sheet (Attachment B)	8	Email	DOE CS
Copy of Indirect Rate Agreement (If applicable)	10	Email	DOE CS
Environmental Questionnaire	10	Electronic	EERE Project Management Center website at <a href="https://www.eere-pmc.energy.gov/NEPA.aspx">https://www.eere-pmc.energy.gov/NEPA.aspx</a> . After sign-in, select the NEPA EQ Submission tab, and select "Submit a new NEPA Environmental Questionnaire (EQ-1) Form". Your "Create EQ-1 Submission," enter <b>DE-EE0008465</b> as the "DOE Award Number" and select the PM identified below for "DOE Technology Office Point of Contact."
Data Management Plan	90 days from date of award	Email	DOE CS
Foreign National (FN) Information <sup>(1)</sup>	14	Hardcopy	DOE PM
<p>Note <sup>(1)</sup>: All applicants, except institutions of higher education, selected for an award under this FOA may be required to provide information to the Department of Energy (DOE) in order to satisfy requirements for foreign nationals' access to DOE sites, information, technologies, equipment, programs, and personnel. Provide the following information for each FN at the prime, subrecipient, or partner organization who is specifically named as either key personnel, lead researcher, principal investigator, or similar position, and is located in the U.S. Additionally, the information must be provided for <u>any</u> FN from a country on the list of state sponsors of terrorism. See <a href="http://www.state.gov/j/ct/list/c14151.htm">http://www.state.gov/j/ct/list/c14151.htm</a> for a list of these countries. Required information follows;</p> <p>1) Completed form NETL 142.1-1A "Request for Unclassified Foreign National Access (Short Form)" (Attachment C);</p> <p>2) A color copy of their LPR (Lawful Permanent Resident) Card or Visa;</p> <p>3) A color copy of their passport;</p> <p>4) A copy of their resume; and</p> <p>5) Copies of any other documents that allow the individual to be in the United States.</p>			

The Contract Specialist from the Acquisition group who is handling the administrative portion of your application is Raelynn Honkus. Ms. Honkus can be reached at 412-386-4992 or [raelynn.honkus@netl.doe.gov](mailto:raelynn.honkus@netl.doe.gov). Brett Aristegui is the NETL Program Manager from the Project Management Division handling the technical portion of your application and can be reached at 412-386-4641 or [brett.aristegui@netl.doe.gov](mailto:brett.aristegui@netl.doe.gov).

**FY 2018 Vehicle Technologies Program-Wide  
Funding Opportunity Announcement Selections  
DE-FOA-0001919**

<b>Applicant</b>	<b>Location (city, state)</b>	<b>Project Title/Description</b>	<b>Federal Share</b>
<b>Low-Cobalt Active Cathode Materials for Next-generation Li-ion Batteries</b>			
The United States Army Tank Automotive Research, Development, and Engineering Center (TARDEC) is partnering with DOE and is contributing \$1.8 million towards work in this area.			
Cabot Corporation	Billerica, MA	Aerosol manufacturing technology for production of low-cobalt lithium-ion battery cathodes	\$2,989,057
NexTech Materials, Ltd. dba Nexceris, LLC	Lewis Center, OH	Cobalt-free lithium manganese nickel titanium oxygenate spinel cathodes for next generation lithium-ion batteries	\$2,466,547
Oak Ridge National Laboratory	Knoxville, TN	Cobalt-free aluminum iron nickelate cathode materials for next generation lithium-ion batteries.	\$2,100,000
Penn State University Park	University Park, PA	High-performance coated low-cobalt cathode materials for lithium-ion batteries	\$1,952,017
University of California: San Diego	La Jolla, CA	Cobalt free cathode materials and novel architectures	\$2,500,000
University of California: Irvine	Irvine, CA	Enhancing oxygen stability in low-cobalt cathode materials	\$2,500,000
University of Texas at Austin	Austin, TX	High-nickel cathode materials for high-energy, long-life, low-cost lithium-ion batteries	\$2,400,000
<b>Plug-In Electric Drive Vehicle Extreme Fast Charging Program (in support of EISA 131)</b>			
Electric Power Research Institute, Inc.	Knoxville, TN	Modular, interoperable extreme fast charging system with direct connection to medium voltage grid	\$3,201,500
Missouri University of Science and Technology	Rolla, MO	Enabling Extreme Fast Charging with Energy Storage	\$2,915,377
North Carolina State University	Raleigh, NC	Intelligent, grid-friendly, modular extreme fast charging system with solid-state DC protection	\$2,675,952
<b>Electric Vehicle Charging Infrastructure Cybersecurity</b>			
ABB Inc.	Raleigh, NC	Real-time cyber-attack and mitigation system protecting electric vehicles, charging equipment, and the grid	\$1,676,979
Electric Power Research Institute, Inc.	Knoxville, TN	Open-source cybersecurity architecture for electric vehicle charging to provide retrofitable and scaleable security solutions	\$2,000,000
Virginia Polytechnic Institute and State University	Blacksburg, VA	Hardware and software based on gaming theory to provide charging security for electric vehicles, extreme fast chargers, and the grid	\$2,500,000
<b>Materials</b>			
Ford Motor Company	Dearborn, MI	Multiscale modeling of corrosion and oxidation performance and impact on high-temperature fatigue of automotive exhaust manifold components	\$1,500,000

Applicant	Location (city, state)	Project Title/Description	Federal Share
Michigan State University	East Lansing, MI	Computational model of damage accumulation in adhesives after exposure to water, heat, and sunlight	\$967,662
Oak Ridge National Laboratory	Knoxville, TN	Machine learning and supercomputing to predict corrosion/oxidation of high-performance valve alloys	\$1,500,000
University of Florida	Gainesville, FL	Open source multiscale model for stainless steel alloys in high temperature environments	\$1,498,605
University of Michigan	Ann Arbor, MI	Development of multi-scale computational models to predict corrosion in joints between aluminum and steel	\$1,500,000
Worcester Polytechnic Institute	Worcester, MA	Development of predictive models for corrosion behavior in joints between magnesium and aluminum	\$1,499,612
<b>Technology Integration</b>			
American Center for Mobility	Ypsilanti, MI	Fuel-efficient platooning in mixed traffic highway environments	\$2,447,271
Argonne National Laboratory	Lemont, IL	Maximizing mobility energy productivity at Chicago O'Hare using distributed sensing and high performance computing	\$3,184,770
Carnegie Mellon University	Pittsburgh, PA	Drones, delivery robots, driverless cars, and intelligent curbs for increasing energy productivity of first/last mile goods movement	\$1,502,632
Carnegie Mellon University	Pittsburgh, PA	Understanding and improving energy efficiency of regional mobility systems leveraging system-level data	\$1,000,000
Center for Sustainable Energy	San Diego, CA	Multi-unit dwelling plug-in electric vehicle charging innovation pilots in multiple metropolitan areas	\$1,500,000
Chattanooga Area Regional Transportation Authority	Chattanooga, TN	High-dimensional data-driven energy optimization for multi-modal transit agencies	\$760,868
Colorado State University	Fort Collins, CO	Mobility and energy improvements realized through prediction-based vehicle powertrain control and traffic management	\$828,663
Cummins Inc.	Columbus, IN	Advancing platooning with advanced driver assisted systems control integration and assessment	\$2,500,000
Ford Motor Company	Dearborn, MI	Micro-transit/public transit for coordinated multi-modal movement of people	\$2,000,000
Metropolitan Energy Center	Kansas City, MO	EVSE Innovations: pairing EV infrastructure with streetlight charging in city right of way	\$1,215,708
National Renewable Energy Laboratory	Golden, CO	Advancing transportation hubs' efficiency using novel analytics at Dallas-Fort Worth airport	\$5,000,000
OnTo Technology LLC	Bend, OR	Improved safety and reduce cost in handling and transporting reclaimed lithium-ion batteries	\$500,000
Purdue University	West Lafayette, IN	Multi-modal trip scheduling in real-time platform to optimize energy efficient travel demand	\$949,984
University of Maryland: College Park	College Park, MD	Transportation energy analytics dashboards to allow real-time optimization of traffic operations and transportation planning to reduce energy	\$1,000,000
University of North Carolina at Charlotte	Charlotte, NC	Solutions for curbside-charging electric vehicles for planned urban growth	\$942,757

<b>Applicant</b>	<b>Location (city, state)</b>	<b>Project Title/Description</b>	<b>Federal Share</b>
University of Washington	Seattle, WA	Technology integration to demonstrate efficient urban goods delivery system	\$1,500,000
<b>Co-Optimization of Engines and Fuels</b>			
Auburn University	Auburn, AL	Bio-production and evaluation of renewable butyl acetate as a desirable bio-blendstock for diesel fuel	\$1,999,990
Hyundai-Kia America Technical Center, Inc.	Superior Township, MI	Co-optimized, mixed-mode gasoline compression ignition/spark-ignition engine system to improve fuel economy	\$2,169,391
SUNY University at Stony Brook	Stony Brook, NY	Naphthenic biofuel-diesel blend for optimizing mixing controlled compression ignition combustion	\$1,487,112
University of Massachusetts Lowell	Lowell, MA	Renewable fuel additives from woody biomass	\$1,001,932
University of Michigan	Ann Arbor, MI	Tailored Bio-blendstocks with Low Environmental Impact to Optimize MCCI Engines	\$2,000,000
University of Wisconsin-Madison	Madison, WI	Mono-ether and alcohol bio-blendstocks to reduce the fuel penalty of mixing controlled compression ignition engine aftertreatment	\$1,499,894
<b>Engines/Fuels: Off-road Applications</b>			
Caterpillar Inc.	Mossville, IL	Ultra-efficient diesel engine for off-road vehicles, with integrated mechanical energy storage	\$3,441,005

Additional Selection from the DE-FOA-0001815: Energy Efficiency R&D for Fluid-Power Systems in Off-Road Vehicles Funding Opportunity Announcement

<b>Applicant</b>	<b>Location (city, state)</b>	<b>Project Title/Description</b>	<b>Federal Share</b>
Regents of the University of Minnesota	Minneapolis, MN	Hydraulic electric architectures for mobile machines.	\$1,504,680



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** John Swanson, TPB Transportation Planner  
**SUBJECT:** FY 2020 Solicitation for TLC Applications  
**DATE:** February 14, 2019

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The solicitation for the FY 2020 Transportation Land-Use Connections (TLC) Program technical assistance applications opened on February 1, 2019. The deadline for applications is April 2. The deadline for submitting abstracts for proposed projects, which is an optional step in the process, is February 22.

Any local jurisdiction in the National Capital Region that is a member of the TPB is eligible to apply for TLC technical assistance. Non-profits and non-member jurisdictions in the region may apply as secondary recipients to a TPB member jurisdiction. Recipients will receive short-term consultant services and no direct financial assistance. Projects are eligible to receive between \$30,000 and \$60,000 in technical assistance for planning projects and up to \$80,000 for design projects.

As in past years, TLC Technical Assistance may include a range of services, such as:

- Corridor and transit station planning
- Bicycle and pedestrian safety and access studies
- Transit-oriented development studies
- Design guidelines and roadway standards
- Streetscape improvement plans
- Safe Routes to School planning
- Trail planning and design
- Transit demand and feasibility analysis

The TPB encourages applications that address one or more of the following priorities:

- Enhance Activity Centers
- Ped/Bike Access Improvements to Transit
- Improve Access for Low-Income and Minority Communities
- Multimodal transportation options
- Completion of the National Capital Trail
- Cross-jurisdictional projects

A selection panel in April will review the applications received and develop a slate of projects recommended for funding. The TPB will be asked to approve the recommended projects at its meeting on May 15. Last year, the TPB approved a total of \$500,000 for TLC projects.

Staff will procure consultants for the projects during the summer and the projects will begin this fall. TLC projects typically last 6-8 months.

For more information, please contact John Swanson (202-962-3295; [jswanson@mwkog.org](mailto:jswanson@mwkog.org)) or Sarah Bond (202-962-3290; [sbond@mwkog.org](mailto:sbond@mwkog.org)). You can also get more information at the TLC website: [www.mwkog.org/tlc](http://www.mwkog.org/tlc).



# COMMUNITY LEADERSHIP INSTITUTE

Thursday, April 18, 2019 - 5:30 to 9 p.m.  
 Thursday, April 25, 2019 - 5:30 to 9 p.m.  
 Thursday, May 2, 2019 - 5:30 to 9 p.m.

At the Metropolitan Washington  
 Council of Governments  
 777 North Capitol Street NE  
 Washington, DC 20002



National Capital Region  
**Transportation Planning Board**

The **Transportation Planning Board (TPB)** is the federally designated Metropolitan Planning Organization charged with coordinating transportation planning and funding for the Washington region. Members of the TPB include representatives of local governments, state transportation agencies, state legislatures, and WMATA. Staffing for the TPB is provided by the Metropolitan Washington Council of Governments.

### TPB Member Jurisdictions

Alexandria	Frederick County
Arlington County	Gaithersburg
Bowie	Greenbelt
Charles County	Laurel
College Park	Loudoun County
District of Columbia	Manassas
City of Fairfax	Manassas Park
Fairfax County	Montgomery County
Falls Church	Prince George's County
Fauquier County	Prince William County
City of Frederick	Rockville
	Takoma Park

Visit the Transportation Planning Board's CLI web-site: [www.mwcog.org/cli](http://www.mwcog.org/cli)

For more information, contact:

**Bryan Hayes**  
 202-962-3273  
 bhayes@mwcog.org

**John Swanson**  
 202-962-3295  
 jswanson@mwcog.org

## What is the TPB Community Leadership Institute (CLI)?

The CLI is an educational program that provides the tools for community leaders to “think regionally and act locally” when getting involved in transportation decision-making.

### What do participants learn?

During the three workshops, participants learn about the transportation decision-making process at the state, regional, and local levels. CLI participants learn how to connect their local communities’ interests with the entire Washington region’s planning issues.

The CLI is facilitated by former TPB Chair Kathy Porter, a former member of the WMATA Board of Directors and former Mayor of Takoma Park, Maryland.

### Who participates in the CLI?

Participants will reflect a comprehensive group representing the diversity of communities and interests across the region. The program is designed for people who are new to transportation and regional planning and have an interest in learning more about decision-making in the region.

### How do I apply to participate?

Candidates should compose a brief Statement of Interest that includes: name, contact information (postal address, email, phone number), recent community leadership experience, reason for interest, how they heard about CLI and a 1-2 sentence bio (which will be shared with fellow members of the CLI class).

Statements of Interest should be submitted to Bryan Hayes at [bhayes@mwcog.org](mailto:bhayes@mwcog.org) by **11:59pm on Friday, March 22** to be considered.

Interested participants must commit to attending all three sessions of the April 2019 CLI.

Statements can also be completed online at: [www.mwcog.org/cli](http://www.mwcog.org/cli)

# COMMUNITY LEADERSHIP INSTITUTE

## STATEMENT OF INTEREST

If you would like to participate in the Transportation Planning Board's Community Leadership Institute, please submit your state of interest by March 22, 2019.

Online applications are also available at [www.mwcog.org/cli](http://www.mwcog.org/cli)

Name:

Street Address:

City:

State:

Zip:

Phone:

E-mail Address:

Recent Community Leadership Experience:

Reason for Interest:

Biography (1 to 2 sentences):

How did you hear about the CLI?

Please submit your statement of interest to Bryan Hayes via e-mail at [bhayes@mwkog.org](mailto:bhayes@mwkog.org) or fax to 202-962-3201 by March 22, 2019.



National Capital Region  
**Transportation Planning Board**

777 North Capitol Street NE Washington, DC 20002  
Bryan Hayes 202-962-3273 | [bhayes@mwkog.org](mailto:bhayes@mwkog.org)  
John Swanson 202-962-3295 | [jswanson@mwkog.org](mailto:jswanson@mwkog.org)



National Capital Region  
**Transportation Planning Board**

**MEMORANDUM**

**TO:** Kanti Srikanth, Director, Department of Transportation Planning (DTP)  
**FROM:** Meseret Seifu, Principal Transportation Engineer, COG/DTP  
**SUBJECT:** COG/TPB staff participation at the 2019 Annual Meeting of the Transportation Research Board  
**DATE:** February 4, 2019  
**CC:** Mark S. Moran, Manager, Model Development, COG/DTP

memo\_planned\_cogtpb\_particip\_trbAnnMtg\_2019\_v5.docx

The 98th Annual Meeting of the Transportation Research Board (TRB) was held from January 13-17, 2019 at the Walter E. Washington Convention Center in Washington, D.C. This conference typically attracts about 13,000 transportation professionals, though attendance was likely lower this year due to the partial federal government shutdown. The conference includes about 5,000 presentations in over 800 sessions.<sup>1</sup> This memo documents the participation of National Capital Region Transportation Planning Board (TPB) staff at the conference. A similar memo was written for the 2018 Annual Meeting.<sup>2</sup>

This memo includes three tables of information:

- Table 1 COG/TPB staff who attended the 2019 TRB Annual Meeting
- Table 2 COG/TPB staff presentations, papers, posters, or session moderations at the 2019 TRB Annual Meeting
- Table 3 COG/TPB staff membership on TRB standing committees.

TRB standing committees typically meet during the Annual Meeting. Committee members and friends are responsible for conducting much of the work undertaken by TRB, such as reviewing papers and planning other conferences, although this work is typically done outside of the annual meeting.

The information in this memo was solicited from all COG DTP staff<sup>3</sup> via emails sent on December 18 and 31, 2018. Meeting “attendance” is defined as any reported attendance, which could vary from one session/workshop to attending several days of the conference. Note that it is also possible that a staff member could be participating with TRB, such as participation with a standing committee during the year, but not attending the actual annual meeting.

According to Table 1, 23 TPB staff attended the annual meeting. Last year, 22 staff attended. Two years ago, for 2017 meeting, 24 staff attended the annual meeting.

<sup>1</sup> “Welcome to the 2019 TRB Annual Meeting,” Transportation Research Board, 2019, <http://www.trb.org/AnnualMeeting/AnnualMeeting.aspx>.

<sup>2</sup> Mark S. Moran to Kanti Srikanth and Ronald Milone, “Planned COG/TPB Staff Participation at the 2018 Annual Meeting of the Transportation Research Board,” Memorandum, December 27, 2017.

<sup>3</sup> A courtesy copy of the email was sent to Paul DesJardin, Director, Department of Community Planning and Services (DCPS); and Steve Kania, Senior Public Affairs Specialist, Office of Communications (OC).

**Table 1 COG/TPB staff who attended the 2019 TRB Annual Meeting**

- Andrew Burke
- Tim Canan
- Michael Farrell
- Yu Gao
- Matthew Gaskin
- Greg Grant
- Kenneth Joh
- Sanghyeon Ko
- Arianna Koudounas
- James Li
- Nicole McCall
- Andrew Meese
- Mark Moran
- Erin Morrow
- Ray Ngo
- Jinchul (JC) Park
- Nicholas Ramfos
- Jon Schermann
- Meseret Seifu
- Ho Jun (Daniel) Son
- Dusan Vuksan
- Feng Xie
- C. Patrick Zilliacus

As shown in Table 2, there was one presentation at TRB by a TPB staff member.

**Table 2 COG/TPB staff presentations, papers, posters, or session moderations at the 2019 TRB Annual Meeting**

Session Number	Title of Session, Paper, Presentation	COG/TPB Staff Role
Lectern Session 1395, Tue., Jan. 15, 8:00 AM to 9:45 AM	<b>Session:</b> “Incorporating Sustainability into Planning for Emerging Technologies” <b>Presentation:</b> “Perspectives from the Metropolitan Washington Council of Governments” (#P19-20857)	Nicholas Ramfos (panel member)

As shown in Table 3, there are nine examples of TPB staff participating with a TRB standing committee. The nature of the participation is either member, friend, or attendee. In one case, the person is an officer on the committee (Ken Joh, Secretary, ABE60: Accessible Transportation and Mobility Committee). Both members and friends typically review papers, though members typically review more papers than friends. Last year, Table 3 contained 14 entries.

**Table 3 COG/TPB staff membership on TRB standing committees as of Jan. 2019**

Standing Committee	COG/TPB Staff	Role
ABE60: Accessible Transportation and Mobility Committee	Kenneth Joh	Secretary
ABJ30: Standing Committee on Urban Transportation Data and Information Systems	James Li	Member
ADB50: Transportation Planning Applications	Mark Moran	Friend
ADA20: Metropolitan Policy, Planning, and Processes	Erin Morrow	Member
ADB50: Transportation Planning Applications	Erin Morrow	Member
ABJ40: Standing Committee on Travel Survey Methods	Kenneth Joh	Friend
ADC20: Standing Committee on Transportation and Air Quality	Jinchul (JC) Park	Attendee
AVO10 Intergovernmental Relations in Aviation	Arianna Koudounas	Friend
AVO20 Aviation System Planning	Arianna Koudounas	Friend



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Abigail Zenner, TPB Communications Specialist  
**SUBJECT:** TPB staff participation in Transportation Camp 2019  
**DATE:** February 14, 2019

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In January, TPB staff participated in Transportation Camp, an annual “unconference” that takes place before the Transportation Research Board’s annual meeting. An unconference is one in which sessions are not pre-planned. Speakers are welcome to propose sessions the morning of the conference.

### **TPB STAFF LED SESSIONS**

This year, TPB staff held interactive sessions about two regional topics. One was focused on the seven Visualize 2045 aspirational initiatives and the other presented some preliminary findings from the region’s Air Passenger Survey.

### **VISUALIZE 2045 GOES TO TRANSPORTATION CAMP**

TPB Transportation Planner John Swanson and I led the session on the Visualize 2045 aspirational initiatives. At the session, participants learned about the TPB and its seven initiatives. Then they voted on which initiatives they would like to discuss. Breaking out into three groups, the attendees discussed expanding Bus Rapid Transit regionwide, moving more people on Metrorail, and bike and walk access to transit.

Participants were asked similar questions as those presented previously to TPB subcommittees. The questions were: What are the impediments to realizing the full potential of the initiatives, what specific actions can our jurisdictions take to advance them, and what resources are needed to help decision makers take these actions? One other question was added, what will these ideas look like in the next 10 years?

Many of the comments focused on jurisdictions having the political capital to accomplish their plans and projects. Other comments noted the money that might be needed to improve walk and bike access to transit, expand BRT, and move more people on Metrorail.

Specific comments included the following:

#### **Bus Rapid Transit:**

- In implementation, participants were concerned that essential features of BRT might be watered down. Substandard projects could undermine public support for the overall concept of BRT.

- It is important to find the right corridors for BRT. It is best implemented on corridors with high ridership.
- Ten years from now, participants generally expected that more BRT lines would be in place, but they cautioned that future projects will depend on the success of Metroway in Alexandria and the forthcoming projects in Montgomery County.

#### Walk/Bike Access to Transit:

- Attention should be focused on locations where it is currently unpleasant to walk.
- Jurisdictions need to take on the challenge of taking space away from drivers.
- There is a continuing lack of places to store bikes.
- Traffic counts need to measure people not vehicles.
- Allowing bikes on Metro at all hours will be a great improvement.
- Developers should always be required to provide accommodations for walking and biking.
- A toolkit to help inform decisionmakers on walk and bike access could be helpful.
- Ten years from now, participants thought progress would continue in improving access to transit.

#### Move more people on Metrorail:

- Safety of the system should be prioritized over expansion.
- Participants particularly focused on potential safety problems at overcrowded platforms.
- Ten years from now, participants were cautiously hopeful that Metro's core capacity challenges would have been addressed.

## AIR TRAVEL TRENDS

TPB Transportation Planner Arianna Koudounas presented "Air Travel Trends in the DMV from the Ground Up: Key Findings from the 2017 Washington-Baltimore Regional Air Passenger Survey." Session attendees spanned from transportation planning professionals and students to ride-hailing company representatives and frequent air travelers.

Throughout the session, participants were encouraged to pose questions and share reactions to the presentation, including discussing their personal experiences with ground access to the region's three major commercial airports: Baltimore/Washington International Thurgood Marshall Airport (BWI), Ronald Reagan Washington National Airport (DCA), and Washington Dulles International Airport (IAD).

By the session's end, attendees discussed:

- Factors influencing airport selection
- Factors influencing mode selection to the airport
- The region's decreased use of taxicabs and increased use of TNCs
- The impact that home sharing services like Airbnb may be having on passenger originations
- Future possibilities for increased bike access to the airport
- Future possibilities for increased pedestrian access to the airport