



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: December 14, 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: December 14, 2017

At its meeting on December 1, the TPB Steering Committee approved the following resolutions:

- SR9-2018: To amend the FY 2017-2022 Transportation Improvement Program to include \$11.379 million in Bridge Replacement and Rehabilitation program and matching funds for the Sunnyside Avenue Bridge Replacement project, as requested by the Prince George's County Department of Public Works & Transportation. This project is part of a larger project that is included in the Air Quality Conformity Analysis of the 2016 CLRP Amendment and the FY 2017-2022 TIP.
- SR10-2018: To amend the FY 2018 Commuter Connections Work Program to include the added I-395 Pool Rewards incentive for new carpoolers.

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

- SR9-2018
- SR10-2018

**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 THE SUNNYSIDE AVENUE
BRIDGE REPLACEMENT PROJECT, AS REQUESTED BY THE PRINCE GEORGE'S COUNTY
DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION (DPW&T)**

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 November 27, DPW&T has requested that the FY 2017-2022 TIP be amended to include \$11.379 million in Bridge Replacement and Rehabilitation program (BR) and local matching funds between FY 2017 and FY 2019 for planning and engineering (PE), construction (CO), and other phasing for the Sunnyside Avenue Bridge Replacement project (TIP ID 5808), as described in the attached materials; and

WHEREAS, this project is associated with a larger project to widen Sunnyside Avenue from 2 to 4 lanes between US 1 and MD 201 (CON ID 181), which is included in the Air Quality Conformity Analysis of the 2016 CLRP Amendment and the FY 2017-2022 TIP;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2017-2022 TIP include \$11.379 million in BR and local matching funds between FY 2017 and FY 2019 for PE, CO, and other phasing for the Sunnyside Avenue Bridge Replacement project (TIP ID 5808), as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on December 1, 2017.



Maryland Department of Transportation
The Secretary's Office

Larry Hogan
Governor

Boyd K. Rutherford
Lt. Governor

Pete K. Rahn
Secretary

November 27, 2017

The Honorable Bridget Donnell Newton, 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 Newton:

The Maryland Department of Transportation (MDOT) requests the following amendment, on behalf of the Prince George's County Department Public Works and Transportation (DPW&T), to the suburban Maryland portion of the National Capital Region Transportation Planning Board's (TPB) FY 2017-2022 Transportation Improvement Program (TIP). This project was previously in the FY 2015-2020 TIP and is being added to the FY 2017-2022 TIP as described below and in the attached memo. The change reflects DPW&T's advancement of the project through securing federal bridge funds. The Sunnyside Avenue Bridge Replacement Project is included in the approved air quality conformity determination; the additional funds for this action do not impact or alter the project's or region's air quality conformity.

TIP ID#	Project	Phase	Amount of New Funding	Comment
5808	Sunnyside Avenue Bridge Replacement	PE CO	\$11,379,000	Add funding for preliminary engineering and construction.

The MDOT requests that this amendment be approved by the Transportation Planning Board (TPB) Steering Committee at its December 1, 2017 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.

My telephone number is _____
Toll Free Number 1-888-713-1414 TTY Users Call Via MD Relay
7201 Corporate Center Drive, Hanover, Maryland 21076

The Honorable Bridget Donnell Newton
Page Two

We appreciate your cooperation in this matter. Should you have additional questions or concerns, please contact Ms. Kari Snyder, MDOT Office of Planning and Capital Programming (OPCP) Regional Planner at 410-865-1305, toll free 888-713-1414 or via e-mail at ksnyder3@mdot.state.md.us. Ms. Snyder will be happy to assist you. Of course, please feel free to contact me directly.

Sincerely,



Tyson Byrne
Manager, Regional Planning
Office of Planning and Capital Programming

Attachment

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



PRINCE GEORGE'S COUNTY GOVERNMENT

Department of Public Works and Transportation
Office of the Director



Rushern L. Baker, III
County Executive

Darrell B. Mobley
Director

November 30, 2017

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

Dear Chairman Newton:

The Prince George's County Department of Public Works and Transportation (DPW&T) requests an amendment to the State Highway Administration's portion of the National Capital Region Transportation Planning Board's (TPB) FY 2017-2022 Transportation Improvement Program (TIP), as identified in the attachment. The purpose of this amendment is to update a TIP project, called the "Bridge Replacement – Sunnyside Avenue," by adjusting programmed funding and extending the estimated completion date to FY 2019. The TIP amendment reflects the current programming, which is a total project cost of \$12,382,000.

The Sunnyside Avenue Bridge over Indian Creek is a 24-foot wide by 33-foot long steel beam structure with a concrete deck. The bridge was built in 1946, and has been rehabilitated twice, in 1966 and 1974. Now, the deteriorating bridge and its approaches are prone to flooding, which frequently necessitates the closing of the roadway.

The project, "Bridge Replacement – Sunnyside Avenue", will replace the existing bridge and widen the roadway west of the CSX crossing to Kenilworth Avenue (MD 201). Funding is anticipated to be 80% Federal Aid for the bridge design and construction. In addition, it is anticipated that right-of-way, wetlands mitigation, and roadway reconstruction beyond the bridge and approach limits would be 100% County-funded. This project is already included in the Constrained Long Range Plan (CLRP) for air quality conformity analysis.

The Honorable Bridget Donnell Newton
November 30, 2017
Page 2

Prince George's County requests that this amendment be approved by the Transportation Planning Board (TPB) Steering Committee at its December 1, 2017 meeting. We appreciate your cooperation in this matter. If you have any questions or comments, please do not hesitate to contact, Mr. Victor Weissberg at (301) 883-5600 or via email at vweissberg@co.pg.md.us. Of course, please feel free to contact me directly.

Sincerely,

A handwritten signature in black ink, appearing to read 'Darrell B. Mobley', with a large, stylized initial 'D' on the left and a long, sweeping horizontal stroke extending to the right.

Darrell B. Mobley
Director

Attachments

cc: Kanti Srikanth, Director of Transportation, Metropolitan Washington Council of Governments
Lyn Erickson, Director, Plan Development and Program Coordination, Metropolitan Washington Council of Governments
Andrew Austin, Transportation Planner IV, Metropolitan Washington Council of Governments
Gwendolyn T. Clerkley, Deputy Director, Prince George's County Department of Public Works and Transportation
Martin L. Harris, Deputy Director, Prince George's County Department of Public Works and Transportation
Victor Weissberg, Special Assistant to the Director, Prince George's County Department of Public Works and Transportation
Heather Murphy, Deputy Director, Office of Planning and Capital Programming
Kari Snyder, Office of Planning and Capital Programming, Maryland Department of Transportation

**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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Prince George's County

TIP ID: 5808	Agency ID:	Title: Sunnyside Avenue Bridge Replacement	Complete: 2019	Total Cost: \$12,382
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Facility: Bridge Replacment -- Sunnyside Avenue	BR	80/0/20	66 a	580 a	105 a	7,300 c		11,379
From: Over Indian Creek			937 e	50 e	3,344 c			
To:								Total Funds: 11,379

Description: This Project replaces the Sunnyside Avenue Bridge over Indian Creek and widens the roadway west of the CSX crossing to Kenilworth Avenue (MD 201). The original bridge design was built in 1946, and rehabilitated in 1966 and 1974. Funding is anticipated to be 80% Federal Aid for bridge design and construction. Right-of-way, wetlands mitigation, and roadway reconstruction beyond the bridge and approach limits are anticipated to be 100% County-funded.

Amendment: Add Project **Approved on: 12/1/2017**
 Amend project into the FY 2017-2022 TIP with \$630,000 in BR and match funding in FY 2017 for PE and other, \$3.449 million in BR/match funding in FY 2019 for PE and Construction, and \$7.3 million in FY 2019 for Construction. This project was previously in the FY 2015-2020 TIP.

TPB SR10-2018
December 1, 2017

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

**RESOLUTION APPROVING AN AMENDMENT TO
THE FY 2018 COMMUTER CONNECTIONS WORK PROGRAM (CCWP) TO INCLUDE I-395 EXPRESS
LANES IN THE POOLS REWARDS PROGRAM**

WHEREAS, the National Capital Region Transportation Planning Board (TPB) has been designated by the Governors of Maryland and Virginia and the Mayor of the District of Columbia as the Metropolitan Planning Organization (MPO) for the Washington Metropolitan Area; and

WHEREAS, on March 29, 2017, the TPB approved the FY 2018 Commuter Connections Work Program (CCWP); and

WHEREAS, the Pool Rewards program was established in FY 2009 and offers a \$130 carpool incentive over a 90-day period for commuters that were previously driving alone to and from work, and

WHEREAS, the I-395 Express Lanes construction period began in August 2017 and will continue through December 2019; and the Pool Rewards program is an approved TDM Strategy in the I-395 Transportation Management Plan (TMP) issued on September 22, 2017, and

WHEREAS, the Commuter Connections State TDM Work Group and state funding agencies have agreed to expand the Pool Rewards program as described in the attached correspondence from VDOT of November 16, 2017 to encourage new carpool formation on I-395 during the I-395 Express Lanes construction period, and

WHEREAS, the proposed change in the Pool Rewards work activity narrative to allow for an added financial incentive for each participant in newly formed carpools as part of the I-395 Express Lanes construction project is shown in the attached pages from the FY 2018 CCWP;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2018 Commuter Connections Work Program to include the added I-395 Pool Rewards incentive for new carpoolers as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on December 1, 2017.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.
COMMISSIONER

November 16, 2016

Ms. Bridget Newton
Chairman
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street NE, Suite 300
Washington DC 20002

Dear Chairman Newton:

The purpose of this letter is to request that the FY 2018 Commuter Connections Work Program (CCWP) be amended to include \$23,000 that will be available for the 'Pool Rewards incentive as part of VDOT's I-395 Express Lanes Transportation Management Plan, approved by FHWA on September 22, 2017.

The \$23,000 will be placed into the FY 2018 CCWP 'Pool Rewards project in order to implement an additional incentive for commuters that form new carpools and are using an E-Z Pass Flex on the I-395 Corridor Express Lanes. To expedite processing, Metropolitan Washington Council of Governments must submit its FY 2018 Commuter Connections invoice and supplemental documentation to VDOT's Northern Virginia District Office using the format outlined in Attachment A.

The amendment was discussed and agreed upon by the state funding agencies and COG/TPB staff during the State TDM Work Group meeting held on November 14, 2017.

Should you have further questions or need additional information, please feel free to contact Fatemeh Allahdoust at 703-259-2933 or Paul Nishimoto at 703-259-2362.

Sincerely,

A handwritten signature in blue ink that reads "Susan N. Shaw".

Susan Shaw
Megaprojects Director
Virginia Department of Transportation

Ms. Bridget Newton
Page 2
November 16, 2017

**Attachment A: I 395 TMP 'Pool Rewards Incentive Strategy
Implemented by MWCOG
Invoice, Scope and Performance Measures**

cc:
Fateme Allahdoust
Reneé Hamilton
Norman Whitaker
Paul Nishimoto

**ATTACHMENT A
I-395 TMP 'Pool Rewards Incentive Strategy
Implemented by MWCOG
Invoice, Scope and Performance Measures**

Scope: To facilitate three-person carpools, the I-395 Transportation Management Plan (TMP) will further incentivize adding a third person to carpools by providing an additional incentive over a 90-day reporting period. This includes new three-person carpools and two-person carpools that add a third passenger traveling along I-395. It is anticipated that each carpooler of a new three-person carpool would receive \$100 over a three month period, in addition to the \$130 received as part of the Commuter Connections' existing 'Pool Rewards Program.

Total Budget: not to exceed \$70,000

Period of Performance: January 1, 2018 – June 30, 2018
I-395 TMP 'Pool Rewards Incentive Strategy - UPC 87396
State Project No.: CMPO-96A-720; **Federal Aid No.:** IM-96A-9(116)
FY 2018: Total funding: Not to exceed \$23,000

Task 1	Description	Maximum Cost	This Invoice (date)		Amount Paid Prior Invoices
			Approx. % Complete	Amou nt Due	
1	'Pool Rewards Incentive Disbursement	\$23,000			
	Contract Total	\$23,000			

Performance Measures This Invoice (Date)	TOTAL
Number of carpools converted from HOV 2 to HOV 3	
Number of Vehicles Reduced	
Number of Vehicle Miles Reduced	

D. 'POOL REWARDS

The purpose of the 'Pool Rewards carpool incentive project is to recruit and retain commuters in a carpool through a cash incentive. Similar programs are in operation in major metropolitan areas such as Los Angeles and Atlanta. Research has shown that commuters who are paid to carpool tend to stay in a carpooling arrangement longer than those carpoolers who are not paid. Commuters who currently take transit or a vanpool to work are eligible to receive \$130 per month under the IRS Qualified Transportation Fringe benefit provisions. Carpoolers are not eligible to participate. Carpool incentive programs have been used in a limited fashion in the Washington metropolitan region during large-scale construction projects such as the Wilson Bridge where the program was named "Bridge Bucks." The program proved to be extremely successful in convincing commuters to use an alternative form of transportation other than driving alone during the construction period.

The 'Pool Rewards program began in FY2011 after results were reviewed from a pilot program conducted in FY2010. After measuring the benefits produced from the carpool financial incentive program, comparisons were made from the expected outcomes to the actual outcomes in terms of auto occupancy and vehicle miles of travel, vehicle trips reduced and emission impacts. A follow-up survey conducted in FY 2011 of the original demonstration project participants showed a 93% carpool retention rate of all participants. A survey of new participants was conducted in FY 2011 and showed that 98% of the program participants planned to carpool after the incentive had ended. A survey of all program participants that had completed the program and were paid was conducted in FY 2014 and results showed a 55% carpool/vanpool retention rate. Continued evaluation will be conducted in order to adjust program guidelines and documentation of program participation from the user's end. Results from the FY 2014 survey were used to adjust the program budget.

The current carpool incentive allows each one-time new participating carpooler to earn up to \$130 over a 90-day time frame through a trip-tracking process. In FY 2012 the 'Pool Rewards program was expanded to include vanpools. Newly formed vanpools that originate in either the District of Columbia or in Maryland whose destination is in the Washington DC non-attainment region will be eligible to participate. Third-party vanpool providers on contract with COG/TPB provide the vanpool service and each of the 'Pool Rewards eligible vanpools receive an on-going \$200 per month incentive. COG/TPB staff worked with WMATA to develop a monthly mileage reporting system for the Federal Transit Administration's (FTA's) National Transit Database. There will also be continued coordination with Virginia's new incentive vanpool program.

The Commuter Connections 'Pool Rewards program will allow for the formation of new carpools in and around the I-66 corridor (both inside and outside of the Beltway) prior, during, and after the peak construction time of the project. Each participant that joins a new carpool will be eligible for an additional \$100 during a 90-day reporting period which will be funded through VDOT's approved Transform 66 Transportation Management Plan. **The added incentive will also be available to new carpools formed along I-395 as part of the I-395 Express Lanes construction project which will be funded through VDOT's I-395 Express Lanes**

Transportation Management Plan. The \$100 for both projects will be above and beyond the current \$130 that is available through the regional 'Pool Rewards program. The purpose of the program is to provide an added incentive for commuters to alter their driving behavior prior, during, and after the project construction period. Marketing and advertising for the I-66 incentive will be separate for this activity.

In FY 2018, advertising materials will be updated along with on-line advertising to entice additional project participants.

Cost Estimate: \$236,232

Consultant/Incentive Costs as Part of Estimate:

<i>(Advertising and Marketing Contractor)</i>	\$ 20,000	<i>(Media Buy)</i>
	\$ 50,000	
<i>(Pool Rewards Incentive Payments)</i>	\$15,000 (carpools)	
	\$44,875 (Virginia I-66)	
	\$23,000 (Virginia I-395)	
	\$55,000 (vanpools)	

Products: Marketing materials. *(COG/TPB staff in conjunction with consultant)*

Services: Operation of 'Pool Rewards program which includes registering and verifying participants, monitoring trip logs, supervisor verification, and payments to program participants. *(COG/TPB staff)*

Administer program surveys and obtain supervisor verifications *(COG/TPB staff)*

Media Placements on radio, television, web. Social media, and value added spots, as needed *(Consultant)*

Process media placement invoices. *(COG/TPB staff)*

Management and oversight of marketing contract. *(COG/TPB staff)*

Report vanpool data to the FTA's National Transit Database *(COG/TPB staff)*

Update program terms and conditions, and



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: December 14, 2017

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



November 29, 2017

McLean Citizens Association
P.O. Box PO Box 273
McLean, VA 22101

Jay Fisette, Chair
Transportation Planning Board
Long Range Task Force
c/o Arlington County
2100 Clarendon Blvd. Suite 300
Arlington, VA 22201

Re: Visualize 2045 – Long Range Task Force

Dear Chairman Fisette:

I am writing on behalf of the McLean Citizens Association (MCA) to express its support for including Initiative 1, Regional Express Travel Network, for further study and ultimate inclusion in the expanded 2018 Constrained Long Range Plan (CLRP) as unfunded, long range projects. We understand that at its upcoming meeting on December 6, the Transportation Planning Board (TPB) Long Range Task Force will finalize its recommendation to the TPB of one (or more) of ten Initiatives under consideration for TPB endorsement in an expanded CLRP. Initiative 1 includes:

- Express toll lanes network on existing limited access highways through a combination of new capacity and HOV lane conversion;
- An expanded American Legion Bridge (ALB), including two new express lanes in each direction; and
- Express bus services, operating at 10-minute headways at peak periods and 20-minute headways at off-peak periods.

All the corridors included in Initiative 1 could function better with Express Lanes and on-route transit. This is consistent with experience with the Virginia Beltway Express Lanes, which have allowed for reliable express bus service to, and from, Tysons and alternatives to the general-purpose lanes for toll-payers and car pools. Further, Initiative 1 scores well on almost all the measures considered in the preliminary analysis, both quantitative and qualitative, especially when contrasted to Initiative 3, an Additional Northern Bridge Crossing/Corridor.

Initiative 1 reduces “Daily Vehicle Hours of Delay” over the 2040 built CLRP by 11% and increases Travel on Reliable Modes by 42% above the 2040 built CLRP. It also has the highest score on Reliable Access to Intercity Hubs of all Initiatives, and scores well on reducing Road Congestion, Inadequate Bus Service and Bottlenecks. Finally, Initiative 1 has the lowest expected cost of all road and transit Initiatives being evaluated.

While each of the routes included in Initiative 1 is very important and requires additional capital investments over the next 25 years, the situation at the ALB has reached critical status. The ALB is located not only on an important interstate travel and transport freeway, but also between two major and growing hubs of commerce (Tysons and Bethesda) and two of the Metro Area’s largest population centers (Fairfax and Montgomery Counties). Also, these areas today lack direct rapid and reliable transit.

Traffic congestion at the ALB is at a crisis point. Hour-long backups into Maryland and Virginia on I-495 are frequent, as cars crawl for miles before crossing the Bridge. As VDOT reported two years ago in a Potomac River Crossings Conditions study, the ALB suffers from the worst congestion of all bridges crossing the Potomac River and has the largest projected growth in volume through 2040.

It is not only backups on I-495 that have reached a near-breaking point. Many commuters attempt to bypass I-495 backups by cutting through local residential streets and intersections. Families report extreme difficulties even getting out of their neighborhoods as commuters race through residential side roads or are sometimes backed up 20 deep waiting to make a turn. In some situations, the ability for emergency services to have free ingress and egress to neighborhoods can be compromised. This dangerous congestion is having a fundamental impact on the quality of life of working families.

Simply stated, the current Bridge is functionally obsolete because it cannot handle today’s traffic volumes. It is a “bottleneck,” clogging the Tysons-I-270 corridor and surrounding road networks.

Therefore, the MCA strongly supports inclusion of Initiative 1 as a critical unfunded project in the expanded 2018 CLRP.

Sincerely,

Original signed by

Dale Stein, President
McLean Citizens Association

cc: Lyn Erickson, TPB Staff
Kanti Srikanth, TPB Staff



MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND

ROGER BERLINER
COUNCILMEMBER
DISTRICT 1

CHAIRMAN
TRANSPORTATION, INFRASTRUCTURE
ENERGY & ENVIRONMENT COMMITTEE

November 30, 2017

Chair Jay Fisette
Long-Range Plan Task Force
National Capital Region Transportation Planning Board
777 N. Capitol Street, Suite 300
Washington, DC 20002

Dear Chair Fisette and members of the Long-Range Plan Task Force,

Thank you for your work to identify, study, and evaluate potential game-changing transportation projects to increase mobility in our region. There is no doubt our region faces significant transportation challenges that will only worsen with anticipated growth. You and Transportation Planning Board (TPB) staff deserve praise for taking on the task of finding appropriate solutions that go above and beyond what is in the current Constrained Long-Range Transportation Plan (CLRP).

I write to you today to reiterate that the Additional Northern Bridge Crossing/Corridor initiative studied as part of your Technical Analysis is not an appropriate solution. **I urge you to reject moving this initiative forward for consideration by the full Transportation Planning Board.**

The Draft Results of the Technical Analysis of the Additional Northern Bridge Crossing/Corridor and nine other initiatives that you discussed at your November 15 meeting demonstrate this project would be *among the least effective* toward increasing mobility in our region. Compared to the other initiatives focused on improving our region's roads and highways, *the Additional Northern Bridge Crossing/Corridor performed the worst.*

- It was one of only three initiatives that was found to increase regional per capita vehicle miles traveled (VMT);
- It ranked sixth in reducing daily vehicle hours of delay,
- It was among the lowest-performing when it came to increasing the amount of jobs accessible within a 45-minute auto commute, and
- It received a negative rating when it came to impacts on environmental quality and open space development.

The same analysis shows that expanding the American Legion Bridge with Express toll lanes and an Express bus service, components of the Regional Express Travel Network initiative, would be among the best performing when it comes to increased travel time savings, hours of delay savings, and use of reliable travel options including Express lanes and bus rapid transit. When it comes to addressing our region's traffic congestion, *our focus should be expanding capacity at the American Legion Bridge.*

It is time to move past the idea of another Potomac River crossing. In July, when I wrote to you with a unanimously approved resolution by our County Council opposing further analysis of this proposal, proponents of the project responded that TPB staff should be allowed to at least study it.

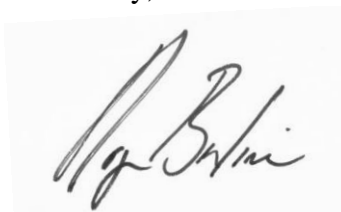
The results of that additional analysis are now in and underscore the concerns our Council shared with you previously. Another Potomac River crossing and highway corridor poses a serious threat to the environment, drinking water sources for much of the region, Montgomery County's Agricultural Reserve, and existing neighborhoods. Nor would it address the real problem of traffic congestion at the American Legion Bridge.

Finally, in addition to the issues TPB staff studied, you should also take into account political realities: this project is opposed by Montgomery County and the state of Maryland, the local and state governments that would be most responsible for the project's funding and implementation.

Please do not recommend the Additional Northern Bridge Crossing/Corridor initiative for consideration by the full TPB.

Thank you again for your diligent work in addressing our region's real transportation challenges.

Sincerely,

A handwritten signature in black ink, appearing to read "Roger Berliner", is centered on a light gray rectangular background.

Roger Berliner
Council President
Chair, Transportation, Infrastructure, Energy
& Environment Committee

CC: Kanathur Srikanth, Director, Department of Transportation Planning, MWCOG
Lyn Erickson, Program Director, Plan Development and Coordination, MWCOG

November 30, 2017

Chair Bridget Newton
Transportation Planning Board
Metropolitan Washington Council of Governments
777 N. Capitol Street, Suite 300
Washington, DC 20002

Re: Long Range Plan Task Force Study

Dear Chair Newton and members of the Transportation Planning Board:

Thank you for your leadership in seeking to develop a more effective regional transportation plan through the Long Range Plan Task Force. The Task Force and staff are to be commended for working through the challenging issues involved in structuring the process, defining the study packages and performance measures, and evaluating the results.

The signatories to this letter include many groups and some individuals who have been involved with the Transportation Planning Board (TPB) for nearly three decades. We are writing to share our reaction to the Draft Results of the Technical Analysis of the 10 Initiatives and to share our recommendation for the best approaches to advance as part of a fundamentally restructured regional long range transportation plan.

The report ¹and consultant briefing demonstrates that the best solutions across all of the measures is Regional Land Use Balance (RLUB) followed by Travel Demand Management (TDM). The report also demonstrates that the Additional Northern Potomac Bridge performs worst among the ten packages in meeting regional challenges and scores poorly in the measures of effectiveness. The findings also demonstrate good performance for BRT and Transitways and Metrorail Core Capacity.

Accordingly, the Coalition for Smarter Growth and the undersigned signatories recommend that the Long Range Plan Task Force and Transportation Planning Board vote to advance the best performing scenarios – Regional Land Use Balance and key components of Travel Demand Management, along with the next best supporting transit scenarios BRT and Transitways and Metrorail Core Capacity. We

¹ ICF, Long-Range Plan Task Force: Draft Analysis Results, November 15, 2017, found at <https://www.mwcog.org/events/2017/11/15/long-range-plan-task-force/>

support additional dedicated funding for Metro. We also support addressing the bottleneck at the American Legion Bridge with priority on transit connections, and expanding the capacity of the Rosslyn Metro tunnel. We recommend against advancing the Additional Northern Potomac River Bridge due to its very poor performance as documented in this study.

Discussion of the Results

The RLUB scenario allocated just the increment of new jobs and housing growth predicted for the region in the Round 9.0 Cooperative Forecast between 2025 and 2040, and an additional 130,000 households from outside the region to achieve a 1.54 jobs/housing ratio within each jurisdiction and address the east-west jobs imbalance, with growth focused at the Activity Centers with high-capacity transit (underutilized rail stations). The TDM scenario expanded employer-based transit and vanpool benefits, increased priced parking in major activity centers, and increased telework share from 10% to 20% for office employees. However, the telework component results in a real decline in transit trips.

Despite the relatively small increment of growth reallocated across the region, RLUB performed best in meeting the identified regional challenges (verified by adding up numerical assignments to the key),² followed by TDM, with both far exceeding the scores of the other packages. TDM and RLUB also provided the greatest benefit to drivers reducing vehicle hours of delay 24% and 19% respectively.³ RLUB and TDM also performed well under the other factors of:

- Cost: It's much cheaper to solve transportation problems without building big transportation infrastructure.
- Affordability: It costs less to travel when you don't travel so far.
- Equity: A more balanced east-west land use pattern is far more equitable including within major jurisdictions like Fairfax and Montgomery.
- Placemaking: Growth around transit stations helps create good places and attract people and jobs.
- Environment: Wetlands and farms are not destroyed and sprawl is reduced.

RLUB and components of TDM (of which we favor parking pricing, transit benefits, and parking cashout which are complimentary to balanced land use and transit) promise to significantly improve the performance of the regional transportation network at far less cost than major transportation projects.

² See p 42 of ICF, Long-Range Plan Task Force: Draft Analysis Results, November 15, 2017, found at <https://www.mwco.org/events/2017/11/15/long-range-plan-task-force/> We applied two separate numerical ranking systems to the “moon” symbols, and RLUB and TDM scored highest under both. In one system: High = +2, Medium = +1, Low = -1, Neutral = 0, Negative = -2. In the other, High = +3, Medium = +2, Low = +1, Neutral = 0, Negative = -3.

³ See p 43 of ICF, Long-Range Plan Task Force: Draft Analysis Results, November 15, 2017, found at <https://www.mwco.org/events/2017/11/15/long-range-plan-task-force/>

Among the other transportation improvements tested, BRT and Transitways had the most positive effects, the fewest negative ones in meeting regional challenges, significantly improved access to transit, and relatively speaking are not that expensive. Metrorail core capacity scored well in meeting regional challenges and improving access to jobs by transit. Transit extensions greatly improve access to jobs by transit but are costly.

In terms of the road packages, the Additional Northern Bridge performed the worst overall among all 10 packages in meeting regional challenges, was one of only two scenarios that increased regional VMT and per capita VMT, ranked 6th in reducing vehicle hours of delay, and stood out for its negative impact on air and water quality and open space. Operational improvements and HOT Spot Relief performed very poorly in meeting regional challenges, marginally reducing vehicle hours of delay and increasing jobs accessible by auto at the considerable expense of increasing VMT and per capita VMT and reducing HOV and transit mode shares. The Express Travel Network ranked middle of the pack in meeting regional challenges but scored very high in Travel on Reliable Modes. It also reduced vehicle hours of delay by 11 percent, but far below the 24% reduction provided by TDM and the 19% reduction provided by RLUB.

The Results Reconfirm Past Studies

The findings for RLUB and TDM (including parking pricing) echo those found in a series of scenario studies including *Connect Greater Washington* by WMATA, *What Would it Take* by COG/TPB, and *A Network of Livable Communities* by Environmental Defense Fund, Chesapeake Bay Foundation and others. Even the second round of the *Aspirations Scenario* by the TPB showed the most significant benefit came from the land use changes and BRT running on the toll network. Elsewhere in the U.S., scenario analyses have confirmed the better performance provided by regional transit and transit-oriented development including the Sacramento Blueprint, Envision Utah, and Portland Metro 2040. Therefore, the TPB's long-range plan analysis is just the latest to confirm the benefits of Regional Land Use Balance, transit and TDM (particularly parking pricing). A combination of these measures could be particularly effective – for example, combining RLUB, TDM, and BRT & Transitways, potentially adding to this, Metro Core Capacity.

Regarding the Additional Northern Potomac Bridge

The Additional Northern Potomac Bridge was pitched as a “game-changing” investment, but the study results demonstrate that it is not. It performed worst in meeting the regional challenges, increased regional VMT and per capita VMT, ranked 6th in reducing vehicle hours of delay, and was among the scenarios that move the needle very little on the remaining measures. This almost precisely mirrors the findings in the recent Northern Virginia Transaction Plan analysis which showed that the Northern Virginia network performed about the same with and without the bridge.⁴ In that case as well, other

⁴ See Technical Advisory Committee, April 19, 2017, “Transaction Baseline Analysis,” Bridge Sensitivity Analysis,

scenarios including compact land use performed as well or better than the bridge, and the bridge would actually add traffic to area roads rather than reduce it -- because the demand is induced or self-generated rather than serving existing trips.

The bridge stands out from all of the other scenarios for having the largest negative impact on air and water quality and open space, receiving negative ratings in those categories. This isn't surprising given that it would directly impact the drinking water intakes for most of the region's population, potentially impair the Piedmont groundwater aquifer which serves as the sole source of drinking water in rural Montgomery County, create development pressure in the nationally recognized Agricultural Reserve, and increase vehicle miles traveled. It's also very possible that the study by TPB understates the potential for the bridge to significantly worsen the east-west jobs/housing imbalance and undermine transit-oriented development.

Proponents of the Northern Potomac Bridge have asked for additional information and measures of performance beyond that agreed to in the development of the TPB's long range plan study. Doing so would go beyond the scope of the current study and beyond what is being allowed for the other scenarios. Moreover, existing studies have examined the issues raised about the American Legion Bridge and trips that might or might not be served by a new northern bridge. According to the [2015 VDOT Potomac River Crossings Study of travel origins and destinations](#) the location of overwhelming demand for river crossings today and in 2040 is at the American Legion Bridge.⁵ These findings are confirmed by recent data from the TPB⁶ showing that very few commuting trips in the D.C. Metropolitan region and the outer suburbs are the "U-shaped" trips that might use a new outer Potomac crossing. Specifically, about 95% of the commuter trips originating from Fairfax, Montgomery, and Frederick counties are made by people who live and work within the same jurisdiction or who are commuting radially. Not surprisingly, the Northern Virginia Transaction Plan Analysis showed that two outer bridges (a northern and a southern bridge) offered only "modest" reductions in person hours of travel, hours of delay, and transit crowding relative to the scenario that did not include the bridges (reductions of 1.7%, 4.2%, and 1.4%, respectively).⁷

Archived at <http://www.thenovaauthority.org/about/committees/document-archives/tac-document-archives/> (slide #46 in presentation in "Documents" for April 19, 2017 meeting date).

⁵ The 2015 VDOT Potomac River Crossings study showed that the greatest needs are at the American Legion Bridge and Rosslyn Metro Tunnel, www.ctb.virginia.gov/resources/2015/july/pres/PotomacRiverStudy.pdf

⁶ See NCRTPB Long-Range Plan Task Force, May 17, 2017, "Key Drivers of Future Transportation System Performance Challenges; Land Use and Commuting Patterns." Available at [https://www.mwcog.org/file.aspx?&A=Y7Qzp1lppHBk0R%2b9HMclQfDUF%2f8Snv22r%2f3AG1Ukcf0%3d slides 22-24.](https://www.mwcog.org/file.aspx?&A=Y7Qzp1lppHBk0R%2b9HMclQfDUF%2f8Snv22r%2f3AG1Ukcf0%3d%20slides%2022-24)

⁷ See Technical Advisory Committee, April 19, 2017, "Transaction Baseline Analysis," Bridge Sensitivity Analysis, Archived at <http://www.thenovaauthority.org/about/committees/document-archives/tac-document-archives/> (slide #46 in presentation in "Documents" for April 19, 2017 meeting date).

Recommendations:

We recommend that the Long Range Plan Task Force and Transportation Planning Board vote to advance the best performing scenarios – Regional Land Use Balance and Travel Demand Management (with a focus on parking pricing, transit benefits, and parking cashout, which are complimentary to balanced land use and transit), along with the next best supporting transit scenarios BRT and Transitways and Metrorail Core Capacity. In doing so, we also reiterate our support for first providing the additional dedicated funding Metro requires to restore the system to a state of good repair and close the operational funding gap. We also recommend two specific projects as identified in the 2015 VDOT study and by others – addressing the bottleneck at the American Legion Bridge with priority on transit connections and expanding the capacity of the Rosslyn Metro tunnel.

We recommend strongly against advancing the Additional Northern Potomac River Bridge due to its very poor performance as documented in this study. It performed the worst overall in meeting regional challenges, was one of only two scenarios that increased regional VMT and per capita VMT, and ranked 6th in reducing vehicle hours of delay. The bridge stands out from all of the other scenarios for having the largest negative impact on air and water quality and open space, receiving negative ratings in those categories.

Sincerely,



Stewart Schwartz
Executive Director
Coalition for Smarter Growth

Lee Epstein
Lands Program Director and Special Counsel
Chesapeake Bay Foundation

Christopher G. Miller
President
Piedmont Environmental Council

Caroline Taylor
Executive Director
Montgomery Countryside Alliance

Lisa Alexander
Executive Director
Audubon Naturalist Society

Brent Bolin
Chesapeake Regional Director
Clean Water Action

Pam Goddard
Director of Chesapeake and Virginia Programs
National Parks Conservation Association

John Campagna
Executive Director
1000 Friends of Maryland

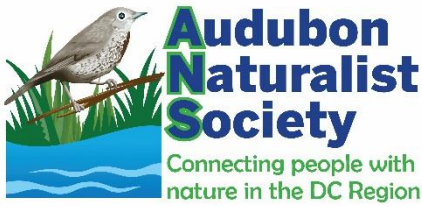
Hedrick Belin
President
Potomac Conservancy

Lauren Greenberger
President
Sugarloaf Citizens Association

Morgan Butler
Senior Attorney
Southern Environmental Law Center

Kelsey Zara Crane
Conservation Program Coordinator
Sierra Club – Virginia Chapter

Charlie Grymes
Chair
Prince William Conservation Alliance



December 13, 2017

Chair Bridget Newton
Transportation Planning Board
Metropolitan Washington Council of Governments
777 N. Capitol Street, Suite 300
Washington, DC 20002

Re: Long Range Plan Task Force Study

Dear Chair Newton and members of the Transportation Planning Board:

Thank you for your leadership in seeking to develop a more effective regional transportation plan through the Long Range Plan Task Force. We commend the Task Force and staff for their careful evaluation of 10 Initiatives as part of a regional long range transportation plan.

The Audubon Naturalist Society, along with many other groups and some individuals recently expressed support for the Regional Land Use Balance (RLUB) and Travel Demand Management (TDM) measures as the best options for our region. The task force report also identified the Additional Northern Potomac Bridge as the least effective among the ten packages in meeting regional challenges. With the attached document, we would like to demonstrate that a new bridge crossing also puts our region's drinking water at an unnecessary risk of contamination.

We recommend strongly against including the Northern Potomac Bridge crossing in the long-range transportation plan. As a local non-profit representing many conservation-minded residents in the greater Washington DC area, we appreciate the opportunity to express our concerns and provide this document to you and members of the Board for consideration.

Sincerely,

Lisa Alexander
Executive Director, Audubon Naturalist Society

Elyzabeth Earnley
Member, Audubon Naturalist Society

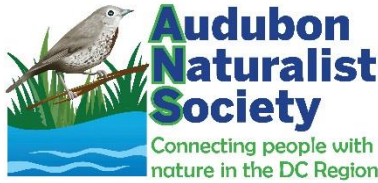
Attachments:

Fact Sheet: Northern Potomac Bridge Poses Significant Risk to our Drinking Water in the Metropolitan Washington Area

Woodend Sanctuary | 8940 Jones Mill Road, Chevy Chase, Maryland 20815 | 301-652-9188

Rust Sanctuary | 802 Childrens Center Road, Leesburg, Virginia 20175 | 703-669-0000

anshome.org



FACT SHEET

Northern Potomac Bridge Poses Significant Risk to our Drinking Water in the Metropolitan Washington Area

According to studies conducted by VDOT,¹ the northern Potomac bridge would serve a very small percentage of commuter trips while the greatest need is at the American Legion Bridge and Rosslyn Metro tunnel. The northern bridge performed worst among ten packages of projects and policies for addressing regional transportation. Additionally, it would pose a significant threat to our area's drinking water supply.

Most of our region's drinking water supply (75%) comes from the Potomac River, serving over six million area residents. This source is fragile: it already requires treatment to meet water quality standards and has experienced periods of low flow. It's now at risk from longer periods of drought due to climate change.

The proposed northern Potomac bridge would create a new and unnecessary risk to this already fragile drinking water supply. Four of the region's drinking water intakes are downstream from the most frequently proposed northern bridge crossing, and an accident which leads to a major spill of gasoline or other toxic chemicals would directly threaten drinking water for the majority of the region's residents. If the intakes need to be shut down, we will have only 48 hours of drinking water supply without the Potomac.

Support residents and protect our water supply:

Do NOT include a new Potomac Bridge crossing in the long-range transportation plan.

Risks to our area water supply:

1. **A major highway bridge increases the likelihood of a chemical spill that could contaminate our drinking water.** In 1997², 1 out of 10 trucks in the US was transporting hazardous material. About half of those carried flammable liquids, such as gasoline, diesel fuel, and fuel oil. Accidents are common, and a study of data from 1991-2000³ found that the likelihood of a spill in the event of a crash was 50% higher for hazardous materials than non-hazardous.
2. **One tanker truck of hazardous material can contaminate an entire drinking water system.** A tanker can carry 5,500 to 11,600 gallons by volume. In January 2014, 10,000 gals of a coal cleaning fluid leaked into Elk River one mile upstream from a Charleston WV municipal water intake, which was not closed in time, resulting in the contamination of water

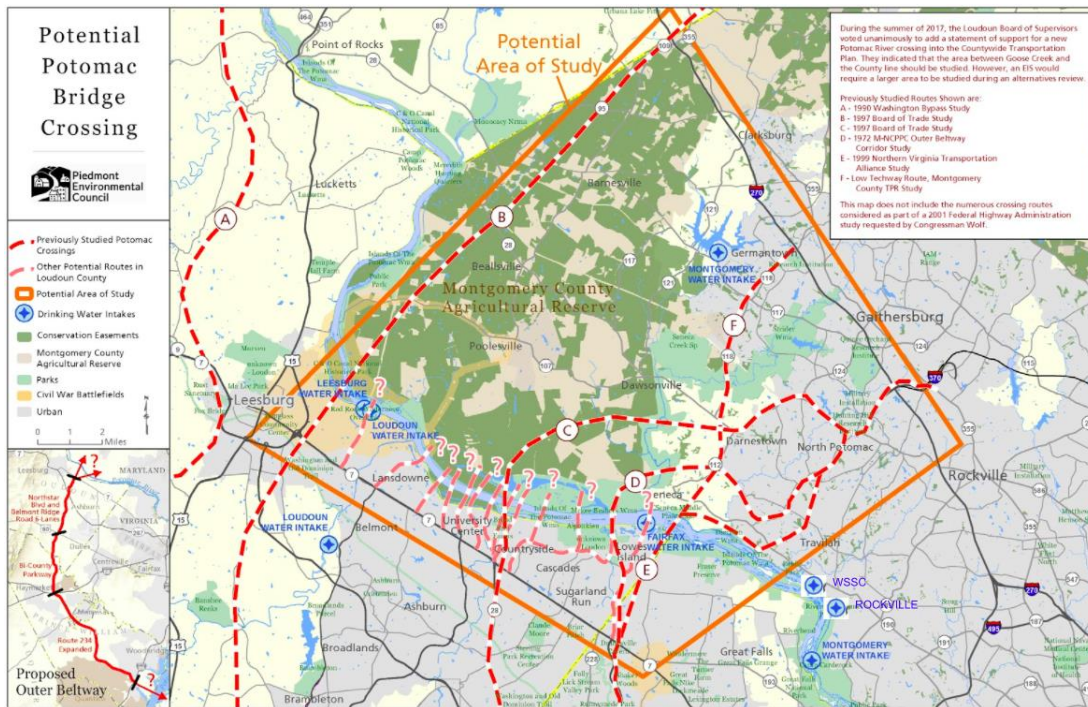
¹ <http://www.smartergrowth.net/virginia/outer-beltway/>

² <https://ntl.bts.gov/lib/51000/51300/51302/fmcsa-ri-04-024.pdf>

³ <https://ntl.bts.gov/lib/51000/51300/51302/fmcsa-ri-04-024.pdf>

for over 300,000 residents. These residents were without water for 9 days. Many continued to use bottled water for months after the spill because they no longer trusted the safety of their municipal tap despite official assurances⁴. In this instance, the tank was stationary, but it still took respondents 12 days to identify the exact contaminant mixture, which included a second previously unidentified coal processing contaminant⁵.

3. **We could have less than a day to react before a spill contaminates municipal water intakes serving nearly 5 million area residents.** Based on a USGS river flow rate study⁶, a spill from a bridge at the Route 28 alignment⁷ could take approximately 9 hours to reach the Fairfax County intake serving 1.9 million residents; 21 hours to reach the WSSC intake, serving 1.7 million in Montgomery and Prince George’s counties, including the cities of Gaithersburg and Germantown; 24 hours to reach the City of Rockville intake, serving 50,000; and 29 hours to reach the Washington Aqueduct intake serving approximately 1 million in the District of Columbia, Arlington County, Virginia, and the City of Falls Church. Bridge crossing proposals further downstream could cut in half the amount of time to respond for each of these intakes. A spill from a bridge farther upstream would additionally endanger the Leesburg and Loudoun water intakes, potentially leaving less than 3 hours to respond. A spill could also potentially contaminate the federally designated Piedmont Sole Source Aquifer⁸, which serves the residents and businesses in the Montgomery County Agricultural Reserve and also as a backup source for the District of Columbia.



⁴ <http://www.rollingstone.com/culture/news/dont-drink-the-water-west-virginia-after-the-chemical-spill-20140312>

⁵ <http://pubs.rsc.org/en/content/articlepdf/2017/ew/c5ew00294j>

⁶ https://www.potomacriver.org/wp-content/uploads/2014/12/Emergency-River-Spill-Model_Technical.pdf

⁷ <https://www.pecva.org/our-region/loudoun/growth-development-traffic/1317-potomac-bridge-crossing-maps>

⁸ <https://www.gpo.gov/fdsys/pkg/FR-1998-02-06/pdf/98-3042.pdf>

4. **A spill requiring cleanup lasting longer than 48 hours could result in most of the Washington Metro Area being without water.** A cooperative of area water providers (CO-OP) under the ICPRB has made significant efforts to improve the response time and coordination of a spill response, resulting in many recent spills being handled without impact to the area's water supply. However, even if intake valves can be closed in time to prevent contaminants from entering the system, we currently have only 24-48 hours of water supply without the Potomac, according to Tom Jacobus, general manager of the Washington Aqueduct⁹. There are currently not enough backup supplies without significant infrastructure investment.

5. **Climate change could make backup water supplies less reliable during spill events.** Under climate change, droughts are predicted to be more frequent and longer, resulting in backup supplies being used more extensively. By 2040, it is predicted the area's most accessible alternative source, the Little Seneca Reservoir, could be drained during a drought¹⁰. What then if there is a spill? Other alternative sources already require a week to reach the area and could take longer if water flow levels are low due to drought.

⁹ <https://wtop.com/local/2016/12/md-quarry-solution-dc-water-supply-shortcomings/slide/1/>

¹⁰ <https://www.potomacriver.org/wp-content/uploads/2014/12/DemandStudyFactSheet-2015.pdf>



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: December 14, 2017

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, Transportation Operations Programs Director
SUBJECT: Commuter Connections Flextime Rewards Program Launch
DATE: December 14, 2017

Commuter Connections has launched a new incentive-based congestion management pilot program developed in collaboration with the University of Maryland called Flextime Rewards.

The purpose of the Commuter Connections Flextime Rewards Program is to encourage commuters to take advantage of flexible work schedules offered by their employer. By doing so, commuters will avoid increasing peak-period congestion during major incidents or higher-than-average traffic days along selected corridors. The Flextime Rewards program will help reduce the number of vehicles idling in traffic and to provide a better commuting experience. The Flextime Rewards program also provides commuters who avoid driving during peak congestion times a cash incentive to delay their trip rather than drive onto a substantially congested route.

Commuter Connections' Flextime Rewards Program was developed in conjunction with the University of Maryland through an award from the Advanced Research Projects Agency - Energy (ARPA-E) in the Department of Energy.

Commuters throughout the metropolitan Washington D.C. region can sign-up for the program through the Commuter Connections web site at www.commuterconnections.org to receive free automated notifications when significant congestion is detected on their daily commute. In addition, commuters using the following routes may also be eligible to win cash prizes under the Flextime Rewards program:

- I-495 inner loop between VA-267 and I-270 Spur,
- I-495 outer loop between I-95 and MD-193,
- I-66 eastbound at VA-267, and
- DC-295 southbound at Benning Road.

Flextime Rewards combines Commuter Connections' software with the University of Maryland's National Transportation Center incentTrip program. incentTrip provides integrated, personalized, real-time traveler information in addition to the University's predictive travel model, that can calculate the estimated time of arrival when traveling along corridors in the region at different departure times. This data can be calculated 24 hours in advance and can recalculate as traffic conditions change and every time an incident is detected. This information will help Commuter Connections determine when to push a notification to its registered users indicating to them that the flextime incentive is available.



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: COG Metro Strategy Group Update
DATE: December 14, 2017

Following up on its efforts to better understand WMATA's funding needs in 2015, the Transportation Planning Board (TPB) has partnered with COG on a comprehensive effort to secure sustained, predictable and dedicated funding for WMATA. Through the COG Board the region has adopted the goal of a fully restored, world class Metro system that is safe, efficiently managed in a fiscally responsible manner, and maintained in a state of good repair. During the current year the COG Board convened the Metro Strategy Group (MSG) to develop a regional plan to generate the additional capital funding needed to restore WMATA to a state of good repair.

COG METRO STRATEGY GROUP

The MSG has been meeting since January to develop strategies to secure a sustained source of new funding that is earmarked to WMATA and fully bondable at the highest possible financial rating. Members were drawn from the COG Board Executive Committee and the TPB Executive Committee along with a couple of other key perspectives. TPB Chairman Ms. Bridget Newton, second Vice Chairman Mr. Jay Fisette and TPB members Mr. Phil Mendelson and Mr. Martin Nohe serve on the Metro Strategy Group. The overall goal is to support introduction of funding legislation in the 2018 legislative sessions. The board was previously updated on the activities of the Metro Strategy Group in September.

COG BOARD RESOLUTION

On December 13, 2017 the COG Board adopted Resolution R64-2017, attached, on long-term dedicated funding and other actions supporting the restoration of Metro. The resolution calls for a long-term dedicated bondable reliable and sustainable funding solution of an additional \$500 million a year above FY2017 capital funding levels to fund WMATA's capital improvement program and state of good repair. In the short-term, it calls for full funding of WMATA's upcoming FY 2019 capital program and urges the federal government to renew its PRIIA funding commitment as well as provide new funding. The resolution also supports complementary governance and reform actions for WMATA, and offers to assist all parties in reaching agreement.

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

**RESOLUTION ON LONG-TERM DEDICATED FUNDING AND OTHER ACTIONS SUPPORTING RESTORATION
OF METRO**

WHEREAS, the Metropolitan Washington Council of Governments (COG) is comprised of 24 jurisdictions of the National Capital Region's local governments and their governing officials, plus area members of the Maryland and Virginia legislatures and the U.S. Senate and House of Representatives, and COG provides a focus for action on issues of regional concern; and

WHEREAS, the COG Board of Directors has identified restoring Metro as a top priority reflecting the critical role Metro plays in the success of region's economy, transportation, mobility, and overall quality of life; and

WHEREAS, the board established a Metro Strategy Group, with the primary mission of identifying dedicated funding necessary to support achievement of a fully restored, world class Metro system that is safe, efficiently managed, and maintained in a state of good repair; and

WHEREAS, the board established a Technical Panel of Chief Administrative Officers and jurisdictional financial experts that provided technical analysis on WMATA's long-term capital funding needs and the economic value of Metro, to assist the Metro Strategy Group in carrying out its mission; and

WHEREAS, in June 2017, the COG Board adopted attached Resolution R37-2017 supporting a set of principles to provide a focus for the regional actions needed to achieve these goals; and

WHEREAS, the principles emphasize the urgent need for local and state governments, the business community and other stakeholders to take unified actions to ensure that funding solutions and associated supporting actions are in place expeditiously; and

WHEREAS, a long-term dedicated bondable funding solution of an additional \$500 million a year above FY 2017 capital funding levels, implemented no later than July 1, 2019 (FY2020), is essential to implement WMATA's capital improvement program including \$15.5 billion required to achieve a state of good repair; and

WHEREAS, WMATA requires full funding for its FY 2019 capital program to ensure it can continue its state of good repair capital program and such funding should be provided either through long-term dedicated funding or if necessary, interim funding for not more than one year; and

WHEREAS, the region urges the federal government to renew its PRIIA funding commitment as well as providing new matching funds at a level commensurate with the increases in state and local funding required for WMATA's long-term safety, reliability and state of good repair and needs to take responsibility for WMATA's capital expenditures and increase their contributions beyond PRIIA funding; and

WHEREAS, establishing new funding sources will require coordinated state-level engagement together with the federal government given the essential roles of the District of Columbia, the State of Maryland, the Commonwealth of Virginia, and the United States in WMATA funding

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

1. The board supports identification and enactment by the District of Columbia, Maryland and Virginia of long-term dedicated bondable, reliable, and sustainable funding that, together with the federal government, collectively provides \$500 million per year of additional funding beyond FY2017 levels of commitment, and that grows with the economy, implemented by no later than July 1, 2019 (FY 2020) to support WMATA's capital funding requirements.
2. The board supports fully funding WMATA's capital funding needs for the fiscal year beginning July 1, 2018 (FY 2019) on a one-year interim basis should long-term dedicated funding not be in place. The board expects that any temporary short-term capital funding allocation be done in accordance with the current WMATA capital funding formula.
3. The board urges the federal government to reauthorize its existing funding commitments for FY 2019 (PRIIA and transit formula grants) and by no later than July 1, 2019 (FY 2020) to increase its funding commitment by \$125 million per year to support WMATA's long-term capital funding requirements.
4. New long-term funding should be allocated through equal ¼ shares of the \$500 million annual increased contribution, with the federal government allocating its ¼ in addition to the local shares.
5. The board feels it is essential that complementary governance and reform actions are taken resulting in enhancement of WMATA's management and operational efficiency, thereby enabling best utilization of new dedicated funding.
6. The board offers to assist all parties with reaching agreement on actions 1 through 5 through direct dialogue, facilitation and decision support as requested.

The board directs the Executive Director, or his designee, to communicate this resolution to the executive and legislative leadership in the District of Columbia, Maryland, Virginia, as well as the federal government including the regional Congressional delegation, urging their expeditious and timely actions.

I HEREBY CERTIFY THAT the foregoing resolution was adopted by the COG Board of Directors on December 13, 2017.

**Laura Ambrosio
COG Communications Specialist**