



## TRANSPORTATION PLANNING BOARD

Wednesday, February 15, 2017  
12:00 - 2:00 P.M.  
Walter A. Scheiber Board Room

### AGENDA

- 12:00 P.M. 1. PUBLIC COMMENT ON TPB PROCEDURES AND ACTIVITIES**  
*Bridget Donnell Newton, TPB Chairman*  
Interested members of the public will be given the opportunity to make brief comments on transportation issues under consideration by the TPB. Each speaker will be allowed up to three minutes to present his or her views. Board members will have an opportunity to ask questions of the speakers, and to engage in limited discussion. Speakers are encouraged to bring written copies of their remarks (65 copies) for distribution at the meeting.
- 12:20 P.M. 2. APPROVAL OF THE MINUTES OF THE JANUARY 18, 2017 MEETING**  
*Bridget Donnell Newton, TPB Chairman*
- 12:25 P.M. 3. REPORT OF THE TECHNICAL COMMITTEE**  
*Tim Davis, TPB Technical Committee Chairman*
- 12:30 P.M. 4. REPORT OF THE CITIZENS ADVISORY COMMITTEE**  
*Jeremy Martin, TPB Citizens Advisory Committee Chairman*
- 12:40 P.M. 5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR**  
*Kanti Srikanth, TPB Staff Director*  
This agenda item includes Steering Committee actions, letters sent/received, and announcements and updates.
- 12:45 P.M. 6. CHAIRMAN'S REMARKS**  
*Bridget Donnell Newton, TPB Chairman*

### ACTION ITEMS

- 12:50 P.M. 7. APPROVAL OF TPB BYLAWS AMENDMENT**  
*Lyn Erickson, TPB Plan Coordination and Program Director*  
The Maryland Department of Transportation asked the board to consider an amendment to the TPB Bylaws to change the membership requirements of the "designated alternate" board member. Notice was given at the January 18, 2017

TPB meeting that the TPB Bylaws are proposed to be amended.

**Action: Approve Resolution R10-2017 to amend the TPB Bylaws.**

**1:00 P.M. 8. APPROVAL TO AMEND THE FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO INCLUDE PROJECT AND FUNDING UPDATES FOR FY 2018 IN ORDER TO MATCH THE UPDATED WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY FY 2018 CAPITAL BUDGET**

*Shyam Kannan, WMATA*

WMATA has requested an amendment to update project and funding information in FY 2018 for 13 projects in the WMATA section of the TIP. These projects are already included in the Air Quality Conformity Analysis of the 2016 CLRP Amendment and the FY 2017-2022 TIP or are exempt from the air quality conformity requirement. On February 3, 2017 the Steering Committee reviewed the amendment and recommended approval.

**Action: Approve Resolution R11-2017 to amend the FY 2017-2022 TIP.**

**1:05 P.M. 9. DISCUSSION ON WMATA'S PROPOSED 2018 BUDGET**

*Regina Sullivan, WMATA*

WMATA's proposed 2018 Budget closes the identified gap through a significant reduction in Metro employee headcount and other management actions; rightsizing of bus and rail service to current ridership levels; a fare increase; and an increase in the funding contribution from the local jurisdictions. The TPB will discuss the proposal from a regional perspective in its role as a regional transportation planning organization. TPB staff will document the discussion and forward the highlights to WMATA for their consideration.

**Action: Authorize staff to prepare transmittal.**

**INFORMATION ITEMS**

**1:15 P.M. 10. LONG-RANGE PLAN TASK FORCE BRIEFING**

*Bridget Donnell Newton, TPB Chairman*

The board will have an opportunity to discuss a proposal to begin work on Phase 2.

**1:35 P.M. 11. BRIEFING ON THE DRAFT FY 2018 UNIFIED PLANNING WORK PROGRAM (UPWP)**

*Lyn Erickson, TPB Plan Coordination and Program Director*

The board will be briefed on the draft Unified Planning Work Program (UPWP) for FY 2018 (July 1, 2017 through June 30, 2018). The board will be asked to approve the FY 2018 UPWP at its March 15, 2017 meeting.

**1:45 P.M. 12. BRIEFING ON THE DRAFT FY 2018 COMMUTER CONNECTIONS WORK PROGRAM (CCWP)**

*Nicholas Ramfos, TPB Transportation Operations Programs Director*

The board will be briefed on the draft Commuter Connections Work Program for FY 2018 (July 1, 2017 through June 30, 2018). The board will be asked to approve the FY 2018 UPWP at its March 15, 2017 meeting.

**NOTICE ITEM**

**1:55 P.M. 13. NOTICE TO AMEND THE FY 2017-2022 (TIP) TO INCLUDE PROJECT AND FUNDING UPDATES FOR THE NORTHERN VIRGINIA SECTION OF THE TIP, AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)**

*Rene'e Hamilton, VDOT*

VDOT has requested an amendment to include project and funding updates for projects in the Northern Virginia section of the TIP. These projects are already included in the Air Quality Conformity Analysis of the 2016 CLRP Amendment and the FY 2017-2022 TIP or are exempt from the air quality conformity requirement. The board will be asked to approve this amendment at the March 15, 2017 meeting.

**2:00 P.M. 14. ADJOURN**

The next meeting is scheduled for March 15, 2017.

**MEETING AUDIO**

Stream live audio of TPB meetings and listen to recorded audio from past meetings at:

[www.mwcog.org/TPBmtg](http://www.mwcog.org/TPBmtg)

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**TRANSPORTATION PLANNING BOARD  
MEETING MINUTES**

January 18, 2017

**MEMBERS AND ALTERNATES PRESENT**

Charles Allen, D.C. Council  
Bob Brown, Loudoun County  
James Davenport, Prince William County  
Allison Davis, WMATA  
Dan Emerine, DC Office of Planning  
Dennis Enslinger, City of Gaithersburg  
Gary Erenrich, Montgomery County DOT  
Jay Fiset, Arlington County  
Dannielle Glaros, Prince George's County  
Jason Groth, Charles County  
Rene'e Hamilton, VDOT  
Neil Harris, City of Gaithersburg  
Konrad Herling, City of Greenbelt  
Catherine Hudgins, Fairfax County Board of Supervisors  
John D. Jenkins, Prince William County  
Shyam Kannan, WMATA  
R. Earl Lewis, MDOT  
Tim Lovain, City of Alexandria  
Dan Malouff, Arlington County  
Bridget Donnell Newton, City of Rockville  
Mark Rawlings, DC DOT  
Kelly Russell, City of Frederick  
Peter Schwartz, Fauquier County  
Eric Shaw, DC Office of Planning  
Jarrett Smith, City of Takoma Park  
Linda Smyth, Fairfax County Board of Supervisors  
David Snyder, City of Falls Church  
Tammy Stidham, National Park Service  
Victor Weissberg, Prince George's County  
Mark Wolfe, City of Manassas  
Sam Zimbabwe, DDOT

**MWCOG STAFF AND OTHERS PRESENT**

Kanti Srikanth  
Lyn Erickson  
Ron Milone  
John Swanson  
Rich Roisman  
Andrew Meese  
Dusan Vuksan  
Charlene Howard  
Ken Joh  
Mark Moran  
Wendy Klancher  
Michael Farrell

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Ben Hampton	
Abigail Zenner	
Lori Zeller	
Sergio Ritacco	
Lamont Cobb	
Arianna Koudoumas	
Debbie Leigh	
Deborah Etheridge	
Tim Davis	TPB Technical Committee/Frederick
Douglas Steward	CAC
Paul DesJardin	COG/DCPS
Kari Snyder	MDOT
Bill Orleans	HACK
Sree Nampoothin	NVTA
Malcolm Watson	FCDOT
Nichole Opkins	DC Council
Pierre Holloman	COA
Stewart Schwartz	CSG
Arielle Moir	CSG
Regina Moore	VDOT
Jesus Hernandez	VDOT
Jim Dinegar	Board of Trade
Clinton Edwards	DRPT
Tim Roseboom	DRPT
Norman Whitaker	VDOT

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## **1. PUBLIC COMMENT ON TPB PROCEDURES AND ACTIVITIES**

Mr. Orleans urged the board to vote against the bylaw amendment that would allow remote participation in the TPB meeting. He said that if the board approves the amendment, he requested that the resolution be amended so that the public also be able to comment remotely. He said that he believes that WMATA is the most critical transportation element in the Washington region. He says he does not know how WMATA plans to rally support when they might start charging more for reduced service. He said that dedicated funding is necessary and that it should come from the jurisdictions through a regional commercial property tax. He said that developers should pay for the restoration and revival of WMATA.

Mr. Schwartz from the Coalition for Smarter Growth applauds the new approach for long range planning. He said that the performance analysis of the TPB's Financially Constrained Long-Range Transportation Plan (CLRP) shows that by 2040 congestion will increase by 70 percent, the east/west divide will grow worse, and there will not be progress in regards to climate change. He said that the analysis conducted for the Long-Range Plan Task Force demonstrated that adding \$100 billion in new projects to the CLRP does not fix the problem. He said that plans to improve accessibility in the region need to start with land-use. He said parts of the region already show how land-use can enable a growing population to get around more easily without adding congestion. He cited examples from the District of Columbia and the Roslyn/Ballston corridor. He said that the business community can help by locating near transit centers. He said that WMATA's Connect Greater Washington study showed that building out transit-oriented development would help the east/west divide and help Metro move from a system that needs subsidies to operate to a system that is generation a surplus of revenue. He said that the end goal is to improve the region's economy and the best way to do that is to fix Metro and existing infrastructure.

## **2. APPROVAL OF MINUTES OF THE DECEMBER 21, 2016 MEETING**

A motion was made to approve the minutes from the December 21, 2016 TPB meeting. The motion was seconded and approved.

## **3. REPORT OF THE TECHNICAL COMMITTEE**

Mr. Davis said that the Technical Committee met on January 6, 2017. At that meeting the committee was briefed on proposed enhancement to the Title VI / Environmental Justice Analysis, an amendment to the TPB Bylaws, the Long-Range Plan Task Force, and the Unified Planning Work Program. He said that the committee also discussed MPO rulings, performance measures, and target setting. He said there was also a briefing from the Multi-Sector Working Group.

## **4. REPORT OF THE CITIZEN ADVISORY COMMITTEE**

Mr. Stewart said that the CAC's last meeting of the 2016 session was held on January 12, 2017. He said that most of the meeting was spent wrapping up the year and planning for the 2017 session. He said that discussion focused on how the CAC can facilitate public input in Phase II of the work of the Long-Range Plan Task Force. He said that the CAC has a history of initiating actions, including advocating for an unconstrained long-range plan and catalyzing the work for the Regional Transportation Priorities Plan. He said that the 2016 CAC focused their efforts on adding value to existing TPB planning processes, especially by promoting a role for public involvement in the long-range planning process.

Mr. Stewart said that public involvement is about connecting decision makers with a consumer perspective. By engaging the public, he said, it is possible to get a sense what the consumers of this region's transportation network value and what their experiences are like. He said it is also important to connect the analysis and modelling that TPB staff conduct with a consumer perspective, so that users

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can better understand how changes will impact their ability to get around. He said that the committee also discussed the importance of a marketing plan that supports engagement efforts. This type of plan would clarify who the board is trying to reach and what type of information staff are trying to get from those different audiences. He added that the CAC is a network and would be able to connect TPB staff with civic associations and groups across the region. In this way he said that the CAC can serve as a funnel for input into the long-range plan once scenarios are developed as part of Phase II. He said that he hopes the committee will continue this discussion in 2017.

Mr. Stewart thanked his vice-chairman Keith Benjamin and Jeremy Martin. He also thanked outgoing members Gary Hodge, Tina Slater, and Tom Sanchez.

## **5. REPORT OF STEERING COMMITTEE**

Mr. Srikanth said that the Steering Committee met on January 6, 2017. At this meeting the committee reviewed a proposed TIP Amendment from the Virginia Department of Transportation. He said that the committee recommended that the board act on this amendment because of the size of the funding updates involved but the projects are already in the CLRP. He said that those projects affecting regional air quality conformity analysis have already been included in the Air-Quality Conformity Analysis. He said that the TPB received a letter of acknowledgement that the U.S. Department of Transportation (USDOT) received the TPB's letter supporting a fast-lane grant application from Prince William County. He said that the packet includes a memo from the Metropolitan Washington Council of Government's (COG) deputy-executive director sharing the resolution adopted by the COG board the previous week. The resolution accepts the recommendations of the Multi-Sector Working Group's policy committee. He said these recommendations were developed over two years and feature voluntary strategies to reduce greenhouse gases in different sectors including energy, built-environment, land-use, and transportation. He said that the memo encouraged the TPB to, "review, consider, and take appropriate actions to implement these greenhouse gas reducing strategies as part of their local, regional, and statewide planning and programming activities." He said there was another memo from Lyn Erickson informing the board that staff paid an invoice for the TPB's membership in the Association of MPOs. Another memo informed the TPB that the USDOT finalized a rule to change the ways that metropolitan planning organizations conduct their planning activities. He said that staff will need to work through and try to see how they can accommodate these new requirements. He said that it will be awhile before the compliance to these regulations are required, as late as 2024. He said that it is possible for the governors to request an exception from the requirements for multiple-MPOs to combine. He also noted that the final rule for the first time with this exemption multiple MPOs can exist in an urbanized area, without compiling a single CLRP or TIP, as long as they document the process through which the MPOs coordinate with each other. Lastly Mr. Srikanth said that the TPB's Access for All Advisory Committee (AFA) met and discussed the proposed service changes in the Metrorail and bus systems as part of WMATA's FY 2018 budget.

Mr. Allen said that the AFA has worked on and discussed different aspects of mobility in the region, and their focus is "access". He said that at the December 15, 2016 meeting the committee discussed the impacts of the proposed Metro cuts. Following this discussion, the committee put together a letter that will be prepared by the TPB and will be sent to WMATA. This letter will have TPB letter head, but will not be a TPB endorsement of the AFA comments. He said that the letter summarized committee concerns about the reduction in service and the impacts that those cuts will have on transit-dependent populations and neighborhoods.

Mr. Srikanth said that the TPB's Transportation/Land-Use Connections Program (TLC) is soliciting projects for the next round of technical assistance. He added that a number of TPB staff participated in the Transportation Research Board's annual conference.

Mr. Fisette thanked Mr. Srikanth for the update from the Multi-Sector Working Group. He asked about

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the plan for proceeding from the COG letter.

Mr. Srikanth said that staff is planning to brief the board on the specific transportation strategies. He said that he hopes that that would kick off an effort to establish an action plan, where the TPB would provide technical assistance to the jurisdictions to help them evaluate the strategies on a local level.

Mr. Fisetete noted one option for the TPB is to keep all of these voluntary and educate people and help them figure it out, if they're interested; and the other option was to incorporate them into our own requirements. He asked if the TPB could do that?

Mr. Srikanth said that the TPB could add such requirements to its project solicitation document that the board approves every time we update the CLRP and TIP to say that the TPB wants projects to meet these broad strategies."

Mr. Fisetete said that in other words we could require, as a part of being an accepted project, that our whole set of projects has to meet not only the air quality requirements, but these greenhouse gas emission requirements. He asked if the TPB has the legal authority to do so.

Mr. Srikanth noted that there were no quantitative greenhouse gas reduction targets tied to any of the strategies adopted by the COG Board.

Mr. Fisetete asked if the targets were in the climate energy environment plan, but not carried over to the various sectors as part of this work group activity. Mr. Srikanth said yes and noted that the climate energy environment policy committee's action plan reflects the aspirational goals that this region adopted but these goals have not particularly been adopted as targets by individual policy boards. Mr. Srikanth also said that for the TPB to voluntarily do it, it will have to do it outside of the conformity framework, since USDOT will not accept a conformity document with greenhouse gas reductions tied to it, because they do not have the legal authority to either approve or disapprove such a conformity. So this would have to be a supplemental target or initiative that the board could get engaged in and take a vote on it and then, if they chose to, they could do it. But it'll have to be separate from conformity analysis.

Mr. Fisetete asked to hear back from TPB staff on the recommendations in a month or two.

Mr. Srikanth said that staff would do that.

Mr. Schwartz said that he sees this as COG asking us (TPB) to take on these strategies as part of our mission and our work and trying to operationalize those strategies so that they can end up with clear performance results. He said that this is a good start for the discussion on the Long Range Plan as we now have the Multi-Sector Working Group recommendations and COG specifically asking us to look at these kinds of strategies as part of our long range planning.

## **6. CHAIR'S REMARKS**

Chairman Newton thanked the Board for the opportunity to serve as the Chairman this year. She provided some information about herself and noted that she loves the opportunities that are in the Washington metropolitan area, but believes that it needs to be opportunity for everybody. She said that that's a conversation that we as a body need to have and that we as a body can lead, going forward. She said that she met with Vice Chairman Allen and Vice Chairman Fisetete to discuss the year ahead. She said she believes we are ready to go and ready to really help this body come to some sort of a decision, whatever it is, on where we want to go as TPB. She said that to that end she has put forth a resolution to get the conversation started and that the board would not be asked to vote on the Draft Long-Range Plan Resolution today. She said that while there is a desire to make the long-range plan update aspirational, she is action-oriented and wants to make sure that something new can happen. She said that it is incumbent upon board members to take off parochial hats and work together so that



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the board can work together to move the region forward. She said that she hopes the board can have a conversation about how to improve the resolution that will guide the TPB's work for the year ahead.

## **ACTION ITEMS**

### **7. APPROVAL OF 2017 APPOINTMENTS TO THE TPB CITIZENS ADVISORY COMMITTEE**

Mr. Swanson said that the 2017 TPB officers nominated members and alternates to serve on the 2017 Citizens Advisory Committee (CAC). He said that six of the member were elected by the 2016 CAC, and that the officers nominated three for each state. He said that 2018 will mark the CAC's 25<sup>th</sup> anniversary. Reflecting on that time, he said, the committee has accomplished a lot. He said that they have pushed staff and the TPB to be more response and open, they have promoted public involvement, encouraged staff to conduct outreach around scenario analysis, and advocated for the Regional Transportation Priorities Plan.

Mr. Swanson said that the Chairman requested that he read the names of those appointed. The members from Maryland are Nancy Abeles, Jeremy Martin, Adeyinka Oguniegan, Era Pandya, and Emmet Tydings. From the District of Columbia Keith Benjamin, Meredith Howell, Robyn Jackson, Katherine Kortum, and Jeanose Lexima will serve. He said that Robert Jackson, Molly O'Connell, Lorena Rios, Stephen Still, and Charles Sumpter will serve from Virginia. He said that the alternates are: Paul Angeleone, Anna Ray, Jessica Smith, Ronit Dancis, Veronica Lowe, Evan Papp, Daniel Papiernik, and Jeff Parnes.

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

Chairman Newton said that she has asked Jeremy Martin to serve as the chairman of the 2018 CAC.

### **8. ENDORSEMENT OF THE MAP FOR THE PROPOSED ENHANCEMENTS TO THE TITLE VI / ENVIRONMENTAL JUSTICE ANALYSIS OF THE CLRP**

Ms. Klancher referred to her December presentation and said that based on input from the Access for All Advisory Committee (AFA), the Technical Committee, and the TPB the Communities of Concern Maps have been renamed Equity Emphasis Areas. She said that it took nine months to develop the equity areas. She said that the board is being asked to approve these Equity Emphasis Areas so that staff can begin the second phase of the work. She reminded the board that this is part of a federally required transportation analysis of the Financially Constrained Long-Range Transportation Plan (CLRP) to identify adverse impacts. She said that early in the process the District of Columbia's planning director, Mr. Shaw, encouraged staff to do best practices research about how other MPOs approach environmental justice analysis. She said that throughout the process, TPB staff met with staff at the local jurisdictions to build support and collect input on the methodology for identifying equity areas. She said that the Technical Committee, Citizens Advisory Committee, and AFA were all involved in the process. She said that Prince George's County representatives had raised some concerns that some parts of the county that should be included in the map, but were not included in the most recent version. Working with Mr. Weissberg and Ms. Glaros, TPB staff identified a rounding adjustment that resulted in the addition of two tracts in the county. Based on this revision, one tract was also added in the District of Columbia and one in Prince William County. She said that going forward, the map will need to be updated every two years. The next update will happen after the 2018 Census data is made available. She said that the current map uses data collected from the American Community Survey.

Ms. Klancher said that the process for creating the maps focused on four different groups: low-income, African-American, Asian, and Latino or Hispanic. The methodology emphasizes low-income populations. If a census tract had a concentration of 1.5 times the regional average for low-income residents, then it was identified as an Equity Emphasis Area. Census tracts with two or more minority groups were also

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labeled Equity Emphasis Areas.

Ms. Klancher said that this map will be used to conduct the environmental justice analysis of the CLRP. That analysis will measure whether these equity areas have access--by both transit and automobile-- to jobs, educational institutions, and hospitals. The Equity Emphasis Areas can also be used in other planning activities like the TPB household travel survey, scenario planning, and the Transportation/Land-Use Connections Program. The map will also be shared with local agencies that request it.

Ms. Klancher said that after the resolution endorsing the Equity Emphasis Areas is approved, the interactive version of the map will be revised. Then staff will consult with committees and stakeholders to share findings of the CLRP analysis. The analysis should be presented to the TPB in May or June.

Mr. Erenrich asked which performance measures will be used in the analysis.

Ms. Klancher said that the 2016 CLRP analysis will focus on impacts in 2040, looking specifically at the average number of jobs accessible to the emphasis areas compared to the rest of the region. The same analysis will be used for the average number of hospitals and education institutions. It will also include travel times by transit and car.

Mr. Herling asked if any changes are expected because of the new president.

Ms. Klancher said that it is too soon to know what might happen.

Mr. Snyder asked if will the TPB be open to legal action if the analysis shows a discrepancy.

Ms. Klancher said that if there are areas that have disproportionately and high adverse impacts, those impacts need to be mitigated. She said that once the issue has been mitigated, there cannot be any legal action.

Mr. Srikanth said that the federal requirement does not include any punitive actions for MPOs.

Mr. Snyder asked about the significance of this resolution.

Mr. Srikanth said that by approving the methodology will allow staff to proceed with the required technical analysis.

Mr. Snyder asked if the mitigation has to be localized or if it can apply to the whole system.

Mr. Srikanth said that the mitigation can apply to the whole system. He said that the objective is to make sure that there is some proportionality, that there is some equity in the distribution of benefits and burdens.

Mr. Shaw suggested informing the COG board about the TPB's work on Equity Emphasis Areas.

Mr. Zimbabwe said that DDOT has used a similar methodology and found it useful. He said it helped DDOT understand issues that it did not anticipate before conducting the analysis.

Ms. Glaros requested a deeper dive into the methodology to make sure that the appropriate tracts are included. She requested that the board postpone taking action until further analysis is completed.

Mr. Srikanth referred to the presentation and described how the methodology works. He said that Ms. Glaros was correct to point out that some tracts with high percentages of a single minority group combined with high percentage of low income groups were not identified as Equity Emphasis Areas. This being the case, he said that the methodology may not need to be changed, rather find a way to address this anomaly; perhaps develop some exceptions to the methodology.

Ms. Glaros said it is important to get it right. She made a motion to postpone the vote on the Resolution R7-2017 until the February TPB meeting. The motion was seconded.

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Ms. Hudgins noted that Fairfax County has been doing planning work along these lines and wanted to know if this methodology is consistent with the County and if it was suggested the Board approving the resolution today, while continuing the discussion about identifying exceptions.

Mr. Srikanth said that the methodology had been shared with planning staff in Fairfax County and other jurisdictions and was consistent with what the County does. He said that the County's planning directors had asked that low-income be the determinant factor in terms of accessibility and mobility changes and the current methodology does that.

Mr. Weissberg said that it is important to get the identification of the Equity Emphasis Areas correct

Mr. Smith asked if the Equity Emphasis Areas include data from Montgomery County.

Ms. Klancher said that all the counties in the region were included.

## **9. APPROVAL OF TPB BYLAWS AMENDMENT**

Ms. Erickson said that there is currently no provision in the TPB Bylaws that allows board members or their alternates to participate in the meeting remotely. Staff announced at the December board meeting that, at the request of several board members, an effort was underway to identify best practices and amend the TPB bylaws to allow for limited remote participation. She said that the bylaws will also be amended to reflect provisions in the United States Code for the metropolitan planning processes. She said that these amendments were discussed with the Steering Committee, the Technical Committee, and the TPB. She said that there was also a public comment period. She said that no comments were submitted.

A motion was made to approve Resolution R8-2017 to amend TPB Bylaws. The motion was seconded and approved.

Mr. Lewis said that the Maryland Department of Transportation is requesting that the TPB update its bylaws to require that all TPB members and alternates be elected officials or employees of participating jurisdictions or governments.

Ms. Erickson said that there needs to be ten-days' notice on any bylaw changes. She requested that any comments be sent to TPB staff. She said that the board may act on this request as soon as the February meeting.

## **10. APPROVAL TO AMEND THE FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO INCLUDE PROJECT AND FUNDING UPDATES FOR NINE PROJECTS IN THE NORTHERN VIRGINIA SECTION OF THE TIP, AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)**

Ms. Hamilton referred to Mr. Srikanth's description of the TIP projects from Item 5. She said that these projects were brought to the TPB because of the size of those projects and the dollar value associated with this TIP amendment.

A motion was made to approve Resolution R9-2017 to approve an amendment to the FY 2017-2022 TIP. The motion was seconded and approved.

## **INFORMATION ITEMS**

### **11. LONG-RANGE PLAN TASK FORCE BRIEFING**

Chairman Newton referenced the draft resolution and reminded the board that there would be no vote at the meeting. She said that the draft resolution is meant to promote discussion.

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Mr. Allen referenced his time as the chairman of the TPB's Access for All Advisory Committee (AFA). He said that from the AFA perspective, TPB planning should focus first on mobility and access, and that congestion reduction should be a secondary consideration. He recommended framing Phase II around the goal of providing access to transportation that includes access via automobile, rail and bus transit, but also walking and biking,

Mr. Lovain seconded Mr. Allen's comments and urged the board to consider land-use changes, transit oriented development, and walkability as principles that are critical to improving accessibility of the region's transportation network. He also suggested adding a whereas clause to the resolution that includes accessibility.

Mr. Weissberg said that he agreed with comments made by Mr. Allen and Mr. Lovain. He added that it is critical to consider the length of a commute in addition to access and mobility.

Mr. Erenrich said that congestion is an important measure to consider. He said that the discussion about congestion should not be limited to peak periods.

Mr. Shaw said that he was excited by language in the resolution encouraging "creative and innovative combinations of projects, programs, and policies." He said that this presents an opportunity to include long-term goals around transportation equity and greenhouse gas reduction, which would require new ways of thinking about mobility and transportation investments.

Mr. Kannan said that he was excited that the resolution calls for a facilitated dialogue to help the board decide on measurable targets and a definition for congestion. He said that identifying choke points in the regional road and rail system could help to address concerns about congestion. He said that resolution should specifically refer to the Regional Transportation Priorities Plan (Priorities Plan), which lays the region's specific priorities for improving the regional system. He said that goals from Region Forward and the Multi-Sector Working Group should also be included. He added that if future plans follow the same format and process as the current Financially Constrained Long-Range Transportation Plans (CLRP) he does not believe the region will ever adequately restore Metro funding. He said that the resolution needs to establish a two-way dialogue and to include reality checks regarding system capacity and funding availability.

Mr. Groth urged the board to make sure that Phase II includes a focus on game-changing projects that he said were the focus of the early work of the Long-Range Plan Task Force.

Chairman Newton reminded the board that "projects" don't only refer to things that are built, but could also refer to public-private partnerships and programs as well.

Mr. Brown said that he agrees with Mr. Groth and that the next phase should focus on game-changing projects. He said that a third-party facilitator could have a positive impact to help move the discussion beyond the occasional impasse.

Mr. Snyder said the resolution should mention air-quality and safety because the region's transportation investments need to reach air-quality and safety standards. He said the role of technology should be considered. He cited the efficacy of teleworking as an example of technology that helps to relieve burdens on the transportation network. He said that the board should strive to enable people to have modal options, especially in order to improve accessibility and promote equity.

Ms. Russell recommended updating the fifth whereas clause in the resolution. She said that quality of life should be added as a support for multimodalism alongside economic growth.

Mr. Herling said that he agreed with Mr. Snyder's comments about the environment. He said that there should be an emphasis on solutions that do not rely on fossil fuels. He cited an example from Denver where more people are choosing to ride transit during rush hour because fees are waived at that time. He said that it is important to shift the commuter's mindset so they see that transit is less costly in

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terms of time, expense, and adverse environmental impacts.

Mr. Schwartz expressed concern that performance measures, like congestion, used in the past demonstrate that despite TPB efforts, no improvement is expected. He said that it is important to direct staff to come up with plans that actually move the needle. He said that he agreed with Mr. Shaw that now is the time for the TPB to try to do something big and new.

Mr. Zimbabwe expressed concern that the process to date has been insular. He said that a facilitated discussion should include public involvement beyond the CAC. He said that if the TPB is going to identify bold strategies, policies, and investments it is important to get the public involved in that vision.

Mr. Fisetta said that the resolution should look beyond projects to include both land-use and transportation policies, which can be practical, low-cost, and long-term. He said he agrees that too much emphasis is placed on congestion. He said that the Priorities Plan should be used to focus the next phase of work. He asked how the TPB can use its authority to have a larger impact in the outcome of TPB plans. He said that the board needs to decide how to move forward. He added that educating the public about the TPB Vision and priorities is important, but so is tying TPB engagement activities with ongoing Metro outreach work. He said that the composition of the new task force is as important as the mission.

Ms. Smyth encouraged TPB staff to survey jurisdictions in the Washington area as a way to identify best practices. She said that Fairfax is giving free rides to high-school students on the Connector bus system as a way to get school buses off the roads.

Ms. Newton said that she hoped that this resolution will put the TPB in a position where it can be involved in planning processes earlier. She said she hopes that TPB goals and priorities should be considered when projects are being planned at the local level.

Mr. Harris encouraged the board to keep the resolution simple. He added that the task force should have sub-groups to address specific topics that arise.

## **12. PERFORMANCE BASED PLANNING AND PROGRAMMING**

This item was postponed to the February 15 TPB meeting.

## **13. REVIEW OF OUTLINE AND PRELIMINARY BUDGET FOR THE FY 2018 UNIFIED PLANNING WORK PROGRAM (UPWP)**

Mr. Srikanth encouraged board members to review the outline for the FY 2018 UPWP. He said that a draft of the work plan will be shared with the board at the February meeting. He said that 80 to 85 percent of the TPB's budget is tied to federally mandated activities, so that some effort is necessary to find places in the budget to fund the Long-Range Plan Task Force activities.

The discussion about this item was postponed to the February 15 TPB meeting.

## **OTHER ITEMS**

## **14. ADJOURN**

No other business was brought before the board. The meeting adjourned at 2:02 p.m.

Materials for Item 3  
Technical Committee Highlights  
will be posted early next week



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Steering Committee Actions and Report of the Director  
**DATE:** February 9, 2017

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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 9, 2017

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At its meeting on February 3, the TPB Steering Committee approved the following resolutions to amend the FY 2017-2022 Transportation Improvement Program (TIP) that are exempt from the air quality conformity requirement:

- SR13-2017: To include \$15 million in state advanced construction funding for the Transform I-66 Oversight project between the Capital Beltway and US 15 in Fairfax and Prince William counties; and to include \$12 million in state advanced construction funding for the Fred Ex – I-95 Express Lanes Extension from Exit 160 to Exit 133 in Stafford County, as requested by the Virginia Department of Transportation (VDOT)
- SR14-2017: To include \$19.85 million in federal and state funding for planning/design and construction to be included in the Areawide Congestion Management grouped project; and to change the project title from “MD 85 Buckeystown Pike” to “MD 85 Phase 1 Highway Reconstruction” and to include an additional \$425,000 in federal funding, to change the funding source of \$68.687 million from state to federal and to reduce the remaining state funding by \$3.39 million for that project, as requested by the Maryland Department of Transportation (MDOT)
- SR15-2017: To remove \$12 million in federal and state funding from the MARC Improvements project; and to remove \$28.6 million in federal and state funding from the MARC Rolling Stock Overhauls and Replacements project, as requested by MDOT
- SR16-2017: To add \$4.5 million in federal and District funding for the Anacostia Freeway Bridges over Nicholson Street SE project, as requested by the District Department of Transportation (DDOT)

The committee reviewed a draft amendment to the FY 2017-2022 Transportation Improvement Program (TIP) that has been requested by the Washington Metropolitan Area Transit Authority (WMATA) to update project and funding information for FY 2018 in order to match the proposed FY 2018 Capital Budget. The Steering Committee recommended that the TIP amendment be approved by the TPB with resolution R11-2017 under Item 8 of the February 15 meeting.

The committee approved a draft transmittal letter from TPB Chairman Bridget Newton to Jack Evans, the Chair of the Board of Directors for WMATA that would convey comments from the TPB’s Access for All Advisory (AFA) Committee pertaining to WMATA’s proposed FY 2018 budget and restrictions in Metrorail operating hours.

### Attachments

- SR13-2017

- SR14-2017
- SR15-2017
- SR16-2017
- Draft Transmittal Letter to Jack Evans, and accompanying AFA Comment Letter

**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  
TRANSFORM I-66 OVERSIGHT PROJECT AND THE FRED EX I-95 EXPRESS LANES EXTENSION  
STUDY, AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)**

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

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

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

**WHEREAS**, in the attached letter of January 25, 2017, VDOT has requested that the FY 2017-2022 TIP be amended to include funding for two new projects: add \$15 million in advanced construction (AC) funding for preliminary engineering (PE) in FY 2017 for the Transform I-66 Oversight Project (TIP ID 6549), and add \$12 million in AC funding in FY 2017 for the Fred Ex - I-95 Express Lanes Extension study (TIP ID 6562), as described in the attached materials, and

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

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2017-2022 TIP to include funding for two new projects: add \$15 million in AC funding for PE in FY 2017 for the Transform I-66 Oversight Project (TIP ID 6549), and add \$12 million in AC funding in FY 2017 for the Fred Ex - I-95 Express Lanes Extension study (TIP ID 6562), as described in the attached materials.

**Adopted by the Transportation Planning Board Steering Committee at its regular meeting on February 3, 2017.**





# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive  
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.  
COMMISSIONER

January 25, 2017

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

RE: National Capital Region FY 2017-2022 Transportation Improvement Program Amendments for Transform I-66 Oversight Project (UPC 110496) and I-95 Express Lanes Extension. Exit 160 To Exit 133 (UPC 110527)

Dear Ms. Newton:

The Virginia Department of Transportation (VDOT) requests amendments to the FY 2017-2022 Transportation Improvement Program (TIP) to add funding for two projects:

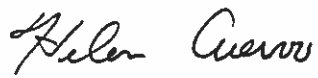
1. **Transform I-66 Oversight Project (UPC 110496).** The amendment adds \$15 million in Advance Construction funding to the TIP in FY 2017 for Preliminary Engineering. The funding will be used to provide engineering and administrative oversight of design, construction and inspection of the Transform 66 Outside the Beltway project.
2. **I-95 Express Lanes Extension (Study). Exit 160 to Exit 133 (UPC 110527).** As part of the Atlantic Gateway Project, VDOT plans to extend the I-95 Express Lanes from their current terminus at Garrisonville Road to Exit 133, near Fredericksburg. VDOT is also studying improvements to the existing I-95 Express Lane corridor in Prince William and Fairfax Counties between the Garrisonville and Route 123 exists. The amendment adds \$12 million in Advance Construction funding to the P.E. phase in FY 2017 for the study.

The amendments reflect VDOT's latest cost estimates and planned obligations for these projects. The funding amounts and sources are included in the Six Year Improvement Program adopted by the Commonwealth Transportation Board. The projects have no impact on the most recently adopted CLRP and Air Quality Conformity Analysis or the financial constraint status of the TIP and CLRP.

VDOT requests that these amendments be placed on the agenda of the Transportation Planning Board's Steering Committee at its meeting on February 3, 2017. VDOT's representative will attend meetings and will be available to answer any questions about the amendments.

Thank you for your consideration of this request.

Sincerely,



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

cc:

Ms. Ms. Rene'e Hamilton, VDOT-NoVA  
Ms. Marcy C. Parker, VDOT Fredericksburg  
Ms. Maria Sinner, P.E., VDOT-NoVA  
Mr. Norman Whitaker, AICP, VDOT-NoVA

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

**FY 2017 - 2022**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
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**I-66 Corridor Improvements Project**

TIP ID: **6549**    Agency ID: **110496**    Title: **TRANSFORM I-66 OVERSIGHT PROJECT**    Project Cost: **\$100,000**    Complete: \_\_\_\_\_

Facility: I 66    Source: AC    Fed/St/Loc: 100/0/0    Amount: 15,000 a    Total: 15,000

From: I 495 Beltway

To: US 15

**Total Funds: 15,000**

Description: TIP AMD - add \$15,000,000 (AC-Other Concession Funds) FFY17 PE Phase (SB 1/18/17)

**Amendment: Add New Project** **Approved on: 2/3/2017**  
Amend this project into the FY 2017-2022 TIP with \$15 million in advanced construction funding for PE in FY 2017.

**I-95 HOT/HOV Lanes Construction**

TIP ID: **6562**    Agency ID: **110527**    Title: **Fred Ex - I-95 Express Lanes Extension Exit 160 to Exit 133**    Project Cost: **\$12,000**    Complete: **2019**

Facility: I 95    Source: AC    Fed/St/Loc: 0/100/0    Amount: 12,000 d    Total: 12,000

From: Exist 160

To: Exit 133

**Total Funds: 12,000**

Description: P..E. to extend I-95 Express Lanes south to Exit 133 in the FAMPO planning area. Study ramp, lane and access point improvements needed for Express Lanes between Route 123 and Garrisonville exit in NC RTPB planning area..

**Amendment: Add New Project** **Approved on: 2/3/2017**  
Amend project into the FY 17-22 TIP with \$12 million in advanced construction funding for study in FY 2017.





**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 AREAWIDE CONGESTION  
MANAGEMENT PROJECT GROUPING AND TO CHANGE PROJECT INFORMATION AND  
FUNDING SOURCES FOR THE MD 85 PHASE 1 HIGHWAY RECONSTRUCTION PROJECT,  
AS REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)**

**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 January 26, 2017, MDOT has requested that the FY 2017-2022 TIP be amended to include an additional \$15.88 million in Surface Transportation Program (STP) funding and \$3.97 million in state matching funds between FY 2017 and FY 2020 for the Areawide Congestion Management project grouping (TIP ID 3085); and to change the project title from "MD 85 Buckeystown Pike" to "MD 85 Phase 1 Highway Reconstruction" and to include an additional \$425,000 in High Priority Project (HPP) funding in FY 2017 and FY 2018, to change the funding source of \$68.687 million from state to National Highway Performance Program (NHPP) and to reduce the remaining state funding by \$3.39 million for that project (TIP ID 6483), as described in the attached materials, and

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

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2017-2022 TIP to include an additional \$15.88 million in STP funding and \$3.97 million in state matching funds between FY 2017 and FY 2020 for the Areawide Congestion Management project grouping (TIP ID 3085); and to change the project title from "MD 85 Buckeystown Pike" to "MD 85 Phase 1 Highway Reconstruction" and to include an additional \$425,000 in HPP funding in FY 2017 and FY 2018, to change the funding source of \$68.687 million from state to NHPP and to reduce the remaining state funding by \$3.39 million for that project (TIP ID 6483), as described in the attached materials.

**Adopted by the Transportation Planning Board Steering Committee at its regular meeting on February 3, 2017.**





**Maryland Department of Transportation**  
The Secretary's Office

**Larry Hogan**  
Governor

**Boyd K. Rutherford**  
Lt. Governor

**Pete K. Rahn**  
Secretary

January 26, 2017

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

Dear Chairman Newton:

The Maryland Department of Transportation (MDOT) requests the following amendments to the State Highway Administration (SHA) portion of the National Capital Region Transportation Planning Board's (TPB) FY 2017-2022 Transportation Improvement Program (TIP) for two existing projects as described below and in the attached memo. The change for TIP #3085 reflects MDOT's updated programmed congestion management expenditures in FY 2017-2022. The change for TIP #6483 reflects MDOT's shifting of construction funding for this project from state to federal NHPP funding and adjusting cash flows for design. This action does not impact air quality conformity.

TIP ID#	Project	Phase	Amount of New Funding	Comment
3085	Areawide Congestion Management	PP/PE CO	\$9,750,000 \$10,100,000	Add funding for planning/design and construction.
6483	MD 85 Phase 1 Highway Reconstruction, Ballenger Creek	PP/PE ROW CO	\$839,000 (\$1,047,000) (\$3,182,000)	Add funding for design and remove funding for right-of-way and construction.

MDOT requests that this amendment be approved by the Transportation Planning Board (TPB) Steering Committee at its February 3, 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 at 410-865-1305, toll free 888-713-1414 or via e-mail at ksnyder3@mdot.state.md.us. Of course, please feel free to contact me directly.

Sincerely,



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

Attachment

cc: Mr. Eric Beckett, Chief, Regional and Intermodal Planning Division (RIPD), SHA  
Ms. Heather Murphy, Director, Office of Planning and Capital Programming, MDOT  
Ms. Kari Snyder, Regional Planner, Office of Planning and Capital Programming,  
MDOT



Larry Hogan, Governor  
Boyd K. Rutherford, Lt. Governor

Pete K. Rahn, Secretary  
Gregory C. Johnson, P.E., Administrator

## MEMORANDUM

**TO:** DIRECTOR HEATHER MURPHY  
**ATTN:** REGIONAL PLANNING MANAGER TYSON BYRNE  
 REGIONAL PLANNER KARI SNYDER  
**FROM:** CHIEF ERIC BECKETT *[Signature]*  
**SUBJECT:** REQUEST TO AMEND THE FY 2017-2022 NATIONAL CAPITAL REGION  
 TRANSPORTATION PLANNING BOARD (TPB) TRANSPORTATION IMPROVEMENT  
 PROGRAM (TIP)  
**DATE:** January 24, 2017  
**RESPONSE**  
**REQUESTED BY:** JANUARY 25, 2017

### PURPOSE OF MEMORANDUM

To request the Maryland Department of Transportation (MDOT) Office of Planning and Capital Programming approve and forward to TPB for its approval the following TIP amendments.

### SUMMARY

The Maryland Department of Transportation's State Highway Administration (SHA) hereby requests amendment of the FY 2017-2022 TPB TIP to reflect the following two actions.

TIP	Project	Phase	New Funding
3085	Areawide Congestion Management	PP/PE CO	\$9,750,000 \$10,100,000
6483	MD 85 Phase 1 Highway Reconstruction, Ballenger Creek	PP/PE RW CO	\$839,000 (\$1,047,000) (\$3,182,000)

### ANALYSIS

*Areawide Congestion Management (TPB 3085)* – This requested amendment reflects the addition of \$9,750,000 to planning/design and the addition of \$10,100,000 to construction funding in the FY 2017-2022 TPB TIP. MDOT requests this amendment in order that the FY 2017-2022 TPB TIP reflect MDOT's updated programmed congestion management expenditures in FY 2017-2022.

*MD 85 Phase 1 Highway Reconstruction (TPB 6483)* – This requested amendment reflects minor cash flow adjustments including the addition of \$839,000 to design, the subtraction of \$1,047,000 from right-

My telephone number/toll-free number is 410-545-0400 or 1-800-206-0770  
 Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • [www.roads.maryland.gov](http://www.roads.maryland.gov)

Ms. Heather Murphy  
Page Two

of-way acquisition, and the subtraction of \$3,182,000 from construction funding in the FY 2017-2022 TPB TIP. MDOT also requests this amendment in order that the FY 2017-2022 TPB TIP reflect MDOT's shifting of construction funding for this project from State to federal NHPP funding. MDOT anticipates advertising this project for construction in the Spring of 2017 and opening improvements to traffic in the Summer of 2021.

The attached Statewide TIP (STIP) reports document MDOT's requested amendment with respect to funding shifts for the above projects. This requested action will not impact scheduling or funding availability for other projects in the current STIP, which remains fiscally constrained. The amended funding does not affect the portion of federal funding programmed for transit or allocations of state aid to local jurisdictions in lieu of federal aid.

In addition, the Maryland Transportation Trust Fund (TTF) remains fiscally constrained. The TTF supports State transportation system operation and maintenance, MDOT administration, debt service, and capital projects. Semiannually, MDOT updates revenues and expenditures using two national forecasting companies' latest economic estimates. MDOT published funding details in the FY 2017-2022 Consolidated Transportation Program ([http://www.mdot.maryland.gov/Office\\_of\\_Planning\\_and\\_Capital\\_Programming/CTP/Index.html](http://www.mdot.maryland.gov/Office_of_Planning_and_Capital_Programming/CTP/Index.html)) and FY 2017-2020 Maryland STIP ([http://www.mdot.maryland.gov/newMDOT/Planning/STIP\\_TIP/Documents/2017\\_STIP\\_Draft\\_053116.pdf](http://www.mdot.maryland.gov/newMDOT/Planning/STIP_TIP/Documents/2017_STIP_Draft_053116.pdf)).

Please amend the FY 2017-2022 TPB TIP and FY 2017-2020 Maryland STIP to reflect the funding information provided in the attachments. If you have any questions regarding Areawide Congestion Management (TPB 3085), please contact Mr. Matt Baker, SHA Regional Planner, at 410-545-5668 or via email at [mbaker4@sha.state.md.us](mailto:mbaker4@sha.state.md.us). If you have any questions regarding MD 85 Phase 1 Highway Reconstruction (TPB 6483), please contact Mr. Ted Yurek, SHA Regional Planner, at 410-545-5671 or via email at [tyurek@sha.state.md.us](mailto:tyurek@sha.state.md.us).

#### ATTACHMENTS

- FY 2017-2022 TPB TIP project 3085 report
- FY 2017-2020 Maryland STIP project 3085 report
- FY 2017-2022 TPB TIP project 6483 report
- FY 2017-2020 Maryland STIP project 6483 report

cc: Mr. Matt Baker, Regional Planner, SHA  
Ms. Samantha Biddle, Assistant Chief, Regional and Intermodal Planning Division, SHA  
Nafiseh Bozorgi, P.E., Transportation Engineer, SHA  
Mr. Mark Crampton, District 7 Engineer, SHA  
Ms. Kandese Holford, Assistant Regional Planner, SHA  
Mr. David Rodgers, Regional Planner, SHA  
Mr. Jerry Smith, Assistant Regional Planner, SHA  
Barb Solberg, P.E., Chief, Highway Design Division, SHA  
Mr. John Thomas, Deputy Director, Office of Planning and Preliminary Engineering, SHA  
Kimberly Tran, P.E., Assistant District 5 Engineer-Project Development, SHA  
Mr. Brian Young, District 3 Engineer, SHA  
Mr. Ted Yurek, Regional Planner, SHA

**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	
<b>Other</b>											
<b>System Preservation Projects</b>											
<b>TIP ID: 3085</b>	<b>Agency ID: AWCM</b>		<b>Title: Areawide Congestion Management</b>				<b>Complete:</b>		<b>Total Cost:</b>		
Facility:	CMAQ	100/0/0		433 a	433 a	516 a	400 a	383 a	366 a	6,841	
From:				12 b	12 b	14 b	11 b	10 b	10 b		
To:				725 c	725 c	865 c	670 c	642 c	614 c		
	NHPP	100/0/0		160 a	173 a	200 a	147 a	147 a	133 a	2,594	
				4 b	5 b	5 b	4 b	4 b	4 b		
				268 c	290 c	335 c	246 c	246 c	223 c		
	State	0/100/0		680 a	690 a	713 a	420 a	113 a	107 a	6,059	
				3 b	4 b	4 b	3 b	3 b	3 b		
				1,018 c	1,434 c	294 c	201 c	190 c	179 c		
	STBG	100/0/0		2,560 a	2,586 a	2,653 a	1,533 a	306 a	293 a	21,639	
				10 b	10 b	12 b	9 b	8 b	8 b		
				3,803 c	5,447 c	839 c	558 c	513 c	491 c		
<b>Total Funds:</b>										<b>37,133</b>	

Description: Congestion management projects include traffic management, new and reconstructed signals, signage, lighting, signal systemization, design and construction of park-and-ride facilities, CHART, design and construction of ITS projects, and design and construction of intersection capacity improvements.

**Amendment: Adding Planning/Design and Construction Funding** **Requested on: 2/3/2017**  
 This requested amendment reflects the addition of \$9,750,000 and \$10,100,000 to FY 2017-2022 TPB TIP planning/design and construction funding, respectively, for Areawide Congestion Management (TPB 3085). MDOT requests this amendment in order that the FY 2017-2022 TPB TIP reflect MDOTs updated programmed congestion management expenditures in FY 2017-2022.

**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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**MDOT/State Highway Administration**

**Secondary**

**MD 85 Corridor**

TIP ID: 6483	Agency ID: FR3881	Title: MD 85 Phase 1 Highway Reconstruction	Complete: 2021	Total Cost: \$103,600					
Facility: MD 85		HPP	100/0/0	1,826 a	684 a	92 a			776
From: Crestwood Boulevard/Shockley Drive		Local	0/0/100	1,478 a					
To: Spectrum Drive		NHPP	100/0/0		9,264 c	16,479 c	18,317 c	24,627 c	68,687
		State	0/100/0	2,318 a	447 a	66 a	2,248 b	4,317 c	5,805 c
				3,569 b	2,957 b	2,998 b	3,885 c		24,907
						2,184 c			
<b>Total Funds:</b>									<b>94,370</b>

Description: Widen to a multilane divided highway from Crestwood Boulevard /Shockley Drive to Spectrum Drive, including MD 85 interchange reconstruction at I-270 and I-270 dual bridges replacement.

**Amendment: Switching Construction Funding Source** **Approved on: 2/3/2017**

This requested amendment reflects the addition of \$839,000 to, the subtraction of \$1,047,000, and the subtraction of \$3,182,000 from FY 2017-2022 TPB TIP planning/design, right-of-way acquisition, and construction funding, respectively, for MD 85 Phase 1 Highway Reconstruction (TPB 6483). MDOT requests this amendment in order that the FY 2017-2022 TPB TIP reflect MDOT's shifting of construction funding for this project from State to federal NHPP funding and updated programmed funding for this project. MDOT anticipates advertising this project for construction in the Spring of 2017 and opening improvements to traffic in the Summer of 2021. The previous six-year program total was \$97.76 million. The addition of \$839,000, and the subtraction of \$4.229 million brings the amended total to \$94.37 million.



**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 REMOVE FUNDING FOR THE MARC IMPROVEMENT AND  
MARC ROLLING STOCK OVERHAULS AND REPLACEMENTS GROUPED PROJECTS,  
AS REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)**

**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 January 26, 2017, MDOT has requested that the FY 2017-2022 TIP be amended to remove \$11.978 million in Section 5337 - State of Good Repair Grant (SGR) funding from FY 2017 for the MARC Improvements project (TIP ID 6400), and to remove \$28.584 million in Section 5337 - SGR funding from FY 2017 for the MARC Rolling Stock Overhauls and Replacements project (TIP ID 6401), as described in the attached materials, and

**WHEREAS**, these projects are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012;

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2017-2022 TIP to remove \$11.978 million in Section 5337 - SGR funding from FY 2017 for the MARC Improvements project (TIP ID 6400), and to remove \$28.584 million in Section 5337 - SGR funding from FY 2017 for the MARC Rolling Stock Overhauls and Replacements project (TIP ID 6401), as described in the attached materials.

**Adopted by the Transportation Planning Board Steering Committee at its regular meeting on February 3, 2017.**





**Maryland Department of Transportation**  
The Secretary's Office

**Larry Hogan**  
Governor

**Boyd K. Rutherford**  
Lt. Governor

**Pete K. Rahn**  
Secretary

January 26, 2017

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

Dear Chairman Newton:

The Maryland Department of Transportation (MDOT) requests the following amendment to the Maryland Transit Administration (MTA) portion of the National Capital Region Transportation Planning Board's (TPB) FY 2017-2022 Transportation Improvement Program (TIP) for two existing projects as described below and in the attached memo. Section 5337 funds are decreasing in the Washington Region and being reallocated to the Baltimore Region. This action does not impact air quality conformity.

TIP ID#	Project	Amount of New Funding	Comment
6400	MARC Improvements Project	(\$11,978,000)	Deobligating section 5337 funds.
6401	MARC Rolling Stock Overhauls and Replacement Project	(\$28,584,000)	Deobligating section 5337 funds.

MDOT requests that this amendment be approved by the Transportation Planning Board (TPB) Steering Committee at its February 3, 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 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,



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

Attachment

cc: Ms. Heather Murphy, Director, Office of Planning and Capital Programming, MDOT  
Mr. Kevin Quinn, Director, Office of Planning and Capital Programming, MTA  
Ms. Kari Snyder, Regional Planner, Office of Planning and Capital Programming,  
MDOT

**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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**MDOT/Maryland Transit Administration**

**Maintenance**

**Marc Improvements**

TIP ID: 6400	Agency ID:	Title: MARC Improvements	Complete:	Total Cost:
Facility:		Sect. 5307      80/20/0	3,752 e	204 e      603 e      2,966 e      7,653 e      5,000 e      16,426
From:				
To:		Sect. 5337-SGR      80/20/0	16,666 e	12,115 e      680 e      12,295 e      12,900 e      750 e      8,100 e      46,840
<b>Total Funds:</b>				<b>63,266</b>

Description: Ongoing improvement program of the MARC Camden, Brunswick, and Penn Lines to ensure safety and quality of service. This program is implemented through CSX and Amtrak construction agreements. CSX efforts include projects such as interlocking replacements and other track improvements. Amtrak efforts include projects such as passenger upgrades at Washington Union Station, interlocking work, and other track improvements.

**Amendment: Amendment 12-30-16** **Approved on: 2/3/2017**  
 The TIP sheet shows an overall \$11.978 million decrease in obligation to section 5337 funding for the FY 2017-2022 TIP. The changes reflect reallocation of funds into the MARC Improvements project in the Baltimore Region.

**Transit**

**MARC Rolling Stock Overhauls and replacements**

TIP ID: 6401	Agency ID:	Title: MARC Rolling Stock Overhauls and Replacements	Complete:	Total Cost:
Facility:		Sect. 5307      80/20/0	2,786 e	4,024 e      188 e      4,212
From:				
To:		Sect. 5337-SGR      80/20/0	28,439 e	98 e      23,373 e      2,484 e      3,505 e      3,900 e      33,360
<b>Total Funds:</b>				<b>37,572</b>

Description: This is an ongoing project for the overhaul and replacement of MARC rolling stock. Overhaul of MARC coaches and locomotives are performed in accordance with "10-year Minor" and "20-year Midlife" schedules, and/or the manufacturer's schedule. Upgrade MARC vehicles with federally-mandated Positive Train Control safety features. The project also includes funding for multi-level coaches that will be used to replace coaches that have reached the end of their useful life and provide additional capacity for the MARC system.

**Amendment: Amendment 12-30-16** **Approved on: 2/3/2017**  
 The TIP sheet shows a \$28.584 million decrease in obligation in FY 2017. The changes reflect reallocation of funds into the MARC Improvements project for the Washington Region and the MARC Rolling Stock Project for the Baltimore Region.



**MEMORANDUM**

**TO:** Ms. Heather Murphy, Director  
MDOT Office of Planning and Capital Programming

**ATTN:** Mr. Tyson Byrne, Manager  
MDOT Office of Planning and Capital Programming

**FROM:** Mr. Kevin Quinn, Director *Handwritten signature*  
MTA Office of Planning & Capital Programming

**DATE:** December 30, 2016

**SUBJECT:** Administrative Modification to the Washington Region FY 2017 - 2022 TIP to update the MARC Improvements Project

The Maryland Transit Administration (MTA) is requesting an administrative modification to the Washington Region FY 2017 - 2022 Transportation Improvement Program (TIP) to update funding to section 5337 within the MARC Improvements project, TIP ID no. 6400. The TIP sheet shows an overall \$11.978 million decrease in obligation to Section 5337 funding for the FY 2017-2022 TIP. The changes reflect reallocation of funds into the MARC Improvements project in the Baltimore Region. These proposed actions will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained.

After your review, please process the requested amendment with the Washington Metropolitan Council for inclusion in the FY 2017 - 2022 TIP. If you have any questions, please do not hesitate to contact Ms. Laurie Brown, MTA Office of Planning and Capital Programming, at 410-767-2535 or via email at lbrown9@mta.maryland.gov.

cc: Mr. Tyson Byrne, Regional Planner, Office of Planning and Capital Programming,  
MDOT



TIP ID: # 6400

MARC Improvements - WashCOG

**BEFORE**

Funding Category	Previous	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
Section 5307	\$ -	\$ -	\$ 204	\$ 603	\$ 2,966	\$ 7,653	\$ 5,000	\$ 16,426
Section 5337	\$ -	\$ 24,093	\$ 680	\$ 12,295	\$ 12,900	\$ 750	\$ 8,100	\$ 58,818
								\$ 75,244

**ADJUSTMENT**

Funding Category	Previous	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
Section 5307	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Section 5337	\$ -	\$ (11,978)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (11,978)
								\$ (11,978)

**AFTER**

Funding Category	Previous	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
Section 5307	\$ -	\$ -	\$ 204	\$ 603	\$ 2,966	\$ 7,653	\$ 5,000	\$ 16,426
Section 5337	\$ -	\$ 12,115	\$ 680	\$ 12,295	\$ 12,900	\$ 750	\$ 8,100	\$ 46,840
								\$ 63,266

% Change	-16%
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**MEMORANDUM**

**TO:** Ms. Heather Murphy, Director  
MDOT Office of Planning and Capital Programming

**ATTN:** Mr. Tyson Byrne, Manager  
MDOT Office of Planning and Capital Programming

**FROM:** Mr. Kevin Quinn, Director *Holly Arnold for*  
MTA Office of Planning & Capital Programming

**DATE:** December 30, 2016

**SUBJECT:** Amendment to the Washington Region FY 2017-2022 TIP to update the  
MARC Rolling Stock Overhauls and Replacement Project

The Maryland Transit Administration (MTA) is requesting an admendment to the Washington Region FY 2017-2022 Transportation Improvement Program (TIP) to update funding to section 5337 within the MARC Rolling Stock Overhauls and Replacement project, TIP ID no. 6401. The TIP sheet shows a \$28.584 million decrease in obligation in FY 2017. The changes reflect reallocation of funds into the MARC Improvements project for the Washington Region and the MARC Rolling Stock project for the Baltimore Region. These proposed actions will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained.

After your review, please process the requested administrative modification with the Washington Metropolitan Council for inclusion in the FY 2017-2022 TIP. If you have any questions, please do not hesitate to contact Ms. Laurie Brown, MTA Office of Planning and Capital Programming, at 410-767-2535 or via email at LBrown9@mta.maryland.gov.

cc: Mr. Tyson Byrne, Regional Planner, Office of Planning and Capital Programming,  
MDOT





TIP ID: # 6401

MARC Rolling Stock Overhauls and Replacements - WashCOG

**BEFORE**

Funding Category	Previous	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
Section 5307	\$ -	\$ -	\$ -	\$ -	\$ 4,024	\$ 188	\$ -	\$ 4,212
Section 5337	\$ -	\$ 28,682	\$ 23,373	\$ 2,484	\$ 3,505	\$ -	\$ 3,900	\$ 61,944
								\$ 66,156

**ADJUSTMENT**

Funding Category	Previous	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
Section 5307	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Section 5337	\$ -	\$ (28,584)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (28,584)
								\$ (28,584)

**AFTER**

Funding Category	Previous	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
Section 5307	\$ -	\$ -	\$ -	\$ -	\$ 4,024	\$ 188	\$ -	\$ 4,212
Section 5337	\$ -	\$ 98	\$ 23,373	\$ 2,484	\$ 3,505	\$ -	\$ 3,900	\$ 33,360
								\$ 37,572

% Change	-43%
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**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 ADD FUNDING FOR THE ANACOSTIA FREEWAY  
BRIDGES OVER NICHOLSON STREET SE 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 November 16, 2016 the TPB adopted the FY 2017-2022 TIP; and

**WHEREAS**, in the attached letter of February 2, 2017, DDOT has requested that the FY 2017-2022 TIP be amended to add \$4.5 million in National Highway Performance Program (NHPP) funding to FY 2017 for the Anacostia Freeway Bridges over Nicholson Street SE project (TIP ID 6082), 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 2017-2022 TIP to add \$4.5 million in NHPP funding to FY 2017 for the Anacostia Freeway Bridges over Nicholson Street SE project (TIP ID 6082), as described in the attached materials.

**Adopted by the Transportation Planning Board Steering Committee at its regular meeting on February 3, 2017.**



# Government of the District of Columbia

## Department of Transportation



### **d.** Planning and Sustainability Division

February 1, 2017

The Honorable Bridget Newton, Chairperson  
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 Newton,

The District Department of Transportation (DDOT) requests that the FY 2017-2022 Transportation Improvement Program (TIP) be amended to increase funding amount for the Anacostia Freeway Bridges over Nicholson Street project. The TIP project listing for the project is attached.

The proposed amendment would add approximately \$4.5 million in National Highway Performance Funds (NHPP) funds for the construction and construction management cost of the project in FY 2017. The previous estimate for construction was \$9.5 million. The current estimate of the project is \$14 million. The reason for the TIP amendment request is due to additional scope of work which was identified in the recent National Bridge Inventory (NBI) and the current design inspection reports. The additional work includes superstructure and deck replacement for Ramp 6 (Bridge No. 1001) and Ramp 4 (Bridge No. 1002) in addition to the main Line bridge (Bridge No. 1001).

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 3, 2017 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  
Acting Associate Director, Planning and Sustainability Division (PSD)

**DISTRICT OF COLUMBIA  
TRANSPORTATION IMPROVEMENT PROGRAM  
CAPITAL COSTS (in \$1,000)**

**FY 2015 - 2020**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
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**DDOT**

**Bridge**

**Anacostia Freeway Bridges over Nicholson Street SE**

TIP ID: 6082	Agency ID: MRR15A	Title: Anacostia Freeway Bridges over Nicholson Street SE (Bridges #1001				Complete:	Total Cost:	<b>\$15,000</b>
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Facility: Anacostia Freeway Bridges at Nicholson	NHPP	80/20/0	1,000 a	14,000 c				14,000	
From:								<b>Total Funds:</b>	<b>14,000</b>
To:									

Description: Rehabilitation of subject bridges to eliminate all deficiencies and to make the facility safe for the traveling public. Two bridges are structurally deficient and must be rehabilitated under the requirements of MAP21.

**Amendment: Amendment to increase construction to 14Mil** **Approved on: 2/3/2017**  
 Amend Anacostia Freeway Bridges over Nicholson St SE to increase NHPP construction costs from 9.5 Mil to 14 Mil in FY 2017.



National Capital Region  
**Transportation Planning Board**

February 3, 2017

The Honorable Jack Evans  
Chair, Washington Metropolitan Area Transit Authority (WMATA)  
Board of Directors  
600 5th Street, NW  
Washington, DC 20001

Re: TPB's Access for All Advisory Committee Comments on WMATA's Proposed FY2018 Budget and Restrictions in Metrorail Operating Hours

Dear Chairman Evans:

The National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the metropolitan Washington region, established the Access for All Advisory Committee (AFA) in 2001 to advise the TPB on issues and services important to traditionally-disadvantaged communities, including low-income communities, minority communities, people with limited English proficiency, people with disabilities, and older adults.

The TPB is transmitting the attached comments from the Access for All Advisory Committee on the Proposed FY2018 Budget (Public Hearing Docket B17-01) and the reduction of late-night service on Metrorail from its Access for All Advisory Committee.

Should you have any questions on the matter please feel free to contact to the AFA Chairman, Mr. Charles Allen, also the TPB's First Vice Chairman, at (202)724-8072, or Mr. Kanti Srikanth, the TPB Staff Director, at (202) 962-3257.

Sincerely,

A handwritten signature in blue ink that reads "Bridget Donnell Newton".

Bridget Donnell Newton  
TPB Chairman

Enclosure







## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Charles Allen, Chair, Access for All Advisory Committee  
TPB First Vice Chair  
**SUBJECT:** Comments from the Access for All (AFA) Advisory Committee on Proposals to Reduce Metro Service  
**DATE:** February 3, 2017

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The TPB's Access for All (AFA) Advisory committee met on December 15, 2016 and discussed WMATA's proposals for Metro's FY2018 budget. The Access for All Advisory Committee has advised the TPB since 2001 on issues and services important to traditionally-disadvantaged communities. In 2016, the committee was restructured and now represents not only low-income populations, minority communities, people with disabilities, but also those with limited-English skills and older adults. The AFA committee has a long-standing practice of commenting on major transit changes that would negatively affect the communities the committee represents, and it's for this reason that the AFA requested that the following comments be sent to WMATA as part of the public comment period which closes on February 6, 2017.

### **The AFA is concerned about the reductions in Metrorail, Metrobus and MetroAccess services being proposed by WMATA as part of the FY2018 budget discussions.**

WMATA has proposed in its FY2018 budget significant service adjustments to address declining ridership and revenue, and the need for additional funding to operate and maintain the Metrorail and Metrobus system. The public docket materials describe WMATA's proposed region-wide reductions in Metrobus, Metrorail and MetroAccess, and include the following:

- Over 25 bus routes would be eliminated;
- Service would be reduced on another 20 bus routes;
- Metrorail service would be decreased with less frequent trains for both peak and off-peak service;
- MetroAccess service would be eliminated for some customers;
- Metrobus fares would increase by 25 cents, Metrorail fares would increase between 10 and 25 cents, and MetroAccess fares would increase by 50 cents.

The bus service reductions will cause service reductions in MetroAccess since the MetroAccess service area would decrease as a result. The Americans with Disabilities Act (ADA) requires that MetroAccess provide service to areas within a  $\frac{3}{4}$  of a mile surrounding bus and rail lines. WMATA estimated 65 customers would lose service when only 14 bus lines were proposed to be eliminated, but that number would be greater if over 25 bus lines are eliminated.

Committee members recognize that low-income individuals rely heavily on bus services, and that these proposed reductions in “life line” bus service and higher bus fares, could have a compounding inequitable impact on low-income populations.

***The AFA requests that WMATA consider the unique needs of low-income populations and those with disabilities when making service reductions;*** these groups are more dependent and transit than other groups and have the least ability to pay for alternatives.

**AFA members were very disappointed with the decision to reduce Metrorail operating hours and questioned the data used to guide that decision.**

The new operating hours for Metrorail to address the need for additional track maintenance time will not only reduce late-night service but also reduce early morning service on weekends. The AFA is deeply concerned about the impact these service reductions will have on low-wage shift workers who rely on Metrorail to get to and from employment sites at non-traditional hours. Non-profit organizations who support people with disabilities will also be impacted because their employees will have difficulty covering late-night and early-morning shifts. The people who can least afford alternatives, such as taxi or Transportation Network Companies (TNCs) Uber-or Lyft -type services, are the people who will bear the brunt of the service reduction. Furthermore, these alternatives may not be wheelchair-accessible. ***The AFA wanted WMATA to commit to equity in terms of wheelchair-accessible vehicles as part of the AbilitiesRide program*** that WMATA is starting in Maryland, utilizing Transportation Network Companies (TNCs) such as Uber or Lyft, as an alternative to MetroAccess.

The AFA also questioned the validity of a survey of 16,000 riders conducted by WMATA to inform the decision to reduce late-night operation hours because of concerns the survey did not include a representative sampling of customers who utilize late-night service. When WMATA re-examines the decision on Metrorail hours of operation in two years, ***the AFA urges that WMATA’s analysis include a representative sample of riders who use late-night service, and consider the disproportionate impacts of such service reductions for those with low-incomes, minority communities, limited English-speakers and persons with disabilities.***

**The AFA stresses that the proposals would have wide- ranging negative impacts on transit-dependent populations.**

In summary, the AFA is writing to bring awareness to its concerns that the proposed Metro service reductions would disproportionately impact the communities that the AFA represents: minority communities, low-income populations, persons with disabilities, older adults and people with limited English skills. ***The AFA hopes that WMATA will have a continuing dialogue with these communities that will be the most affected.***

Recognizing that WMATA faces a severe funding shortfall, declining ridership and significant maintenance needs, ***the AFA also reiterates its support for a sustainable funding source for critical Metro services.***



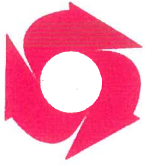
**MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Letters Sent/Received  
**DATE:** February 9, 2017

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





**Maryland Department of Transportation**  
The Secretary's Office

**Larry Hogan**  
Governor

**Boyd K. Rutherford**  
Lt. Governor

**Pete K. Rahn**  
Secretary

January 5, 2017

Kanti Srikanth  
Director  
National Capitol Region Transportation Planning Board MPO  
777 North Capitol Street, NE, Suite 300  
Washington, DC 20002

Dear Mr. Srikanth:

It has been a pleasure meeting and working with you and your staff over the last several months to discuss the National Capitol Region Transportation Planning Board Title VI Program.

The purpose of these meetings was to review and ensure that the National Capitol Region Transportation Planning Board's MPO (TPBMPO) Title VI Program pertaining to metropolitan planning is being conducted in accordance with federal law, regulations and guidance issued by the U. S. Department of Transportation, the Federal Transit Administration and the Federal Highway Administration: Title VI of the Civil Rights Act of 1964, 49 CFR Part 21, 23 CFR §200.9 and FTA Circular 4702.B. Since the Maryland Department of Transportation (MDOT) passes through federal planning funds to TPBMPO, TPBMPO is a subrecipient of MDOT. MDOT is required to monitor subrecipient compliance and TPBMPO is required to provide MDOT with information necessary to assist MDOT in demonstrating compliance with Title VI.

In our conference call with you and your staff on December 13, 2016 we discussed the results of our review. Based on our review, we have determined that the National Capitol Region Transportation Planning Board MPO is meeting the Title VI requirements. Your Title VI Plan contains the key elements required by 23 CFR §200.9 and FTA Circular 4702.B.

Thank you for your ongoing cooperation in meeting FTA and FHWA civil rights requirements. We look forward to working with you and your staff on your Title VI Program. If you have any questions, please do not hesitate to contact me at 410-865-1156, or Dr. Janet Moye Cornick, Title VI Program Manager at 410-865-1126 or electronically at [jcornick@mdot.state.md.us](mailto:jcornick@mdot.state.md.us).

Sincerely,

Louis W. Jones  
Director  
Office of Diversity & Equity

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





**Maryland**  
Department of  
the Environment  
Ben Grumbles Secretary



**Maryland Department  
of Transportation**  
Pete K. Rahn Secretary

Larry Hogan  
Governor

Boyd Rutherford  
Lieutenant Governor

December 12, 2016

Dear Interested Stakeholders:

Enclosed please find a joint status report of the Maryland Departments of the Environment's and Transportation's progress toward reducing air pollution and greenhouse gas emissions in the state, entitled, "Charting the Path Forward: A Transportation Strategy for Meeting Long-Term Air Quality and Greenhouse Gas Emissions Goals and Enhancing Maryland's Economy and Quality of Life."

Maryland has made substantial progress in combating ozone pollution and greenhouse gas emissions, while supporting economic growth and job creation. The transportation sector has played a key role in this progress, and will be a critical component of strategies to address future challenges.

Even as the state has experienced growth in population and the economy, motor vehicle emissions of the pollutants that contribute to ozone have decreased significantly in the past fifteen years. Since 2008, Maryland has met the national air quality standards associated with extremely small particles, and is now meeting the national air quality standard set in 2008 for ground level ozone.

Looking to the future, Maryland has developed a strategic vision for transportation decisions to promote economic growth while focusing on environmental priorities. This strategy builds on the foundation of investments and policies in the Maryland Transportation Plan and Climate Action Plan, consisting of cleaner vehicles and fuels, increased travel choices, enhanced travel, spurred innovation, and enhanced strategic highway capacity. This strategy also supports thriving Maryland communities, creates jobs, and establishes Maryland as a national leader in clean transportation and technology.

If you have any questions, please contact George (Tad) Aburn at (410) 537-3255 or by email at [george.aburn@maryland.gov](mailto:george.aburn@maryland.gov), or Dorothy Morrison at (410) 865-1277 or by email at [dmorrison@mdot.state.md.us](mailto:dmorrison@mdot.state.md.us).

Sincerely,

George (Tad) Aburn, Jr., Director, Air and Radiation Management Administration  
Maryland Department of the Environment

Dorothy Morrison, Director, Office of Environment  
Maryland Department of the Transportation

cc: Attachment: Charting the Path Forward: A Transportation Strategy for Meeting Long-Term Air Quality and Greenhouse Gas Emissions Goals and Enhancing Maryland's Economy and Quality of Life

**Charting the Path Forward:  
A Transportation Strategy for Meeting Long-term Air  
Quality and Greenhouse Gas Emissions Goals and  
Enhancing Maryland's Economy and Quality of Life**

**Developed by:  
Maryland Department of Transportation  
Maryland Department of the Environment**

...



## Executive Summary

The State of Maryland has made substantial progress in combating air pollution and greenhouse gas (GHG) emissions. Transportation policies and investments have played a key role in these improvements – supporting a vibrant economy, improving public health, and enhancing access to jobs, services, and recreational opportunities.

All of Maryland is now meeting the national air quality standard set in 2008 for ground level ozone. Even as the state has experienced growth in population and the economy, motor vehicle emissions of the pollutants that contribute to ozone have dropped by more than 35%

since 2002. Since 2008, Maryland has met the national air quality standards associated with extremely small particles, and motor vehicle emissions associated with fine particles have dropped by more than 25% since 2002. Maryland is also on-track to meet the GHG emissions reduction targets set in the state's 2009 Greenhouse Gas Emissions Reduction Act (GGRA), which calls for a 25% reduction in GHGs from 2006 levels by 2020.

Despite this progress, further environmental challenges lie ahead:

- **Stricter Ozone Standards** – In October 2015, the U.S. Environmental Protection Agency (EPA) made the national standard for ground level ozone stricter (effective December 28, 2015), which will require continued reductions in emissions.
- **Chesapeake Bay Restoration** – The Chesapeake is vital to the state's economy and recreation. About one-quarter of the nitrogen pollution that enters the Bay comes from air pollution.
- **Climate Change** – The Chesapeake Bay region is the third most vulnerable area in the country to sea level rise, and climate change threatens more severe weather. Scientists believe GHG emissions reductions of up to 72% by 2050 are needed to minimize climate impacts, and transportation sources contribute about one-third of the GHGs emitted in Maryland.

[Charting the Path Forward](#). Maryland has developed a strategic vision for transportation decisions that will drive economic growth and address environmental priorities into the future. This strategy builds on the foundation of investments and policies in the Maryland Transportation Plan and Climate Action Plan:

- **Cleaner Vehicles and Fuels** – Providing incentives, policies, and infrastructure support to expand the market for vehicles that produce low or zero emissions.
- **Increasing Travel Choices** – Supporting mobility improvements and livable communities that facilitate use of transit, bicycling, and walking options.
- **Enhancing Travel Efficiency** – Optimizing system operations to reduce traffic congestion, improve travel time reliability, and reduce fuel consumption.
- **Spurring Innovation** – Advancing clean energy technologies in transportation.
- **Strategic Highway Capacity Enhancements** - Reducing traffic congestion in critical transportation corridors to positively impact air quality.

This strategy will support thriving Maryland communities, create jobs, and establish Maryland as a national leader in clean transportation and technology.

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Transportation is vital to growing Maryland's economy and positioning the State as a key location for businesses and tourism. Smart transportation policies and investments will simultaneously support economic development, enhance communities, and address environmental priorities for improving air quality, restoring the Chesapeake Bay, and addressing the threats of climate change.

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# 1. Introduction

The State of Maryland has made significant progress in improving air quality, and 2015 marked the first-year that the entire state met the national air quality standards for ground level ozone set in 2008. However, in the face of new, stricter Federal air quality requirements and efforts to restore the Chesapeake Bay, Maryland will need to continue to make progress towards reducing mobile source pollutant emissions that contribute to ozone formation and deposition of nitrogen in the Bay. Additionally, the state is working to reduce greenhouse gas (GHG) emissions by 25% from 2006 levels by 2020, and recently extended this commitment to reduce GHG emissions to 40% below 2006 levels by 2030 to address climate change while continuing to strengthen and grow the state's economy.

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**Maryland has made substantial progress in combating ozone pollution and greenhouse gas emissions, while supporting economic growth and job creation. The transportation sector has played a key role in this progress, and will be a critical component of strategies to address future challenges.**

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Transportation is vital to the state's economy – connecting people to jobs and health care services, supporting recreational opportunities and tourism, and moving freight to support the economy. With an extensive highway, transit, and bicycling network, the Port of Baltimore, BWI Thurgood Marshall International Airport, and other aviation facilities, Maryland's transportation network is a critical element of the state's economic development and quality of life. Yet transportation sources continue to be major contributors to air pollutant emissions and GHG emissions.

This document provides a strategic roadmap for the transportation sector to further its contributions to support a clean and healthy environment by reducing mobile source emissions while supporting a strong Maryland economy and job growth. It is intended to be a living document that will be updated as the state continues to make progress toward air quality goals.

## Maryland's Air Quality and Impacts

Maryland's ozone air pollution ("smog") is exacerbated by the state's geographic location and meteorological conditions. Like most states east of the Mississippi River, Maryland receives air pollution that blows in from other states. On many days, up to 70% of Maryland's ozone problem originates in upwind states. Pollution floating from power plants from areas west of Maryland combines with local pollution, and is then trapped along the western edge of the Chesapeake Bay by winds, contributing to high ozone levels in parts of the state.<sup>1</sup>

Air pollution is associated with adverse health effects. While ozone in the atmosphere blocks the sun's harmful rays, ozone at the ground level can be harmful to human health and may cause shortness of breath, coughing, wheezing, chest tightness, and throat irritation.<sup>2</sup> Particle pollution is a mixture of small particles and liquid droplets such as dust and organic chemicals, which can cause premature death in people with heart or lung disease, non-fatal heart attacks, increase respiratory symptoms, and worsen

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<sup>1</sup> Maryland Department of the Environment. Clean Air Progress in Maryland: Accomplishments in 2015. Available at: <http://www.mde.state.md.us/programs/Air/Documents/GoodNewsReport/GoodNewsReport2015Final.pdf>.

<sup>2</sup> U.S. EPA. Patient Exposure and the Air Quality Index. Available at: <http://www3.epa.gov/apti/ozonehealth/aqi.html>.

asthma.<sup>3</sup> The smallest of these particles, less than 2.5 microns in diameter (called PM<sub>2.5</sub>), are the most harmful since they can get deep into the lungs. Certain groups are more susceptible to the effects of ozone and particulate matter, including children, the elderly, and people with lung diseases such as asthma.<sup>4</sup> Additionally, particulate matter is a main cause of haze that limits visibility, reducing the ability to see distant views and scenic vistas.<sup>5</sup>

Air pollution also affects Maryland's waterways and the Chesapeake Bay. Through a process called atmospheric deposition, pollution released into the air eventually falls to the ground settling onto land or water. A significant source of pollution affecting the Bay is airborne nitrogen, specifically nitrogen oxides (NO<sub>x</sub>) produced by equipment powered by gas, coal, oil, including motor vehicles. Excess nitrogen and other chemicals can lead to increased algae growth that blocks sunlight that other aquatic plants need.<sup>6</sup> As algae die, they deplete oxygen levels in the water, creating "dead zones" where fish, crabs, oysters and other aquatic organisms cannot survive.<sup>7</sup>

## 2. Cleaner Air, a Growing Economy, and Enhanced Mobility – The Good News about Air Quality and Transportation in Maryland

Thanks to the sustained efforts of government, businesses, environmental advocates, scientists, health professionals and many others, Maryland has seen dramatic improvements in air quality over the past 15 years – providing improvements to public health and quality of life.

### Maryland Meets 75 parts per billion Ground Level Ozone Standards Statewide

The U.S. Environmental Protection Agency (EPA) establishes limits for air pollutants in the atmosphere to protect public health, and periodically reviews and updates the national air quality standards according to the latest science and available technology.<sup>8</sup> For the first time ever, all of Maryland is meeting the Federal 8-hour ozone concentration standard of 75 parts per billion (ppb) established in 2008. EPA determined in 2015 that the Baltimore metropolitan area (Baltimore City and Baltimore, Anne Arundel, Howard, Harford and Carroll counties) is meeting the ozone standard, based on air monitoring data from the past three years. This accomplishment demonstrates significant progress in reducing adverse impacts of air quality on health in Maryland.

In 2000, the entire state recorded pollution levels above the ozone standard, and by 2014 most of the state was meeting the standard (see Figure 1). Between 2003 and 2014, ozone standards were exceeded in Maryland on average about 29 days per year. However, over the past three years, ozone exceedance days have been reduced dramatically, with only 5 in 2014 and 8 days in 2015.<sup>9</sup>

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<sup>3</sup> U.S. EPA. Particulate Matter: Health. Available at: <http://www3.epa.gov/pm/health.html>.

<sup>4</sup> U.S. EPA. Patient Exposure and the Air Quality Index. Available at:

<http://www3.epa.gov/apti/ozonehealth/aqi.html>.

<sup>5</sup> U.S. EPA. Particulate Matter: Health. Available at: <http://www3.epa.gov/pm/health.html>.

<sup>6</sup> Chesapeake Bay Foundation. Air Pollution. Available at:

[http://www.chesapeakebay.net/issues/issue/air\\_pollution#inline](http://www.chesapeakebay.net/issues/issue/air_pollution#inline).

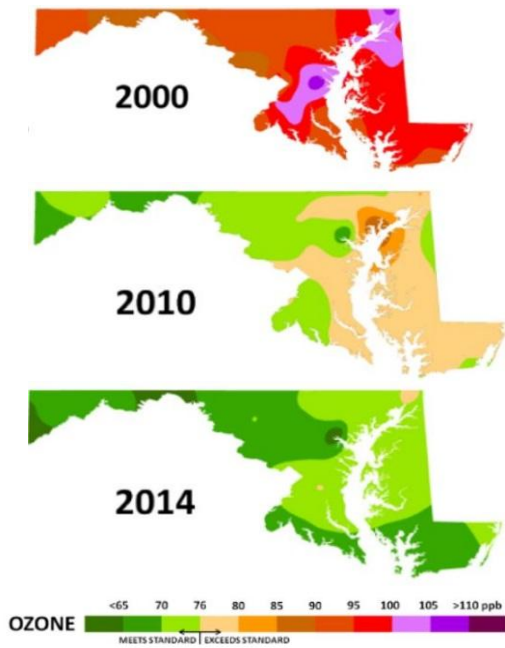
<sup>7</sup> Chesapeake Bay Foundation. Dead Zones. Available at: <http://www.cbf.org/about-the-bay/issues/dead-zones>.

<sup>8</sup> U.S. EPA. Ozone Standards. Available at: [http://www3.epa.gov/ttn/naaqs/standards/ozone/s\\_o3\\_index.html](http://www3.epa.gov/ttn/naaqs/standards/ozone/s_o3_index.html).

<sup>9</sup> Maryland Department of the Environment. Historical Air Quality Data. Available at:

<http://www.mde.state.md.us/programs/Air/AirQualityMonitoring/Pages/HistoricalData.aspx>

**Figure 1. Maryland's Shrinking Ozone Problem, 2000- 2014**

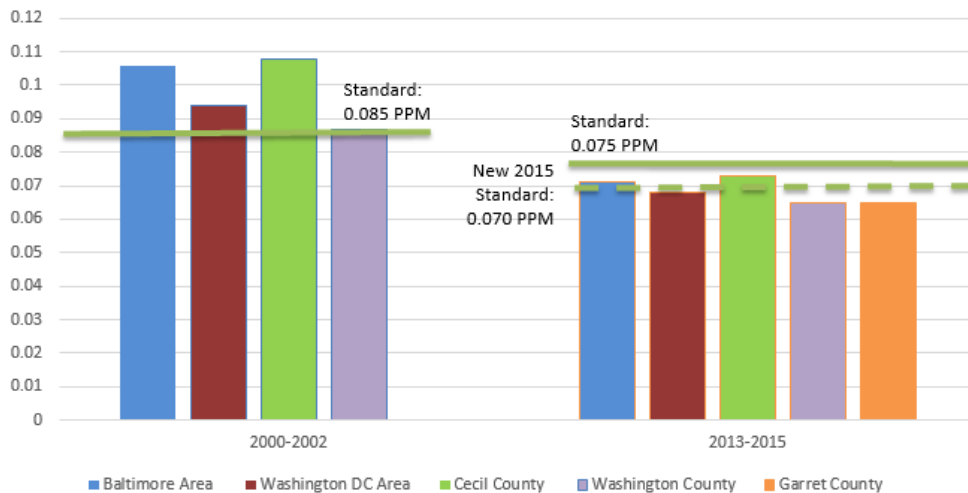


As national ozone standards became more stringent, Maryland rose to the challenge and statewide ozone levels dropped significantly (see Figure 2).

Ozone is created by chemical reactions between nitrogen oxides (NOx) and volatile organic compounds (VOC) in the presence of sunlight and heat. As a result, weather conditions and pollution levels together play a role in ozone formation, and will affect Maryland's ability to meet new more stringent standards.

Source: Maryland Department of the Environment.

**Figure 2. Maryland Ozone Design Values, 2000-2002 and 2013-2015, Compared to National 8-Hour Ozone Standards**



Note: A design value is a statistic that describes the air quality status of a given location relative to the level of the National Ambient Air Quality Standards (NAAQS) used to designate and classify nonattainment areas. Design Values were calculated based on the three year average of the fourth highest max value for the monitor with the highest reading in each area. Source: U.S. EPA, [http://www3.epa.gov/airdata/ad\\_rep\\_mon.html](http://www3.epa.gov/airdata/ad_rep_mon.html). [Note: Data for 2015 are not final]

## Maryland Meets Fine Particle Standards

The EPA has established two primary air quality standards for PM<sub>2.5</sub> -- annual and daily standards -- to provide public health protection from both long- and short-term effects of exposure to fine particle pollution. As with ozone, Maryland has seen substantial reductions in particulate matter in the atmosphere. Fine particulates are composed of nitrogen and/or sulfur compounds and other compounds. A variety of Federal and state controls, as well as other regulations aimed at reducing sulfur dioxide (SO<sub>2</sub>) and nitrogen oxides (NO<sub>x</sub>), have reduced emissions from power plants. Within the transportation sector, the 2007 heavy duty highway rule reduced emissions from heavy duty diesel trucks and reduced levels of sulfur from diesel fuel, together with the Diesel Vehicle Inspection Program. Since 2008, Maryland overall has met the national standards for PM<sub>2.5</sub>, including more stringent regulations set in 2012 (see Figure 3).<sup>10</sup>

**Figure 3. Maryland PM<sub>2.5</sub> Design Values, 2000-2002 and 2013-2015, Compared to National Annual PM<sub>2.5</sub> Standard**



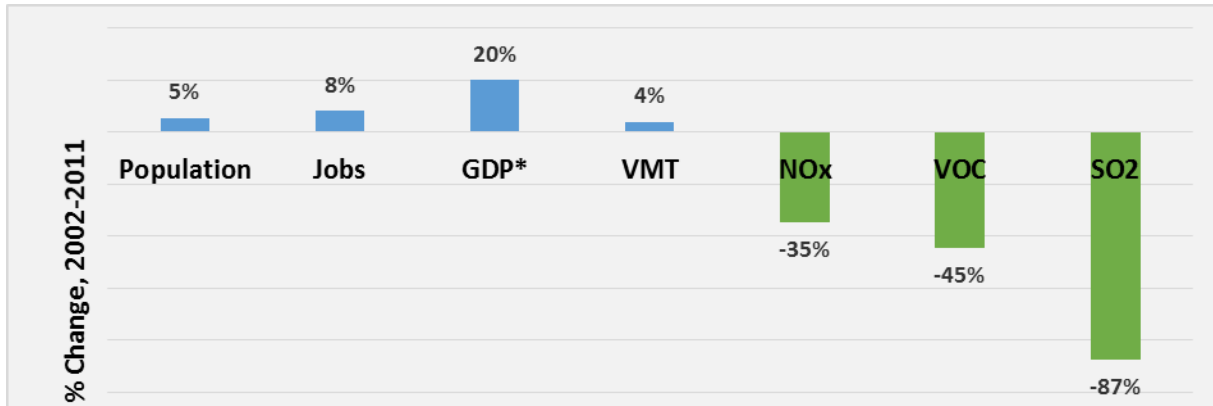
Note: Design Values calculated based on averaging the three years annual mean, for the monitor with the highest reading in each area. Source: U.S. EPA, [http://www3.epa.gov/airdata/ad\\_rep\\_mon.html](http://www3.epa.gov/airdata/ad_rep_mon.html). [Note: Data for 2015 are not final]

## Transportation Air Pollutant Emissions Have Dropped Significantly

Transportation emission reductions have played an important role in Maryland’s air quality improvements. During a period when statewide population grew by 5% (from 5.44 to 5.74 million people) and total economic activity increased significantly, from 2002 to 2011, air pollution from motor vehicles decreased dramatically. Ozone precursors, NO<sub>x</sub> and VOC dropped by 35% and 45%, respectively, while SO<sub>2</sub> dropped by 87% (see Figure 4).

<sup>1010</sup> Clean Air Progress in Maryland: Accomplishments in 2015  
<http://www.mde.state.md.us/programs/Air/Documents/GoodNewsReport/GoodNewsReport2015Final.pdf>

**Figure 4. Percent Change in Demographics, Travel, the Economy, and Motor Vehicle Emissions, 2002-2011**

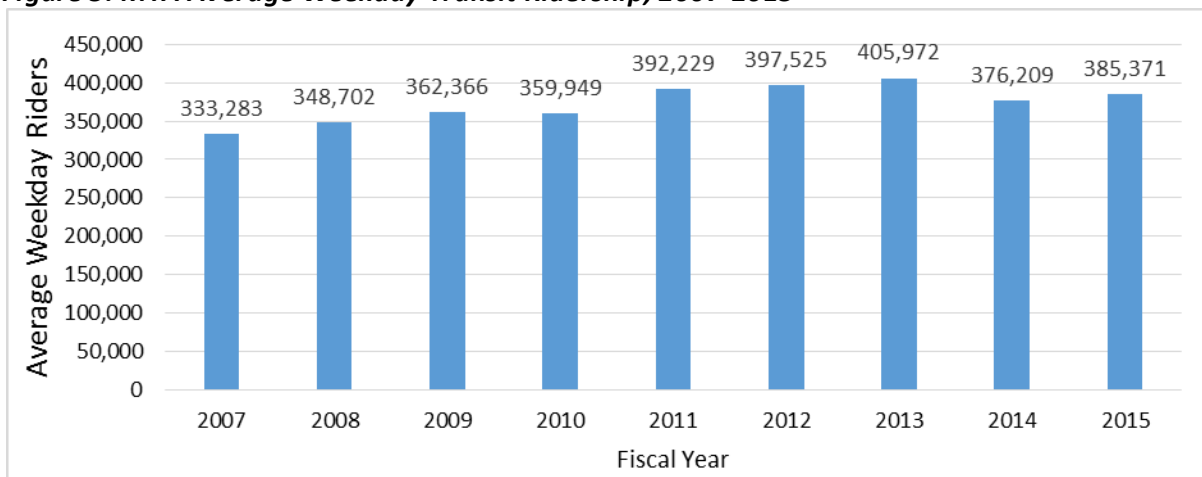


\* GDP (gross domestic product) figures are inflation adjusted (in real dollars) and reflect the value added in production by the labor and capital of all industries located in a state. Sources: Maryland Department of Planning State Data Center (population and jobs), U.S Department of Commerce (State GDP), Maryland Department of Transportation (VMT), and Maryland Department of Environment (Motor vehicle emissions).

These reductions in air pollution from transportation have occurred in large part due to tighter motor vehicle emissions standards, resulting in cleaner vehicles. The Maryland Department of Transportation’s (MDOT’s) programs supporting transit, ridesharing, bicycling and walking, as well as projects that reduce roadway congestion, also have supported these improvements. For instance, average weekday ridership on MTA services in Maryland increased from 333,283 riders in FY 2007 to 385,371 riders in FY 2015, an increase of more than 15% (see Figure 5).

From 2005 to 2015, total vehicle miles traveled (VMT) in Maryland has remained relatively steady (a 1% increase over the decade). Overall, VMT per person has declined over the past ten years (see Figure 6). While a combination of societal, technological, and economic factors have contributed to these trends, the state’s investments in multimodal travel options, travel demand management, and transportation system management support these outcomes.

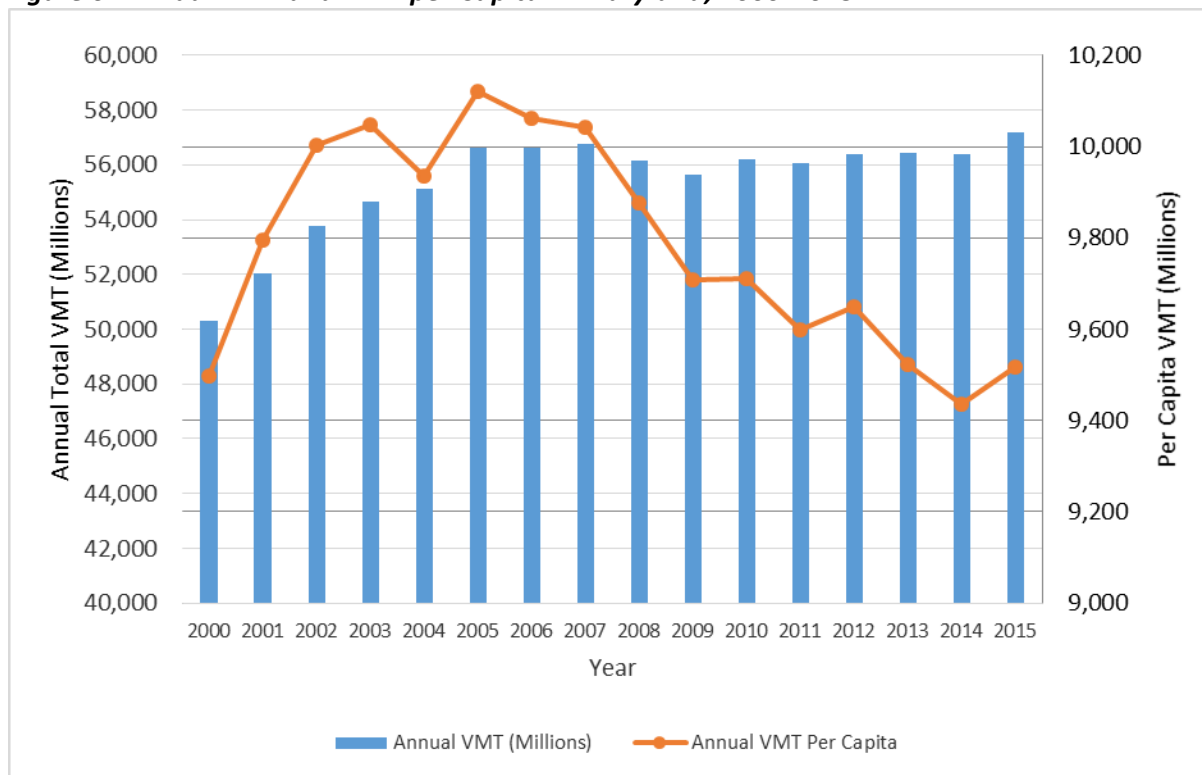
**Figure 5. MTA Average Weekday Transit Ridership, 2007-2015**



Source: Maryland Department of Transportation, 2016 Annual Attainment Report.

Note: MTA used ridership estimate differences between the new APC system and previous systems to adjust previous bus ridership figures to allow for comparable data.

**Figure 6. Annual VMT and VMT per Capita in Maryland, 2000-2015**



Sources: Maryland Department of Information Technology, Maryland Annual Vehicle Miles of Travel, October 2015, <https://data.maryland.gov/Transportation/Maryland-Annual-Vehicle-Miles-of-Travel/exua-btti>; Maryland State Data Center, Population Estimates, October 2015, [http://planning.maryland.gov/msdc/S2\\_Estimate.shtml](http://planning.maryland.gov/msdc/S2_Estimate.shtml); Maryland Department of Transportation, 2016 Attainment Report.

### Ensuring that Transportation Plans and Investments Support Air Quality Goals

The Clean Air Act requires transportation planning and air quality planning processes to be coordinated within a state. Transportation plans and Transportation Improvement Programs must show that they support (or “conform” to) the State Implementation Plan for air quality, using travel and emissions modeling (referred to as the transportation conformity process).

These analyses demonstrate continued reductions in emissions from motor vehicles. For instance, the Baltimore region’s most recent draft Transportation Conformity Determination shows summer NOx reductions of 64% and VOC reductions of 56%, and direct PM<sub>2.5</sub> reductions of 50% from motor vehicles between 2017 and 2040.<sup>11</sup> These reductions come from new Federal vehicle emissions and fuel standards, as well as regional transportation investments and Transportation Emissions Reduction

<sup>11</sup> Baltimore Regional Transportation Board, Transportation Conformity Determination, Prepared for the FY 2014-2017 Transportation Improvement Program and the 2011 Long Range Transportation Plan.

Measures (TERMs). Similarly, the Washington, DC region’s latest Transportation Conformity Determination also shows substantial emissions reductions from motor vehicles (see Figure 7).<sup>12</sup>

**Figure 7. Regional Air Quality Conformity Documents Show Continued Reductions in Motor Vehicle Emissions**

Pollutant	Region	Calendar Year				% Change 2017-2040
		2015	2017	2025	2040	
NO <sub>x</sub> , average summer day, tons per day	Baltimore	-	50.7	25.9	18.2	-64%
	Washington*	128.3	91.1	42.0	20.3	-78%
VOC, average summer day, tons per day	Baltimore	-	26.5	18.2	11.6	-56%
	Washington*	62.4	50.7	35.5	19.1	-62%
Fine Particulate Matter (PM <sub>2.5</sub> ) tons per year	Baltimore	-	887	538	441	-50%
	Washington*	1860	1523	926	720	-53%

\*Washington figures represent the entire Washington, DC region, including parts of Maryland, Virginia, and the District of Columbia; the Washington figures, however, do not include the impacts of TERMS, which are less than 0.1 ton per day for each year.

Sources: Baltimore Regional Transportation Board, Draft Conformity Determination of Maximize2040 and the Amended 2016-2019 Transportation Improvement Program, September 2015. National Capital Region Transportation Planning Board, 2015 Amendment, Financially Constrained Long Range Transportation Plan for the National Capital Region, Air Quality Conformity Analysis of the 2015 CLRP Amendment and FY2015-2020 TIP, October 21, 2015.

### Working with Neighboring States to Address Interstate Pollution

In addition to addressing pollution generated within its boundaries, Maryland is also committed to working with neighboring states to address interstate pollution that is carried downwind. Maryland participates in EPA’s Good Neighbor program to address pollution from its power plants that affects areas like Philadelphia and New York, and encourages other states to do so.<sup>13</sup> In regards to transportation, Maryland is involved in the Transportation and Climate Initiative of the Northeast and Mid-Atlantic States (TCI). TCI brings together top environment, transportation, and energy agency officials from eleven states and the District of Columbia to work together to reduce GHGs in the transportation sector and help build a clean energy economy.

## 3. Meeting Today’s and Future Environmental Challenges – Ozone, Restoring the Bay, and Climate Change

Despite recent and expected progress in improving air quality and reducing GHG emissions, significant environmental challenges lie ahead over the next 20 years.

### More Stringent Ground-Level Ozone Standard

In October 2015, EPA modified the national standard for ground level ozone, reducing it from 75 to 70 parts per billion.<sup>14</sup> There are regions of Maryland that are not likely to meet the 70 ppb standard when designations become final in October 2017. Additionally, temperature is a factor in the formation of

<sup>12</sup> These figures represent the entire Washington, DC region, including parts of Maryland, Virginia, and the District of Columbia. National Capital Region Transportation Planning Board, 2015 Amendment, Financially Constrained Long Range Transportation Plan for the National Capital Region, Air Quality Conformity Analysis of the 2015 CLRP Amendment and FY2015-2020 TIP, October 21, 2015.

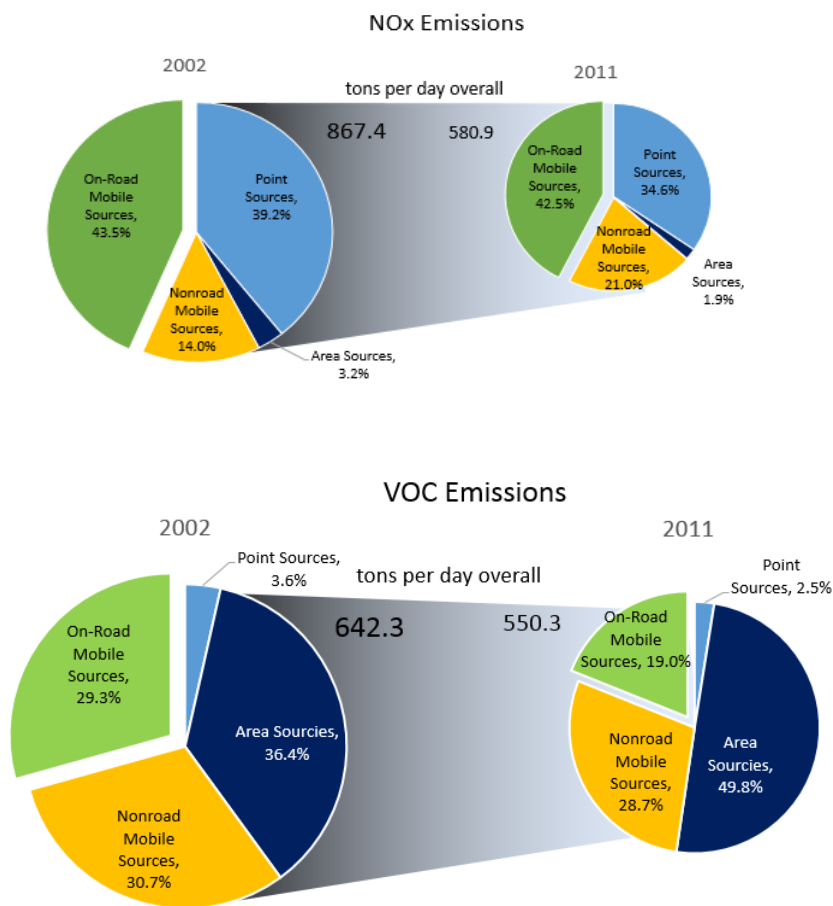
<sup>13</sup> Maryland Department of the Environment. Clean Air Progress in Maryland: Accomplishments in 2015. Available at: <http://www.mde.state.md.us/programs/Air/Documents/GoodNewsReport/GoodNewsReport2015Final.pdf>.

<sup>14</sup> 80 FR 65292



ground-level ozone; a hot summer may put parts of Maryland in nonattainment. Despite significant progress in reducing emissions, motor vehicles (on-road mobile sources) continue to make up a large share of total NOx emissions in Maryland. Nonroad mobile sources, including airplanes, trains, and commercial marine vessels, as well as agricultural equipment, construction equipment, and lawnmowers, also are significant contributors. Together, these mobile sources make up over 63% of NOx emissions and nearly 48% of VOC emissions in 2011 (see Figure 8).

**Figure 8. Contribution of Different Sources to NOx and VOC Emissions in Maryland, 2002 - 2011**



Source: Maryland Department of the Environment.

The current emissions budgets used in transportation conformity analyses in Maryland are based on the 85 ppb ozone standard set in 1997. Based on relevant modeling forecasts, including sector-based analyses, emissions budgets may need to be considerably lower to meet the 70 ppb standard.

### Chesapeake Bay Restoration

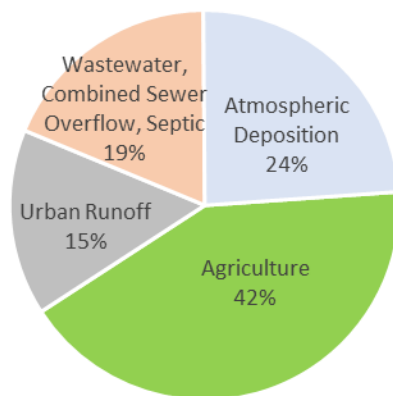
Maryland’s quality of life is inextricably tied to the Chesapeake Bay watershed. Rivers, streams, and aquifers in the watershed supply drinking water; oyster, crab and other fisheries provide economic livelihood; natural areas buffer against storms and flooding and provide wildlife habitat; and beaches,

rivers and other waterfront attractions bolster the recreation and tourism industries in Maryland.<sup>15</sup> Roughly \$2.03 billion and 32,025 jobs are generated each year in Maryland due to recreational boating, and the Bay’s commercial seafood industry in Maryland and Virginia contributes nearly \$3.4 billion in sales and 34,000 jobs to the local economy.<sup>16</sup>

In 2010 EPA established targets for the nutrients that can enter the Bay to achieve water quality standards, called Total Maximum Daily Load (TMDL) limits. Atmospheric deposition of NOx and reduced nitrogen (e.g., ammonia) contribute to a significant portion of the total nitrogen load delivered to the Bay. Primary sources of NOx emissions are electric power plants and mobile sources. Ammonia (NH<sub>3</sub>) sources are predominately agricultural, with ammonia released from manure and emissions from ammonia-based fertilizers.

Air quality improvements have supported reductions of nitrogen from atmospheric deposition in the Bay and its watershed, with NOx from atmospheric deposition in the Chesapeake Bay watershed estimated to have decreased by about 60% between 1985 and 2015.<sup>17</sup> However, air pollution continues to be an important contributor to nitrogen in the Bay (see Figure 9), and mobile source emissions play an important role in the Bay’s health.<sup>18</sup>

**Figure 9. Nitrogen Loads to the Bay by Source, Estimated 2014**



*Note: Loads simulated using Watershed Model (Phase 5.3.2) and wastewater discharge data from watershed jurisdictions, Atmospheric deposition simulated using the Chesapeake Bay Airshed Model; documented March 31, 2015. Source: Chesapeake Bay Foundation, [http://www.chesapeakebay.net/indicators/indicator/reducing\\_nitrogen\\_pollution](http://www.chesapeakebay.net/indicators/indicator/reducing_nitrogen_pollution)*

## Climate Change Impacts and Reducing Greenhouse Gases

Climate change is one of the most daunting environmental threats facing the world, with potentially costly or catastrophic impacts on ecosystems, water supplies, urban development, and public health.

<sup>15</sup> Maryland Sea Grant, Chesapeake Bay Facts and Figures. Available at:

<http://www.mdsg.umd.edu/topics/ecosystems-restoration/chesapeake-bay-facts-and-figures>

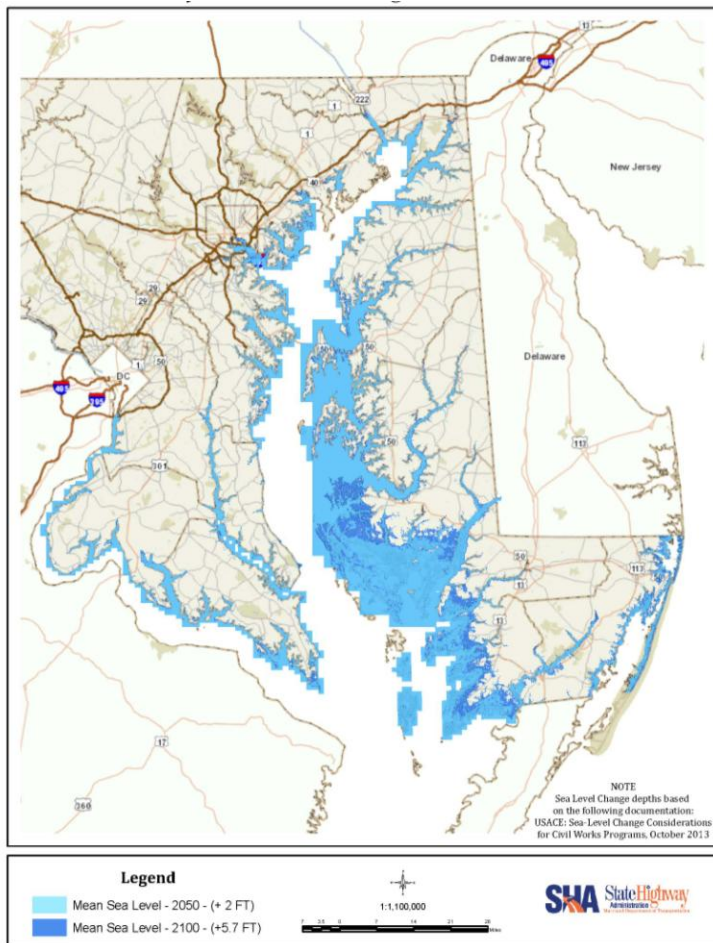
<sup>16</sup> Chesapeake Bay Foundation, The Economic Importance of the Bay, citing the Economic Impact of Maryland Boating in 2007 report and a study from the National Oceanic and Atmospheric Administration (NOAA). Available at: <http://www.cbf.org/about-the-bay/issues/cost-of-clean-water/economic-importance-of-the-bay>

<sup>17</sup> Chesapeake Bay Foundation, <http://gis.chesapeakebay.net/air/>.

<sup>18</sup> Urban runoff (water that washes pollutants from paved surfaces, including roads, into water bodies) is also impacted by transportation. Source: The Chesapeake Bay Program, Reducing Nitrogen Pollution. Available at: [http://www.chesapeakebay.net/indicators/indicator/reducing\\_nitrogen\\_pollution](http://www.chesapeakebay.net/indicators/indicator/reducing_nitrogen_pollution)

Maryland – with 3,100 miles of tidal shore along the Chesapeake Bay and Atlantic Ocean, and low-lying and rural and urban lands – is ranked the third most vulnerable state to sea level rise, behind Louisiana and southern Florida (see Figure 10).<sup>19</sup> Historic records show that sea level has been rising faster in the mid-Atlantic than the global average – with sea levels increasing by one foot within Maryland’s coastal waters in the last 100 years, due to a combination of global sea level change, weakening of the Gulf Stream, and naturally occurring regional land subsidence.<sup>20</sup> Additionally, climate change is linked to severe weather like hurricanes, floods, and temperature fluctuations.

**Figure 10. Maryland Projected Sea Level Change, 2050 and 2100**



Source: Maryland State Highway Administration.

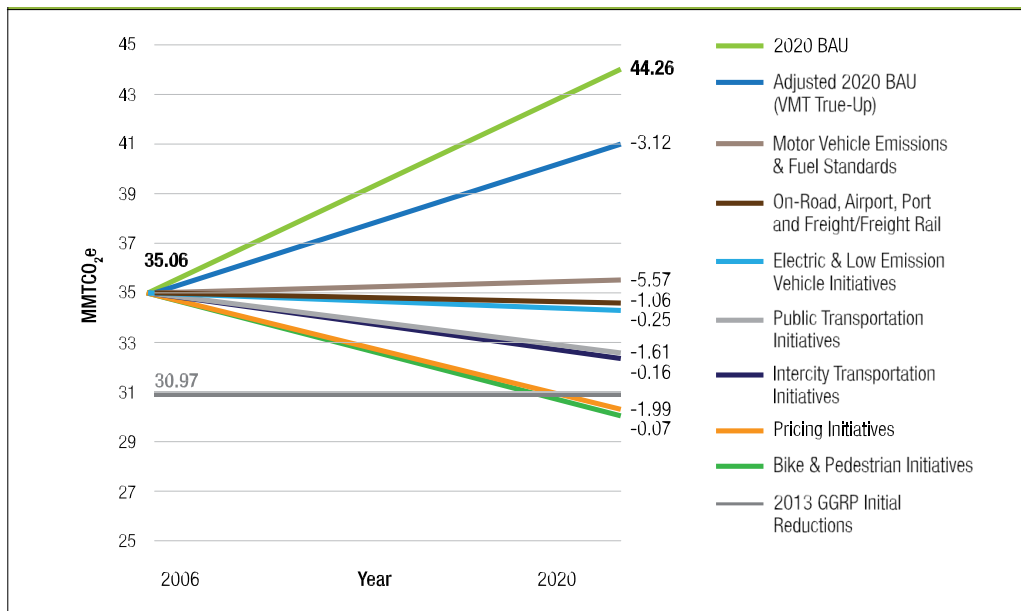
Maryland has moved ahead to combat climate change through passage of the Greenhouse Gas Reduction Act of 2009 (GGRA). The Act requires a 25% reduction in emissions from 2006 levels by 2020, through policies and programs that have a positive impact on the state’s economy and job creation. The

<sup>19</sup> Maryland Department of Natural Resources. The impact of climate change. <http://www.dnr.state.md.us/naturalresource/spring2011/7.asp>

<sup>20</sup> “Maryland Department of Natural Resource, Maryland Department of Environment, and Maryland Department of Planning, “Comprehensive Strategy for Reducing Maryland’s Vulnerability to Climate Change – Phase I: Sea-level rise and coastal storms.” Report of the Maryland Commission on Climate Change Adaptation and Response Working Group, August 2008.

Maryland Department of the Environment (MDE) collaborated with MDOT and other agencies to develop the *Greenhouse Gas Reduction Act Plan*. The state is on track to meet and even exceed its 2020 emissions reduction goals, with emissions reductions coming from many sectors. Transportation is a key component of these reductions, falling from an estimated 35.06 million metric tons of carbon dioxide equivalent (MMTCO<sub>2</sub>e) in 2006 to 30.43 MMTCO<sub>2</sub>e in 2020; this is a projected 13% reduction in transportation emissions, but represents a 31% reduction from the business as usual (BAU) forecast of GHG emissions in 2020 (see Figure 11).

**Figure 11. Maryland Transportation Sector GHG Emissions, 2006-2020 Forecast**



Source: MDOT, Maryland 2015 Greenhouse Gas Reduction Act Plan.

Beyond the 2020 horizon of the GGRA, there is scientific consensus that global GHG emission reductions of 42-72% are needed by 2050 to minimize the worst climate impacts. In April 2016, Governor Hogan signed the Greenhouse Gas Reduction Act of 2016, requiring the state to cut emissions economy-wide by 40% below 2006 levels by 2030. The GHG reduction target is economy-wide (to be met through the most cost-effective and economically beneficial strategies across all sectors), and the transportation sector will be called upon as a key contributor to these reductions.

Metropolitan areas in Maryland have already initiated efforts to identify strategies that could yield significant reductions in GHG emissions by 2050. In 2008, the members of the Metropolitan Washington Council of Governments (MWCOC) adopted ambitious voluntary goals to reduce GHG emissions in the National Capital Region to 20% below 2005 levels by 2020 and to 80% below 2005 levels by 2050. MWCOC has since convened a Multi-Sector Working Group (MSWG) to identify and assess potentially viable and stretch GHG reduction strategies across all sectors of the economy, including Energy, the Built Environment, Land Use, and Transportation, and is now working on an action plan to identify the most viable strategies to move forward. The Baltimore Metropolitan Council (BMC) also has undertaken a focused effort to explore how to reduce GHGs from on-road transportation sources. BMC’s “How Far Can We Get?” study evaluated how far different types of strategies could contribute to reducing motor

vehicle emissions. Both of these efforts have identified a range of promising strategies, but also highlight the challenges and need for aggressive strategies to achieve significant reductions in GHG emissions.

## 4. Charting a Path Forward: Transportation Solutions for a Healthy Environment, Economic Vitality, and Quality of Life

Moving forward, Maryland will address these environmental challenges through actions and policies that continue to strengthen access and mobility, the economy, and community livability. A key state priority is to improve Maryland's economic competitiveness. With the Maryland Transportation Plan, the GGRA Plan, the Maryland Climate Action Plan, and other policies, the state has already identified aggressive yet achievable goals and actions to reduce GHGs, improve air quality, and support the Chesapeake Bay while promoting economic vitality.

Building on the GGRA Plan, which sought to make "the smartest environmental and economic decisions possible," this section of the document describes transportation strategies that are designed to address environmental challenges while simultaneously supporting job creation and economic vitality in Maryland. Partnerships with local governments, metropolitan planning organizations responsible for regional transportation planning, as well as private sector businesses and other stakeholders, are critical to implementation of these strategies, which can help grow our economy and create vibrant communities that attract and retain businesses.

### Meeting Environmental Goals while Growing Maryland's Economy

The GGRA required that the resulting Plan not only reduce GHG emissions but also have a positive impact on job growth and economic development in Maryland, by focusing on jobs and businesses that contribute to sustainable economic prosperity.

The Regional Economic Studies Institute of Towson University conducted a study to analyze the annual economic benefits of the GGRA Plan, once fully implemented. According to the study, implementing the Plan's set of transportation strategies (Maryland Clean Cars Subprogram, Bicycle and Pedestrian initiatives, Electric Vehicle initiatives, etc.), could result in the following annual economic impacts:

- 3,100 jobs
- \$3,491,312,335 in output (total value of goods and services)
- \$1,284,658,134 in total net benefit

*Source: Maryland Department of the Environment. The 2015 Greenhouse Gas Emissions Reduction Act Plan Update, October 2015*



### *Cleaner Transportation and Fuels - Advancing adoption of vehicle technologies and fuels that reduce GHGs and air pollutant emissions.*

Vehicle technology enhancements are critical to achieving significant reductions in emissions from motor vehicles. Maryland understands the importance of advanced vehicle technologies – a primary focus of the state’s climate action plan

is further deployment of alternative fuel and advanced technology vehicles to offset petroleum use and reduce mobile source emissions.

**Motor Vehicle Emissions and Fuel Standards.** Maryland has been a leader in adopting strategies to advance cleaner vehicles and fuels, via the Maryland Clean Cars Program, which implemented California’s low emissions vehicle (LEV) standards to vehicles purchased in Maryland starting with model year 2011. Since then, adopted and proposed enhancements in Federal motor vehicle emissions standards overlap with this program, and further improvements in vehicle technologies and fuels are anticipated to play a key role in significantly improving air quality and reducing GHG emissions. These include:

- **EPA Tier 3 motor vehicle emissions and fuel standards for model years 2017-2025** – Will reduce air pollutant emissions from motor vehicles, and will reduce the sulfur content of gasoline from current average level of 30 ppm to 10 ppm beginning in 2017.
- **EPA’s heavy duty engine and fuel sulfur rule** – This rule significantly reduces NOx and particulate emissions from new heavy-duty diesel vehicles. By lowering the sulfur of diesel fuel, it allows the use of advanced emissions control technologies.
- **National light-duty GHG and fuel economy program** - These standards apply to passenger vehicles and light-duty trucks, and are projected to result in an average industry fleet level of 163 grams/mile of carbon dioxide in model year 2025, which is equivalent to 54.5 miles per gallon if achieved exclusively through fuel economy improvements – a more than doubling of fuel economy from 2010 model year vehicles.
- **National medium and heavy-duty vehicle GHG and fuel efficiency standards** - Adopted national standards for medium- and heavy-duty engines and vehicles, and proposed Phase 2 national standards for medium-and heavy-duty engines (through model year 2027) will result in reduced GHG emissions from trucks and other large vehicles traveling through Maryland.

**Increasing Zero Emissions Vehicles (ZEVs) and Supporting Plug-In Electric Vehicle (PEV) Deployment.** The transition to zero emissions vehicles (ZEVs and PEVs) is a key strategy for reducing emissions in Maryland since light-duty vehicles make up most of the vehicles on the road. ZEVs are vehicles that produce zero to near zero tailpipe emissions (i.e., plug-in electric vehicles and fuel cell electric vehicles). The Maryland Clean Cars Program contains a ZEV mandate which requires that manufacturers make an increasing percentage of the vehicles available for sale in Maryland be ZEVs. It is estimated that by 2025 this Program could result in approximately 300,000 PEVs in Maryland. In addition, Maryland and several other states (California, Connecticut, Massachusetts, New York, Oregon, Rhode Island, and Vermont) signed a



memorandum of understanding in 2013 to increase ZEV deployment, creating a ZEV Program Implementation Task Force which released its first action plan in 2014.

In line with its expansive ZEV policies, Maryland has implemented a number of programs to encourage the purchase of plug-in vehicles and the installation of electric vehicle supply equipment (EVSE). The Maryland Electric Vehicle Infrastructure Council (EVIC) currently operates to promote the use of PEVs in Maryland through the development of PEV and charging infrastructure action plans, permitting standards, and local and regional on-the-ground efforts. Beginning in 2014 Maryland has offered an excise tax credit of \$125 per kilowatt-hours of battery capacity up to a maximum of \$3,000 for the purchase of a qualifying plug-in electric vehicle. Together with the federal tax credit, this could account for up to a \$10,000 tax break on the purchase price of a PEV in Maryland.

In addition to incentivizing the PEVs, Maryland has been active in ensuring that the needed charging infrastructure is in place to make the PEVs a success. Maryland offers a rebate for 50% of the purchase and installation cost of an EVSE, up to \$900 for residential installations, \$5,000 for commercial, and \$7,500 for retail service stations. This program has been a great success, with the numbers of applicants increasing significantly each year. Maryland has used \$1 million in settlement money to leverage an additional \$1 million in private sector investment to develop an Electric Vehicle Infrastructure Program (EVIP). The goal of EVIP is to develop a Level 3 DC Fast Charger network that, when completed in 2016, will have over 40 Level 3 DC Fast Chargers set up throughout the State. Moreover, Maryland has worked to install Level 2 Chargers at commercial businesses, Park & Rides, and workplaces, resulting in a network of over 700 public, Level 2 chargers in the State.

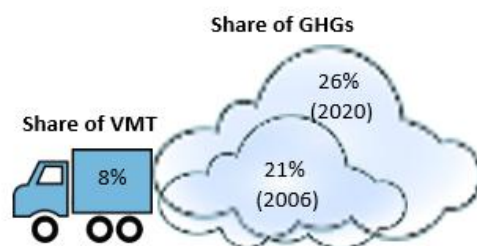
While fuel economy standards will push manufacturers to offer more ZEVs, efforts to incentivize purchases of these vehicles and ensure consumers can plug in will help to more rapidly increase consumer adoption. Maryland is currently working on developing a State Action Plan for the upcoming fiscal year, with goals that include:

- Implement education and outreach to create general EV awareness beyond early adopters.
- Implement several WorkPlace Charging events throughout the State.
- Work with auto dealers to successfully address concerns they may have towards marketing and selling plug-in vehicles.
- Conduct outreach to both commercial and residential property owners.
- Extend and enhance incentives for plug-in vehicles and EVSE, which are due to sunset in 2017.
- Investigate options for lowering the higher initial purchase cost of plug-in vehicles to consumers.

**Addressing the Diesel Legacy Fleet.** Heavy-duty diesel vehicles (HDDVs) play an important role in Maryland’s economy, but also are a significant source of NOx, PM<sub>2.5</sub>, and GHG emissions; and as emissions from light-duty vehicles decline, HDDVs make up an increasingly large share of motor vehicle emissions. Older diesel vehicles emit 2 to 3 times as much NOx as post-2010 vehicles, and

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Heavy-duty vehicles make up a disproportionately large share of on-road GHG emissions, compared to their mileage on the road, and that share is growing.



Source: MDOT, Maryland 2015 Greenhouse Gas Reduction Act Plan.

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generally twice as much PM<sub>2.5</sub> as 2007 vehicles. Maryland can advance programs to address HDDVs from the legacy fleet, including vehicle replacements and retrofits, as well as efforts to reduce heavy-duty vehicle engine idling (discussed further below).



**Port-Related Initiatives.** The Port of Baltimore is an economic engine for the state, and Maryland is working to support its growth while reducing emissions. The Dray Truck Replacement Program is an example of a program to address the diesel legacy fleet by replacing older dray trucks – large diesel trucks used to haul freight from port facilities to local distribution points – at the Port of Baltimore with newer, cleaner trucks that meet or exceed MY 2010 EPA engine standards. To date, the Program has replaced approximately 130 dray

trucks since the launch of the program, which is funded by federal and state grants and with a 50 percent match by truckers.<sup>21</sup> Additionally, through the Clean Diesel Program, the Maryland Port Authority (MPA) retrofit, repowered, or replaced a total of 79 port-related vehicles and pieces of equipment.

**A Cleaner State Fleet / Multi-Modal Emissions Initiatives.** MDOT is retrofitting and replacing aging fleet vehicles to reduce GHG emissions and improve air quality:

- **Transit** – MTA is replacing older diesel buses with hybrid or clean diesel vehicles, and is purchasing diesel MARC Train locomotives that meet stringent new EPA requirements for all types of pollutants.
- **Freight Rail** – Maryland is also looking to reduce emissions from rail freight shipments by reducing the footprint of goods movement through the state and by implementing diesel technology retrofits to comply with EPA regulations.<sup>22</sup> Moreover, Maryland is reducing the emissions impact of freight rail through installing auxiliary power units (APUs) on diesel locomotives to reduce the need for long idling periods.
- **Airports** – The Maryland Aviation Administration (MAA) reduces pollutants emitted by BWI Airport’s ground support vehicle fleet through the implementation of alternative fuels and other strategies that reduce petroleum consumption. In fact, BWI Airport has used compressed natural gas (CNG) vehicles since the 1990s, and it has a CNG fueling station on-site. BWI also has 20 alternative fuel and bi-fuel vehicles in the state’s airport maintenance fleet, and MAA now uses only CNG buses as shuttles for BWI’s new Consolidated Rental Car Facility.
- **Construction and Maintenance Equipment** - SHA is retrofitting dump trucks used for maintenance activities with special filters designed to reduce diesel fuel emissions.

Additionally, Maryland has also instituted a requirement that at least 50% of state fleet vehicles blend a minimum of 5% biodiesel (or other biofuel approved by EPA) into their petroleum, with the exception of any vehicles where the manufacturer’s engine warranty would be voided from such fuel use.

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<sup>21</sup> Maryland Port Authority, 2014 Dray Truck Replacement Program. Available at: <http://portofbaltimoredraytruckreplacementprogram.info/2010-epa-dtrp>. Also, EPA, Funding for Projects to Improve Air Quality at Ports. Available at: <http://www2.epa.gov/ports-initiative/funding-projects-improve-air-quality-ports#awarded2014>. Also, MDE.

<sup>22</sup> Maryland Department of Transportation, Maryland Statewide Freight Plan. Available at: [http://www.mdot.maryland.gov/Office\\_of\\_Planning\\_and\\_Capital\\_Programming/Freight/Documents/Freight\\_Plan\\_Final.pdf](http://www.mdot.maryland.gov/Office_of_Planning_and_Capital_Programming/Freight/Documents/Freight_Plan_Final.pdf)





*Increasing Travel Choices - Supporting livable, economically vibrant communities by facilitating use of transit, bicycling, and walking.*

Maryland is working to create economically vibrant communities and business locations where it is easy to walk, bike, and use public transit.

**Transit-Oriented Development and Coordinated Land Use Planning.** Transit-oriented development (TOD) involves development around transit stations to create communities where people live, work, and shop all in walking distance to transit. Increasingly, businesses are recognizing the value of being located in areas with access to transit and a range of travel options to improve access for employees and draw customers. Moreover, the benefits of transit-oriented development go beyond simply getting more people onto transit. Transit-oriented communities that contain mixed use development encourage more bicycle and pedestrian trips, shorten vehicle trip lengths, and enable people to own fewer vehicles – all of which contribute to reduced fuel consumption and emissions.

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*Employers in urbanized areas increasingly want to be located in mixed use areas near transit to attract workers.*

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Progress continues to be made across the state's 16 designated TOD locations, with multiple sites undergoing active development. Maryland is also making targeted transportation infrastructure investments to support critical state and regional economic development needs, including the revitalization of designated Sustainable Community Areas.

**Transit Improvements.** Commuting by public transportation, rather than driving alone, allows an individual to reduce his or her annual CO<sub>2</sub> emissions by an estimated 4,800 pounds per year. Maryland has committed significant funding for new transit services and initiatives to increase transit ridership, including:

- The BaltimoreLink project, a \$135 million investment to streamline existing bus and rail modes in the Baltimore area into a unified, interconnected transit system to improve access to jobs and the broader regional transportation network – The project will provide access to 130,000 more jobs than are accessible via the current network, and increase the service area by 18 square miles which will increase the number of people with access to transit by 30,000.<sup>23</sup>
- The Purple Line, a 16-mile light rail line that will have 21 stations between Bethesda in Montgomery County and New Carrollton in Prince George's County, and will connect to WMATA's Metrorail, MARC, Amtrak, and local bus services.

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<sup>23</sup> Maryland Transit Administration, What is Baltimore Link? Available at: <http://mta.maryland.gov/baltimorelink>.

- High-capacity bus transit services in the 19-mile long US 301/MD 5 corridor from White Plains in Charles County to the Branch Avenue Metrorail Station in Prince George’s County; also high-frequency bus rapid transit in the US 29, MD 355, and MD 586 corridors in Montgomery Counties.
- New transit centers to facilitate safe and convenient transfers between multiple transit providers and modes, as well as new park and ride lots to promote use of commuter bus services.
- Enhancements to MARC commuter rail stations.
- Planning for a high-speed Maglev rail corridor between Baltimore and Washington, DC, which would allow for a 15-minute train trip between the two cities, and could generate significant economic benefits by greatly improving accessibility.

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Using public transportation can reduce personal transportation costs – freeing up income for spending on recreation, services, or goods that can support the local economy. An individual in a two-person household can save \$9,621 annually (\$802 monthly) by switching to public transportation to commute to work, which would allow the household to live with one less car.

*Source: American Public Transportation Association, Transit Savings Report, October 2015.*

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**Enhancing the Bicycle and Pedestrian Environment.** Bicycling and walking are clean, nonpolluting forms of transportation and also provide opportunities for physical activity. Improving infrastructure for bicycles and pedestrians enhances safety, supports active business districts, and enhances communities and recreational opportunities. Improved bicycling options can also play an important role in supporting transit ridership by increasing access to transit stations from nearby homes, jobs, and other destinations. Maryland is supporting these enhancements through:



- Implementation of Maryland’s Bicycle and Pedestrian Master Plan to bring to fruition a 20-year vision to improve and support cycling and walking infrastructure in the state.
- Implementing SHA’s Complete Streets Policy, requiring that all SHA staff and partners consider and incorporate complete streets criteria for all modes and types of transportation when developing or redeveloping the transportation system.
- Implementing SHA’s new bicycle design guidelines that require all projects, including resurfacing projects, to include bicycle lanes, or to demonstrate that bicycle accommodations are provided to the greatest extent possible.
- Identifying and eliminating short gaps in existing sidewalk and trail systems.
- Adding bike racks at MARC and light rail stations, as well as bike share facilities at targeted stations.

## Enhancing Travel Efficiency – *Optimizing transportation system performance through enhanced traveler information, systems operations, managing travel demand, and reducing idling*



Traffic congestion results in delays for travelers and freight deliveries. Efforts to manage travel demand and optimize transportation system performance support economic growth while yielding time and cost savings for travelers, reduced air pollution, and reduced GHG emissions. Travelers increasingly expect up-to-date, reliable real-time information, and are seeking the most convenient ways to get around –whether by driving, sharing rides, biking, walking, or taking transit. As technology has advanced, real-time data on travel conditions are enabling more dynamic ways for Maryland transportation agencies to manage transportation systems and communicate with the traveling public. Freight efficiency improvements can also help support Maryland’s economic competitiveness. In addition, although new vehicles standards have drastically reduced vehicle emissions rates, there are time lags before these standards reach their full effect, due to the pace of vehicle turnover. Reducing vehicle idling is a way to yield near-term emissions reductions while saving money on fuel. Maryland is advancing these strategies through:

### **Making Travel Times More**

**Predictable and Reliable.** Applying technology to support smart travel decisions and optimize system operations, these strategies improve the dependability and consistency of travel times:

- Upgrading traffic signal systems statewide with real-time communication to maximize operations efficiency.
- Converting toll plazas to electronic tolls and investigating time of day pricing on tolled facilities to encourage shifts to off-peak periods.
- Operating Coordinated Highways Action Response Team (CHART) and 511 services to provide local traveler information and severe weather information.
- Focusing on transportation system management and operations strategies, including incident management, road weather management, work zone management, and others to improve reliability.
- Exploring Integrated Corridor Management to optimize performance along major corridors and utilize capacity on parallel routes, and evaluating managed lanes (such as high-occupancy vehicle or high-occupancy toll lanes), and related strategies for future transportation investment, as appropriate.

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Nationally, it is estimated that over half of traffic congestion experienced by drivers is due to traffic incidents, weather conditions, work zones, and poor traffic signal timing. Strategies to improve transportation system operations not only save time stuck in traffic, they enhance quality of life, support freight efficiency, and reduce motor vehicle emissions.

*Source: Federal Highway Administration.*

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### **Supporting Ridesharing, Telecommuting, and Other Options to Reduce Vehicle Commuting.**

Managing travel demand offers potential to save travelers time and money. Through investments in statewide and regional commuter assistance programs, including Commuter Choice Maryland and Commuter Connections in the Maryland suburbs of the Washington, DC area, MDOT promotes

teleworking, ridesharing, transit use, flexible work hours, and other options to reduce single occupancy vehicle trips.

**Enhancing Freight Efficiency and Intermodal Connections.** Maryland is working to improve freight intermodal connections and increase options for increased freight rail capacity. The 2015 Strategic Goods Movement Plan addresses enhancements to the goods movement around the state – an essential component of Maryland’s economy. Some of the plan’s goals also support the broader environmental goals for the transportation network. Strategies such as improving rail infrastructure and better addressing the impacts of freight on traffic congestion (e.g., truck routing, delivery operations, reducing incidents, etc.), also result in reduced emissions and fuel consumption.<sup>24</sup>

**Reducing Vehicle Idling.** Reducing idling from the in-use vehicle fleet is an integral part of Maryland’s strategy to achieve near-term emissions reductions. Maryland is currently reducing mobile source idling emissions through its state anti-idling law, which stipulates that motor vehicles in the state may not idle their engine more than five consecutive minutes when a vehicle is not in motion. In addition to this policy, Maryland developed a “Don’t Idle” education program in the Washington D.C. and Baltimore metropolitan areas designed to increase owners and operators knowledge of the benefits of reduced idling. Expansion to the education and outreach may include:

- Increased public information: Strategies to increase awareness include signage as a reminder of anti-idling restrictions in common idling locations, pamphlets and posters, web sites, and social media to reach different segments of the population.
- School initiatives: A particularly vulnerable group of stakeholders in regards to pollution from unnecessary idling are school children. Education to inform students and their parents can help to reduce idling and prompt increased enforcement of reduced idling by parents and school buses.
- Truck stop initiatives: Recognizing the high emissions rates of heavy-duty vehicles, outreach can be targeted to truck drivers at locations such as rest stops to achieve the maximum affect.
- On-line courses: On-line training can be particularly useful to help fleet owners and operators understand the various exemptions and behaviors allowed in restrictions found in a specific jurisdiction.

**More Efficient Driving Behavior (Ecodriving).** In addition to reducing idling, Maryland can encourage more fuel-efficient driving behaviors, often called “ecodriving”, through outreach and education campaigns. Studies demonstrate that eco-driving, which involves smoother driving by less aggressive acceleration and deceleration, and improved vehicle maintenance, can allow drivers to reduce their fuel consumption by 2% to 4%.<sup>25</sup> While small in scale for an individual driver, when applied across a large segment of vehicles, eco-driving can have notable effects.

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<sup>24</sup> Maryland Department of Transportation, 2015 Maryland Strategic Goods Movement Plan. Available here: <http://www.mdot.maryland.gov/Office%20of%20Freight%20and%20Multimodalism/Strategic%20Goods%20Movement%20Plan.pdf>.

<sup>25</sup> ICF International, “Smart Driving White Paper,” prepared for Metropolitan Transportation Commission, October 2014.



*Spurring Innovation – Advancing the State as a leader in adopting clean energy technologies that create jobs while improving the environment.*

By adopting clean energy technologies, Maryland will spur job creation while reducing emissions. Maryland has made several strides in this area already, and has opportunities to significantly expand these initiatives. Strategies that may be advanced include:

**Energy-Efficient Lighting.** Opportunities exist for reducing the amount of energy used to light highway signs, traffic signals, and other transportation infrastructure; for instance, by replacing traffic lights and message signs from incandescent light bulbs to more efficient LEDs. Not only do LEDs run more efficiently, they last longer, thus reducing the frequency they need to be changed.

**Clean Energy Production.** In 2012, BWI Marshall Airport worked with Pepco Energy Services to install a 505 kW solar photovoltaic system on the top level of the Daily Garage. The system is tied directly to the airports electrical system to produce over 600,000 kilowatt hours of electricity reliably each year for the next 20 years. Additional opportunities may be available at transit stations and other properties.

Also, in 2009, the FHWA issued new guidance that allowed renewable energy facilities to be located in the highway right-of-way. Use of solar panels and wind power can generate electricity, reduce GHG emissions, and spur local jobs in the manufacture of these equipment.





## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Announcements and Updates  
**DATE:** February 9, 2017

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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:** Sergio Ritacco, TPB Transportation Planner  
**SUBJECT:** Update on revising the Equity Emphasis Area Methodology for use in the TPB's Title VI / Environmental Justice (EJ) Analysis and Other Planning Efforts  
**DATE:** February 9, 2017

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At its January 18, 2017 meeting, the Board received a briefing on and was asked to endorse the Equity Emphasis Areas (EEA) identifying U.S. Census tracts with high concentrations of low-income and / or minority populations for analysis of the 2016 CLRP for disproportionately high and adverse impacts. At the request of member Danielle Glaros, the Board agreed to defer action to allow time for TPB staff to re-examine elements of the methodology to address an anomaly in the results identified by Ms. Glaros. This memo provides an update to this process and staff's plan to reintroduce the action item at the March 15, 2017 meeting after finalizing the methodology and gaining concurrence from stakeholders.

### **PROCESS FOR REVISING EQUITY EMPHASIS AREAS AND NEXT STEPS**

Since the January 2017 meeting, TPB staff re-examined the results and the regional dataset to understand the anomalous results. This examination identified the limitations of the current methodology which needed to be addressed. Most notably, the methodology addressed included tracts with either high dual-minority concentrations or high low-income concentrations in determining if these could be identified as Equity Emphasis Areas (EEA) but excluded tracts with high single-minority population concentrations and above average low-income concentrations. This limitation was identified by Ms. Glaros and TBP staff agreed it was an important element needing reconsideration.

Recognizing this limitation, staff worked to refine the methodology. This refinement, while maintaining the earlier criteria of identifying EEAs (stated above), now provides a means to identify tracts with high single-minority population concentrations and above average low-income concentrations as EEAs.

TPB staff plans to engage stakeholder groups who had previously reviewed and concurred with the methodology presented in January. The stakeholder groups include the Council of Governments (COG) Planning Directors Technical Advisory Committee. Staff also plans to host a webinar on February 22, 2017, to present the revised methodology and results. Members of the Board, the TPB Technical Committee, and COG's Planning Directors Technical Advisory Committee are invited to the webinar. This will be followed by a briefing at the March 3, 2017 TPB Technical Committee meeting and Board being asked to endorse the Equity Emphasis Areas (EEA) at its March 15, 2017 meeting.





## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Eric Randall, TPB Transportation Engineer  
**SUBJECT:** Federal Performance-Based Planning and Programming (PBPP) Requirements  
**DATE:** February 9, 2017

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This memorandum provides an update for the board on federal rulemaking and the performance-based planning and programming (PBPP) requirements under the federal surface transportation act Moving Ahead for Progress in the 21st Century (MAP-21) and continued in the Fixing America's Surface Transportation Act (FAST Act).

The first action of the board for PBPP will be to approve the region's transit asset management targets. A draft set of targets will be brought to the board for information in April with subsequent approval of the final targets in May.

### PBPP RULEMAKING

The PBPP rulemaking is essentially complete. All performance measures have been finalized, with the following final rules recently published in support of the requirements. The 26 specific performance measures under seven performances areas for which performance targets are to be established are listed in Table 1 along with the dates for state and MPO actions.

- The final Highway Assets: Pavement and Bridge Condition rule was published on January 18.
  - <https://www.gpo.gov/fdsys/pkg/FR-2017-01-18/pdf/2017-00550.pdf>
- The final System Performance (Interstate and National Highway System, Freight Movement on the Interstate System, and the Congestion Mitigation and Air Quality Improvement Program) rule was published on January 18.
  - <https://www.gpo.gov/fdsys/pkg/FR-2017-01-18/pdf/2017-00681.pdf>
- The final National Public Transportation Safety Plan rule was published on January 18, finalizing the transit safety performance measures. <https://www.gpo.gov/fdsys/pkg/FR-2017-01-18/pdf/2017-00678.pdf>
  - The final Public Transportation Agency Safety Plan rule is still pending. (Draft 2/15/16).

TPB staff is continuing collaboration with DDOT, MDOT, and VDOT, as well as with WMATA and other providers of public transportation, for each PBPP performance area: Highway Safety, Highway and Bridge Condition, System Performance (Congestion, Freight, and CMAQ), Transit Safety and Transit Asset Management. Table 1 on the next page has the entire list of PBPP performance measures, including the responsible agencies and target setting deadlines.

In the next few months, TPB staff will be contacting the DOTs and the providers of public transportation to begin development of formal agreements on appropriate responsibilities for the PBPP data collection and target-setting process, as required under the new Statewide and Metropolitan Planning Rule.

**TABLE 1: PERFORMANCE BASED PLANNING AND PROGRAMMING PERFORMANCE MEASURES**

Table of entire list of final Performance Measures

PBPP Areas	Agencies	DOTs / NHS Owners / Transit Providers set Targets	MPO sets Targets
<b>1. Planning Rules</b>			
Agreement on sharing Data, selecting Targets, and Reporting Progress	DOTs, MPOs, Transit Providers	5/27/2018	5/27/2018
Date of conforming CLRP and TIP	MPOs	5/27/2018	5/27/2018
Date of implementation of MPO Coordination Rule	MPOs	2024	2024
<b>2. Highway Safety (5 measures)</b>			
Number of Fatalities	DOTs, MPOs	8/31/2017	2/27/2018
Rate of Fatalities per 100 million VMT	DOTs, MPOs	8/31/2017	2/27/2018
Number of Serious Injuries	DOTs, MPOs	8/31/2017	2/27/2018
Rate of Serious Injuries per 100 million VMT	DOTs, MPOs	8/31/2017	2/27/2018
Number of Non-Motorized Fatalities and Serious Injuries	DOTs, MPOs	8/31/2017	2/27/2018
<b>3. Highway Asset Condition (6 measures)</b>			
<u>Interstate system</u> : Percentage of pavement in Good condition	DOTs, MPOs	2/17/2018	8/16/2018
<u>Interstate system</u> : Percentage of pavement in Poor condition	DOTs, MPOs	2/17/2018	8/16/2018
<u>NHS (non-Interstate)</u> : Percentage of pavement in Good condition	DOTs, MPOs, NHS Owners	2/17/2018	8/16/2018
<u>NHS (non-Interstate)</u> : Percentage of pavement in Poor condition	DOTs, MPOs, NHS Owners	2/17/2018	8/16/2018
<u>NHS</u> : Percentage of Bridges in Good Condition	DOTs, MPOs, NHS Owners	2/17/2018	8/16/2018
<u>NHS</u> : Percentage of Bridges in Poor Condition	DOTs, MPOs, NHS Owners	2/17/2018	8/16/2018
<b>4. System Performance Measures: Highway (3 measures)</b>			
<u>Interstate system</u> : Percentage of Person-Miles Traveled that are Reliable	DOTs, MPOs	2/17/2018	8/16/2018
<u>NHS (non-Interstate)</u> : Percentage of Person-Miles Traveled that are Reliable	DOTs, MPOs	2/17/2018	8/16/2018
<u>NHS</u> : Percent Change in Tailpipe CO2 Emissions	DOTs, MPOs	2/17/2018	8/16/2018
<b>5. System Performance Measures: Freight Movement (1 measure)</b>			
<u>Interstate system</u> : Percentage of Mileage providing for Reliable Truck Travel Times	DOTs, MPOs	2/17/2018	8/16/2018
<b>6. System Performance Measures: Congestion Mitigation and Air Quality Program (3 measures)</b>			
<u>NHS</u> : Annual Hours of Peak Hour Excessive Delay Per Capita	DOTs, MPOs	2/17/2018	8/16/2018
<u>NHS</u> : Percentage of Non- SOV Travel	DOTs, MPOs	2/17/2018	8/16/2018
<u>CMAQ Program Emissions</u> : Total Emission Reductions for each applicable criteria pollutant and precursor	DOTs, MPOs	2/17/2018	8/16/2018
<b>7. Transit Asset Management (4 measures)</b>			
<u>Rolling stock (Age)</u> : Percentage of revenue vehicles that have met or exceeded useful life	Transit Providers, MPOs	1/1/2017	6/30/2017
<u>Equipment (non-revenue) service vehicles (Age)</u> : Percentage of vehicles that have met or exceeded useful life	Transit Providers, MPOs	1/1/2017	6/30/2017
<u>Rail fixed-guideway (Condition)</u> : percentage of track segments, signal, and systems with performance restrictions	Transit Providers, MPOs	1/1/2017	6/30/2017
<u>Stations/ Facilities (Condition)</u> : The percentage rated below condition 3 on the TERM scale.	Transit Providers, MPOs	1/1/2017	6/30/2017
<b>8. Transit Safety (4 measures)</b>			
<u>Fatalities</u> : Total number and rate (per revenue vehicle mile) of reportable fatalities	Transit Providers, MPOs	TBD	TBD
<u>Injuries</u> : Total number and rate of reportable injuries	Transit Providers, MPOs	TBD	TBD
<u>Safety Events</u> : Total number and rate of reportable Derailments, Collisions, Fires, and Evacuations	Transit Providers, MPOs	TBD	TBD
<u>System Reliability</u> : Mean distance between Major and Other Mechanical System Failures	Transit Providers, MPOs	TBD	TBD



## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Nicholas Ramfos, Director, Transportation Operations Program  
**SUBJECT:** Metro Rail Safety Commission Legislation Update  
**DATE:** February 15, 2017

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## SUMMARY

This is an update to the information provided during the September 15, 2016 Board meeting.

Work activities to establish a Metrorail Safety Commission (MSC) consistent with the requirements of the FAST Act have continued to make steady and substantive progress. These works activities are being conducted by the administrative staffs of the District of Columbia, Maryland and Virginia with decision support assistance of COG and TPB staffs.

Most of the work activities can be sorted under two groups: legal and management. The legal work activities are associated with having laws enacted in the three states (and eventually ratified by the US Congress) that would provide the MSC with the legal authority it needs to conduct its work activities including having the authority to compel WMATA to take safety corrective actions developed by the MSC. Since the previous report to the Board hearings on the proposed MSC Compact legislation were held in the last quarter of 2016.

The DC City Council passed the MSC Compact on December 14<sup>th</sup> and has been sent to the Mayor for signature.

Vastly similar Compact legislation was introduced and have been passed, separately, by the Commonwealth of Virginia's House of Delegates (HB 2136) and Senate (SB 1251). The House version of the Bill contains the unanimously agreed to House Transportation Committee amendment requiring that the Secretary of Transportation in coordination with the Northern Virginia Transportation Commission engage with their District and Maryland counterparts for purposes of revising the WMATA Compact and implement WMATA reforms. This proposed amendment will be independent of the action to establish the MSC. The Senate Bill does not include this amendment language. The two Bills will be reconciled and a common Bill is anticipated to be enacted by the General Assembly before the end of its session on Feb. 25, 2017.

Vastly similar Compact legislation was introduced in the Maryland General Assembly (House Bill 2185 and Senate Bill 0265). A Senate public hearing was held on February 8<sup>th</sup> and the House Public Hearing is scheduled for Thursday, February. 16<sup>th</sup> at 1 p.m. The two Bills will be acted upon, reconciled as needed and a common Bill is anticipated to be enacted by the General Assembly before the end of its session on April 11, 2017.

The management work activities relate to all aspects of the MSC as an organization and includes tasks such as establishing a governance structure, operational by-laws, staffing plans, housing the entity, and an implementation schedule. The goal of these documents is to provide a basic framework that the eventual MSC Executive Director, staff and Board of Commissioners can use to fully implement the MSC.

Under the management work activities, a milestone timeline to stand-up the MSC has been developed and approved by the FTA. Some of the activities recently completed include: developing a Conflict of Interest Policy that centers on the policies and procedures for identifying, documenting, eliminating, or sufficiently mitigating instances where the MSC is not legally or financially independent from WMATA as required by law, and developing a Program Standard describing the Washington MSC's approach to implementing the requirements of its SSO program over the Metrorail system.

The completion of the legislative and management activities will enable the Metrorail Safety Commission to be up and running with its enhanced responsibilities and authority and replace the existing TOC.



## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Rich Roisman, TPB Planning Data Manager  
**SUBJECT:** Regional Travel Survey Pre-Test  
**DATE:** February 9, 2017



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## SUMMARY

The TPB is currently in the process of conducting a region-wide household travel survey. The pre-test for this 2017-2018 Regional Travel Survey (RTS) begins on February 9. A random sample of households in the Washington region and adjacent areas are being invited to participate in this survey pre-test. Participation is completely voluntary and any personal data collected from survey respondents will be kept strictly confidential. We expect that approximately 800 of the 16,000 invited households will participate in this survey pre-test. This memorandum is intended to provide background information on the Regional Travel Survey for TPB members in case of constituent inquiries. For more information, please visit the survey website at <https://regionltravelsurvey.com>.

## BACKGROUND: SURVEY HISTORY AND PURPOSE

TPB has conducted a regional household travel survey approximately every ten years since 1968. The survey, which collects demographic and travel information from a randomly-selected representative sample of households in the TPB region and adjacent areas, is the primary source of observed data used to update, calibrate, and validate the regional travel demand model. This model in turn is used for the travel forecasting and air quality conformity analysis of the regional Constrained Long Range Plan (CLRP), and other key program activities. The survey data are also used by staff to analyze regional travel trends, and by TPB member jurisdictions and agencies to conduct their own analysis for their areas of interest. The purpose of the survey is to better understand daily travel and activities in the region: how we travel, where we go, how long it takes us, and what we do when we arrive. The survey seeks to obtain a complete picture of travel patterns in the region. Oversight of the survey program and activities is performed by the TPB Technical Committee and TPB Travel Forecasting Subcommittee.

## SURVEY PRE-TEST

Resource Systems Group, Inc. (RSG) is the professional survey research firm that has been contracted to conduct the data collection for the 2017-2018 RTS pre-test and main survey. RSG's local office is located in Arlington, VA.

The survey pre-test will last for approximately six weeks and will test the efficacy of the survey methodology and materials, including two on-line web-based survey questionnaires, a pre-printed travel log to aid household members in recording their daily travel, and a smartphone survey app that will be used by a subset of the pre-test households instead of the printed travel logs to record

and track their daily trip-making. Upon completion of the pre-test data collection, a non-response follow-up analysis will be conducted, and staff will evaluate the survey results and work with RSG to make any adjustments to the materials and methodology prior to launching the main survey data collection.

### **SCHEDULE AND DURATION OF 2017-2018 RTS MAIN SURVEY**

The launch of data collection for the 2017-2018 RTS main survey is expected to begin in July 2017, following the scheduled conclusion of the Metrorail SafeTrack surges. Data collection for the main survey will occur in continuous phases over a one-year (12 month) period. Following the conclusion of data collection, a non-response follow-up analysis will be conducted and the survey data files will be finalized and analyzed for a main survey report. All deliverables are expected to be completed by the end of 2018, after which staff will continue work with the Travel Forecasting and Emissions Analysis team to use the survey for travel demand model updates, and report on the survey findings to the TPB as part of periodic updates on regional travel trends.



**From:** "Richardson, Barbara" <[brichardson@wmata.com](mailto:brichardson@wmata.com)>  
**Date:** January 22, 2017 at 3:41:56 PM EST  
**To:** "Richardson, Barbara" <[brichardson@wmata.com](mailto:brichardson@wmata.com)>  
**Subject: Metro This Weekend**

Friends:

Metro served a historic number of riders this past Friday and Saturday. In fact, yesterday was the second busiest day in our history. As you can imagine, it was "all hands on deck" for employees. I thought you might like to see the note of thanks below that General Manager Wiedefeld sent everyone this morning.

Barbara

Special Message to Employees from General Manager/CEO Paul J. Wiedefeld

I want to express my deep appreciation to every employee who made this weekend a terrific success for Metro and the national capital region.

Over the two days of Friday and Saturday, Metro trains, buses and paratransit served well over 2 million passenger trips. Metrorail alone provided nearly 1.6 million trips over the two-day period, and a record was set when January 21, 2017 became the second busiest day in Metro's history, with 1,001,613 entries into the rail system.

We can all feel proud of providing safe, reliable service for large numbers of riders over two consecutive days on a world stage. This success is especially impressive given the monumental challenge of sustaining such an operation over back-to-back days, along with the logistical challenges that come from national special security events. As most people returned home to their families, Metro employees continue working today and preparing for tomorrow's commute.

The effort that was required to accomplish this began many months ago with extensive internal planning and coordination with dozens of transportation, emergency management, and law enforcement agencies for Inaugural events. Our success reflects the work of employees who prepared tracks, trains, buses, escalators, and other facilities to support the passengers. It took the carefully coordinated efforts of our safety officers, as well as our control centers, fare collection, IT, communications and customer service personnel. It took the tireless work of bus and train operators, station managers, and the back office staff of volunteer MIPs, to ensure that crowds were moved safely on both days. And I want to recognize our custodial staff for the impressive job they did keeping stations clean.

My special thanks to MTPD - supported by nearly 150 police from sister agencies -- who helped record numbers of riders move safely and securely in stations, and onboard trains and buses.

I am so proud of what our team accomplished. We demonstrated to the region and riders from across the nation that we are capable of delivering world-class service.

Thank you.

Sincerely,

Paul J. Wiedefeld  
General Manager/CEO  
Metro's Top 3 Priorities: Safety, Service Reliability, and Fiscal Responsibility  
For Metro customers and employees, one priority rises above all others - SAFETY.

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Paul J. Wiedefeld  
General Manager/CEO

Metro's Top 3 Priorities: Safety, Service Reliability, and Fiscal Responsibility  
For Metro customers and employees, one priority rises above all others - SAFETY.

**ITEM 7 – Action**  
February 15, 2017  
Approval of TPB Bylaws Amendment

**Staff**

**Recommendation:** Approve Resolution R10-2017 to amend the TPB Bylaws.

**Issues:** None

**Background:** The Maryland Department of Transportation asked the board to consider an amendment to the TPB Bylaws to change the membership requirements of the “designated alternate” board member. Notice was given at the January 18, 2017 TPB meeting that the TPB Bylaws are proposed to be amended.



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

**RESOLUTION TO AMEND THE TPB BYLAWS  
TO CHANGE THE MEMBERSHIP REQUIREMENTS FOR  
DESIGNATED ALTERNATE REPRESENTATIVES**

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

**WHEREAS**, the TPB is governed by its Bylaws which, as last amended on January 18, 2017, provide for the operation and framework for the TPB while defining its Functions; Relationship with the Metropolitan Washington Council of Governments; Membership and Terms; Time and Place of Meeting; Officers; Quorum and Voting Procedures; Committees; Staff; Public Participation and process for the Amendments of Bylaws; and

**WHEREAS**, the TPB Bylaws, in Section III Membership and Terms, currently allow for the TPB designated alternate representative of the local government representatives not to be an elected official or an employee of the participating jurisdiction's government; and

**WHEREAS**, on January 18, 2017, the Maryland Department of Transportation proposed an amendment to Section III of the TPB Bylaws to change the membership requirements of the TPB designated alternate representative of the local government representatives to require the designated alternate to be either an elected official or to be an employee of the participating jurisdiction's government; and

**WHEREAS**, on January 18, 2017, the Board was given a written description of the proposed amendment which meets the 10 days' notice requirements as provided in the TPB Bylaws; and

**WHEREAS**, there were no written comments received to date; and

**NOW, THEREFORE, BE IT RESOLVED THAT** the National Capital Region Transportation Planning Board amends the TPB Bylaws to change the membership requirements of the designated alternate representative and adopts the attached Bylaws as amended on February 15, 2017.





## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Lyn Erickson, Plan Development and Coordination Program Director  
**SUBJECT:** MDOT proposal to amend the TPB Bylaws  
**DATE:** February 9, 2017

---

On January 18, 2017, the Maryland Department of Transportation (MDOT) proposed an amendment to Section III of the Transportation Planning Board (TPB) Bylaws to change the membership requirements of the TPB designated alternate representative of the local government representatives to require the designated alternate to be either an elected official or to be an employee of the participating jurisdiction's government. The Board was given a written description of the proposed amendment January 18, 2017, which meets the 10 days' notice requirements as provided in the TPB Bylaws.

The attached letter from MDOT provides the details of their request as well as the reasoning behind it. The primary intent of the proposal is to add a documentable and direct layer of accountability "so that the TPB and Maryland's Metropolitan Planning Organizations (MPOs) can serve the citizens they represent." Such accountability is already reflected in the other Maryland MPOs.



**Maryland Department of Transportation**  
The Secretary's Office

**Larry Hogan**  
Governor

**Boyd K. Rutherford**  
Lt. Governor

**Pete K. Rahn**  
Secretary

February 1, 2017

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

Dear Chairman Newton:

As was presented to the National Capital Region Transportation Planning Board (TPB) at the January 18<sup>th</sup>, 2017 board meeting, the Maryland Department of Transportation (MDOT) requests the following amendment to the bylaws:

“Designated alternate representatives of the local government representatives need not be elected officials, but must be appointed by their local governing body, and if the designated alternate representative is not an elected official, they must be an employee of the participating jurisdiction’s government.”

MDOT receives planning funds from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), which is then divided between our seven MPOs. As the agency responsible for MPO funding, MDOT is also responsible for providing and receiving federal oversight as it relates to all MPO activities. Most of Maryland’s MPOs are multi-state, and the federally-required planning practices of regional transportation planning bodies must be held to the highest standards of accountability given the duties the MPO boards have to accomplish. Elected official membership and participation is essential to the metropolitan planning process; it adds another layer of accountability so that the TPB and Maryland’s MPOs can serve the citizens they represent. The board membership structure in all of our other MPOs requires that the primary member be an elected official and the alternate member be either another elected official or an employee of the local government for that particular jurisdiction.

Additionally, MDOT is currently in the process of preparing for a federal review of our MPO activities and responsibilities, and given that we updated the TPB’s bylaws to expand remote participation, the requirements for membership came to our attention while reviewing the bylaws. This update to the bylaws would provide better accountability and bring the TPB up to the same standards of the rest of our state, ensuring consistency for our federal oversight.

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 at 410-865-1305, toll free 888-713-1414 or via e-mail at 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  
Manager, Regional Planning  
Office of Planning and Capital Programming

Attachment

cc: Ms. Kari Snyder, Regional Planner, Office of Planning and Capital Programming,  
MDOT

**MDOT Proposal to amend the Bylaws to  
change the membership requirements of  
the designated alternate members.  
TPB Meeting - January 18, 2017**

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

Designated alternate representatives of the local government representatives ~~need not be elected officials, but~~ must be appointed by their local governing body, and if the designated alternate representative is not an elected official, they must be an employee of the participating jurisdiction's government. Designated alternate representatives of the Departments of Transportation and the District of Columbia Department of Public Works must be appointed by their respective Departments. Designated alternate representatives of the WMATA must be appointed by the Board of Directors.

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

## **IV. TIME AND PLACE OF MEETING**

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

**ITEM 8 – Action**

February 15, 2017

Approval to Amend the FY 2017-2022 Transportation Improvement Program (TIP) to Include Project and Funding Updates for FY 2018 in Order to Match the Updated Washington Metropolitan Area Transit Authority FY 2018 Capital Budget

**Staff**

**Recommendation:** Approve Resolution R11-2017 to amend the FY 2017-2022 TIP.

**Issues:** None

**Background:** WMATA has requested an amendment to update project and funding information in FY 2018 for 13 projects in the WMATA section of the TIP. These projects are already included in the Air Quality Conformity Analysis of the 2016 CLRP Amendment and the FY 2017-2022 TIP or are exempt from the air quality conformity requirement. On February 3, 2017 the Steering Committee reviewed the amendment and recommended approval.



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

**RESOLUTION ON AN AMENDMENT TO THE FY 2017-2022 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY  
REQUIREMENT TO UPDATE PROJECT AND FUNDING INFORMATION FOR FY 2018 IN ORDER  
TO MATCH THE UPDATED WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY  
FY 2018 CAPITAL BUDGET**

**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 February 8, 2017 WMATA has requested an amendment to the FY 2017-2022 TIP to update funding information and amounts in FY 2018 for thirteen projects to match WMATA's updated FY 2018 Capital Budget, increasing the six-year program total from \$835 million to \$1.2 billion, as described in the attached materials; and

**WHEREAS**, the proposed changes are exempt from the air quality conformity requirement, as defined in the Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012;

**NOW, THEREFORE, BE IT RESOLVED THAT** the National Capital Region Transportation Planning Board amends the FY 2017-2022 TIP to update funding information and amounts in FY 2018 for thirteen projects to match WMATA's updated FY 2018 Capital Budget, increasing the six-year program total from \$835 million to \$1.2 billion, as described in the attached materials.





February 8, 2017

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

RE: Approval of an Amendment to the FY 2017-2022 TIP to Update Project Information for FY 2018 in order to match the FY 2018 Capital Budget of the Washington Metropolitan Area Transit Authority (WMATA)

Dear Chairman Newton:

The region's six-year Transportation Improvement Program (TIP) outlines the schedule for obligating federal funds to state and local projects. The purpose of this amendment is to modify project budgets and sources of funds in the TIP for FY 2018 in order to match those in WMATA's FY 2018 grant applications that will be submitted to the Federal Transit Administration (FTA).

Attachment A is a summary of the proposed FY 2018 project budgets and funding-source information for this TIP amendment. These funding sources include only new federal and local funds and exclude funding that will be carried forward from prior years. Attachment B shows the FY 2018 project budgets that are part of the currently adopted TIP as well as the proposed changes to each budget. The TIP's overall FY 2018 capital program for WMATA would be increased from \$835.0 million to \$1,250.0 million, reflecting the availability of federal, state and local funds, including the federal funds authorized under the Passenger Rail Investment and Improvement Act of 2008 (PRIIA), and the funding to match the federal funds.

WMATA's previous proposed capital program of \$835.0 million for FY18 did not include the following funding sources:

- Issuance of \$286 million of debt. Long Term Financing is accounted for in the CLRP for fiscal years 2015 through 2017, WMATA did not issue debt during those fiscal years and is planning to issue debt in fiscal year 2018 instead. It is also approved in the WMATA's FY17-FY22 Capital Program.
- Funding from the Metropolitan Washington Airports Authority (MWAA) and other local sources in the amount of \$120 million, to pay for railcars. This is included in the Silver Line project agreement between WMATA and

**Washington  
Metropolitan Area  
Transit Authority**

600 Fifth Street, NW  
Washington, D.C. 20001  
202/962-1234

*By Metrorail:  
Judiciary Square-Red Line  
Gallery Place-Chinatown  
Red, Green and  
Yellow Lines*

*A District of Columbia  
Maryland and Virginia  
Transit Partnership*

MWAA.

- An FTA Safety Research Grant in the amount of \$2 million, which was awarded in January 2017, and
- Funding received from cellular carriers to fund Radio Infrastructure Replacement in the amount of \$6 million. This is part of the February 2016 Amendment four to the agreement between WMATA and the cellular carriers.

These additional funding sources have impacted all TIP categories, all projects have been adjusted to reflect the additional funding. These TIP projects do not affect the currently approved air quality conformity analysis because these projects are either exempt or not regionally significant in terms of air quality.

WMATA's submission for this FY 2017-2022 TIP amendment is structured into nine major categories, with 13 individual capital programs, as shown in Attachment A. The FY 2017-2022 capital projects and funding levels shown are consistent with the FY 2018-2023 Capital Improvement Program that is scheduled to be approved by the WMATA Board of Directors on March 23, 2017. Prior to approval of the CIP, WMATA will hold public hearings on its proposed operating and capital budgets, including the proposed sources and uses of its capital funds.

In addition to the requirement of consistency with an approved TIP, the FTA requires that agency grant applications match the corresponding State Transportation Improvement Program (STIP) for that agency. WMATA's TIP is considered part of the District of Columbia's STIP. If approved by the Transportation Planning Board, WMATA will request that this amendment be reflected in the District of Columbia's STIP as soon as possible, to enable the FTA review.

WMATA requests that the Transportation Planning Board Steering Committee approve this amendment at its February 15, 2017 meeting.

Sincerely,



Thomas Webster  
Managing Director  
Office of Management and Budget Services

Attachments



**FY18 Proposed TIP**  
**Attachment A**  
**(In Millions)**

Category	TIP Sub-Category	FY2018 Total	Federal Grants 5307	Federal Grants 5337	Federal Grants 5339	Federal PRIIA Grants	Federal Grants 5324	VA CMAQ	DHS	Federal Grants 5312	Local Funding	Other Sources Non-Fed
A. Vehicles / Vehicle Parts	Rail Cars - Replacement, Rehabilitation & Enhancements	\$483.0	\$31.0	\$94.2	\$0.0	\$244.2	\$0.0	\$0.0	\$0.0	\$0.0	\$13.9	\$99.8
	Buses - Replacement, Rehabilitation & Enhancements	130.0	90.6	0.0	10.5	0.0	0.0	6.9	0.0	0.0	22.0	0.0
	Access & Service Vehicles	18.5	17.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0
B. Rail System Infrastructure Rehabilitation	Rail System Infrastructure Rehabilitation	170.5	0.0	0.0	0.0	52.8	15.8	0.0	0.0	0.0	2.0	99.9
C. Maintenance Facilities	Bus Garages - Systemwide Maintenance, Expansion, Rehabilitation, and Replacement	65.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	65.7
	Rail Yards - Systemwide Maintenance, Expansion, Rehabilitation, and Replacement	26.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.5
	Facilities Maintenance Support - Systemwide Support Equipment, Environmental Compliance Projects, and Administrative Support	22.5	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	5.3	16.3
D. Systems and Technology	Systems and Technology	68.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	48.5	20.0
E. Track and Structures	Track and Structures	124.4	0.0	89.9	0.0	0.0	0.0	0.0	0.0	2.0	5.3	27.2
F. Passenger Facilities	Passenger Facilities	127.4	45.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	37.8	44.4
G. Maintenance Equipment	Maintenance Equipment	1.4	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.4	0.0
H. Other Facilities	Other Facilities	6.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.1	0.0
I. Project Management and Support	Project Management and Support	5.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.4	0.0
	<b>Total Capital Improvement Plan</b>	<b>\$1,250.0</b>	<b>\$183.7</b>	<b>\$184.0</b>	<b>\$10.5</b>	<b>\$297.0</b>	<b>\$15.8</b>	<b>\$6.9</b>	<b>\$2.0</b>	<b>\$2.0</b>	<b>\$148.2</b>	<b>\$399.8</b>

**FY18 Revised Budget**  
**Attachment B**  
**(In Millions)**

Category	TIP Sub-Category	Approved FY 2018 TIP		Proposed FY 2018 TIP		% Change
		Budget	Budget	Budget	\$ Change	
A. Vehicles / Vehicle Parts	Rail Cars - Replacement, Rehabilitation & Enhancements	\$198.2	\$483.0	\$284.8	143.7%	
	Buses - Replacement, Rehabilitation & Enhancements	150.0	\$130.0	(20.0)	-13.3%	
	Access & Service Vehicles	22.9	\$18.5	(4.4)	-19.3%	
B. Rail System Infrastructure Rehabilitation	Rail System Infrastructure Rehabilitation	53.3	\$170.5	117.1	219.6%	
C. Maintenance Facilities	Bus Garages - Systemwide Maintenance, Expansion, Rehabilitation, and Replacement	38.0	\$65.7	27.7	72.8%	
	Rail Yards - Systemwide Maintenance, Expansion, Rehabilitation, and Replacement	13.2	\$26.5	13.2	100.0%	
	Facilities Maintenance Support - Systemwide Support Equipment, Environmental Compliance Projects, and Administrative Support	8.3	\$22.5	14.3	171.9%	
D. Systems and Technology	Systems and Technology	76.2	\$68.5	(7.7)	-10.1%	
E. Track and Structures	Track and Structures	79.1	\$124.4	45.3	57.3%	
F. Passenger Facilities	Passenger Facilities	126.3	\$127.4	1.1	0.8%	
G. Maintenance Equipment	Maintenance Equipment	48.7	\$1.4	(47.3)	-97.1%	
	Other Facilities	17.2	\$6.1	(11.1)	-64.5%	
H. Other Facilities	Project Management and Support	3.5	\$5.4	1.9	55.7%	
	<b>Total Capital Improvement Plan</b>	<b>\$835.0</b>	<b>\$1,250.0</b>	<b>\$415.0</b>	<b>49.7%</b>	

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY  
TRANSPORTATION IMPROVEMENT PROGRAM  
CAPITAL COSTS (in \$1,000)**

Source		Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: <b>5853</b> Agency ID:		Title: <b>Rail Cars - Replacement, Rehabilitation, Expansion, &amp; Enhancements</b>								
Facility:	Local	0/0/100	11,629 e	5,380 e	13,857 e					19,238
From:	PRIIA	50/0/50	265,887 e	154,860 e	244,189 e	158,438 e	141,875 e			699,361
To:	Sect. 5307	80/0/20	47,093 e		30,979 e					30,979
	Sect. 5337-SGR	80/0/20	76,376 e	110,000 e	94,164 e	1,426 e	36,439 e			242,029
	WIP	0/0/100	10,517 e		99,811 e					99,811
										<b>Total Funds: 1,091,418</b>

Description: Provides funds for:  
 a. Replacement of Rail Cars: replacement of the rail fleet, including the 1000-Series and 4000-Series rail cars.  
 b. Rehabilitation of Rail Cars: mid-life rehabilitation of rail fleet.  
 c. Rail Fleet Expansion: expansion of the rail fleet to meet ridership growth.  
 d. Rail Enhancements: enhancements to the rail fleet that improve safety, reliability, and passenger comfort.

TIP ID: <b>5854</b> Agency ID:		Title: <b>Buses - Replacement, Rehabilitation, Expansion, &amp; Enhancements</b>								
Facility:	CMAQ	80/0/20	34,252 e	808 e	6,900 e	7,399 e	4,500 e			19,607
From:	Local	0/0/100	6,067 e	900 e	22,000 e	5,211 e	38,483 e			66,593
To:	Sect. 5307	80/0/20	211,013 e	135,326 e	90,552 e	156,046 e	132,212 e			514,136
	Sect. 5337-SGR	80/0/20			0 e	4,283 e	4,283 e			8,566
	Sect. 5339	80/0/20	24,259 e	10,549 e	10,549 e	12,199 e	10,699 e			43,995
										<b>Total Funds: 652,897</b>

Description: Provides funds for:  
 a. Replacement of Buses: replacement of the bus fleet.  
 b. Rehabilitation of Buses: mid-life rehabilitation of the bus fleet.  
 c. Bus Enhancements: purchase and/or replacement of equipment that upgrades or enhances the capability of the bus fleet.  
 d. Bus Fleet Expansion: expansion of the bus fleet to meet ridership growth.

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY  
TRANSPORTATION IMPROVEMENT PROGRAM  
CAPITAL COSTS (in \$1,000)**

		Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
<b>TIP ID: 5855</b>		<b>Agency ID:</b>		<b>Title: MetroAccess and Service Vehicles</b>								
Facility:	Local	0/0/100		760 e		1,487 e	24,319 e				25,806	
From:												
To:	Sect. 5307	80/0/20		29,545 e	10,941 e	17,000 e		25,119 e			53,060	
	WIP	100/0/0			10,000 e						10,000	
											<b>Total Funds:</b>	<b>88,866</b>

Description: Provides funds for  
a. MetroAccess Vehicles: purchase/ replacement of Metro Access vehicles.  
b. Replacement of Service Vehicles: purchase/ replacement of vehicles that will be used Authority-wide for service activities.

<b>TIP ID: 5856</b>		<b>Agency ID:</b>		<b>Title: Rail Line Segment Rehabilitation</b>								
Facility:	Local	0/0/100		46,963 e	8,812 e	1,961 e					10,773	
From:												
To:	PRIIA	50/0/50		74,822 e	50,466 e	52,811 e	45,722 e	64,632 e			213,631	
	Sect. 5337-SGR	80/0/20		34,149 e	29,005 e		4,873 e				33,878	
	Section 5324	75/0/25		8,776 e	9,500 e	15,772 e					25,272	
	WIP	0/0/100		17,736 e		99,933 e					99,933	
											<b>Total Funds:</b>	<b>383,487</b>

Description: Provides funds for rehabilitation of segments of Metrorail system, particularly the Red, Orange and Blue lines.

<b>TIP ID: 5857</b>		<b>Agency ID:</b>		<b>Title: Bus Garages - Systemwide Maintenance, Expansion, Rehabilitation, and Replacement</b>								
Facility:	Local	0/0/100		843 e	1,455 e		11,469 e	8,000 e			20,923	
From:												
To:	Sect. 5307	80/0/20		38,149 e	27,470 e		13,032 e	8,500 e			49,001	
	Sect. 5337-SGR	80/0/20		11,263 e								
	WIP	0/0/100		941 e	26,871 e	65,745 e					92,616	
											<b>Total Funds:</b>	<b>162,540</b>

Description: Provides funds for:  
a. Rehabilitation and Replacement of Bus Garages: upgrades, rehabilitation, and/or replacement of bus garages and maintenance facilities, including the rehabilitation of the Bladensburg bus facility and the replacement of the Southern Avenue, Royal Street (Cinder Bed Road), Shepard Parkway bus garages.  
b. Maintenance of Bus Garages: maintenance of bus garages/maintenance facilities.  
c. Expansion of Bus Garages: expansion of bus garages to meet storage and maintenance needs of growing fleet.

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY  
TRANSPORTATION IMPROVEMENT PROGRAM  
CAPITAL COSTS (in \$1,000)**

Source		Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: <b>5858</b> Agency ID:		Title: <b>Systems and Technology</b>								
Facility:	Local	0/0/100	162,417 e	50,317 e	48,453 e	58,602 e	61,300 e			218,672
From:										
To:	PRIIA	50/0/50		2,445 e						2,445
	Sect. 5307	80/0/20	16,789 e			2,846 e	10,691 e			13,537
	Sect. 5337-SGR	80/0/20	21,405 e	1,521 e		38,035 e	23,784 e			63,340
	WIP	0/0/100	26,550 e	14,750 e	20,000 e					34,750
<b>Total Funds:</b>										<b>332,744</b>

Description: Provides funds for  
a. Rail Power Systems: upgrade of rail system's power supply.  
b. Operations Support Software: purchase and/or replacement of software that supports the transit system.  
c. Business Support Software & Equipment: purchase and/or replacement of software and equipment that supports the agency's mission.  
d. Rail Fare Equipment: purchase and/or replacement of fare equipment for the transit system.

TIP ID: <b>5859</b> Agency ID:		Title: <b>Track and Structures</b>								
Facility:	Local	0/0/100	1,661 e	7,799 e	5,320 e	64 e				13,183
From:										
To:	PRIIA	50/0/50	95,036 e	52,194 e		63,402 e	56,798 e			172,394
	Sect. 5307	80/0/20		10,000 e						10,000
	Sect. 5337-SGR	80/0/20	20,567 c 16,373 e	31,870 e	89,879 e	18,138 e	28,513 e			168,399
	Section 5312	80/0/20			2,000 e					2,000
	WIP	0/0/100			27,247 e					27,247
<b>Total Funds:</b>										<b>393,223</b>

Description: Provides funds for:  
a. Track Rehabilitation: maintain and rehabilitate track and track infrastructure including aerial structures.  
b. Station/Tunnel Rehabilitation: repair of water leaks in stations, vent shafts, air ducts, tunnels, tunnel liners, and other areas in the system.

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY  
TRANSPORTATION IMPROVEMENT PROGRAM  
CAPITAL COSTS (in \$1,000)**

		Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 5860</b>		<b>Agency ID:</b>		<b>Title: Passenger Facilities</b>							
Facility:		ARRA/TIGER	100/0/0	6,703 e							
From:		Local	0/0/100	14,913 e	25,448 e	37,817 e	2,715 e	2,992 e			68,971
To:		PRIIA	50/0/50	47,482 e	43,934 e		32,438 e	36,696 e			113,068
		Sect. 5307	80/0/20	7,028 e		45,206 e	2,741 e	4,643 e			52,590
		Sect. 5309-B	80/0/20	2,923 e							
		Sect. 5317	80/0/20	1,245 e							
		Sect. 5337-SGR	80/0/20	119,479 e	11,647 e		91,065 e	64,644 e			167,356
		WIP	0/0/100		6,761 e	44,380 e					51,141
											<b>Total Funds: 453,126</b>

Description: Provides funds for

- a. Elevator/ Escalator Facilities: rehabilitation of elevator and escalators and expansion of elevator capacity.
- b. Maintenance of Rail Station Facilities: upgrade, rehabilitation, and/or replacement of station area components.
- c. Bicycle/ Pedestrian Facilities: rehabilitation, replacement and expansion of bicycle and pedestrian facilities.
- d. Rail Station Capacity/ Enhancements: expand the capacity of rail stations, improve passenger access, and protect exposed assets.
- e. Bus Priority Corridor Improvements: bus stops, runningway enhancements, street operations management and safety strategies to produce more reliable bus.
- f. Rail Station Equipment: purchase of equipment to be used in rail stations, including police emergency management equipment and other related.

<b>TIP ID: 5861</b>		<b>Agency ID:</b>		<b>Title: Maintenance Equipment</b>							
Facility:		DHS	100/0/0			1,000 e					1,000
From:		Local	0/0/100	5,391 e	802 e	437 e	35,820 e	15,805 e			52,864
To:		PRIIA	50/0/50	31,935 e							
		Sect. 5307	80/0/20	6,212 e							
		Sect. 5337-SGR	80/0/20	7,962 e			9,512 e	12,224 e			21,736
											<b>Total Funds: 75,600</b>

Description: Provides funds for

- a. Rail Maintenance Equipment: purchase and/or replacement of equipment to maintain the rail system.
- b. Bus Repair Equipment: purchase and/or replacement of repair equipment.
- c. Business Facilities Equipment: purchase and/or replacement of equipment that supports the business process of the agency.

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY  
TRANSPORTATION IMPROVEMENT PROGRAM  
CAPITAL COSTS (in \$1,000)**

		Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 5862</b>		<b>Agency ID:</b>		<b>Title: Other Support Facilities</b>							
Facility:		Local	0/0/100	10,503 e	2,564 e	6,099 e	3,284 e	6,100 e			18,047
From:											
To:		Sect. 5307	80/0/20	11,283 e			5,000 e				5,000
		Sect. 5337-SGR	80/0/20	4,423 e			2,555 e				2,555
		WIP	0/0/100	775 e							
<b>Total Funds:</b>											<b>25,601</b>

Description: Provides funds for:  
 a. Business Support Facilities: facilities that support business operations functions.  
 b. Metro Transit Police Department (MTPD) Support Facilities Rehabilitation: upgrade and rehabilitation of MTPD facilities.  
 c. MTPD Support Facilities Expansion: expansion of MTPD to meet new ridership and facility demands, to include the new District 2, police training facility, and special operations division facility.

<b>TIP ID: 5863</b>		<b>Agency ID:</b>		<b>Title: Credit Facility</b>							
Facility:		Local	0/0/100	18,233 e	6,104 e	5,450 e	2,500 e	2,500 e			16,554
From:											
To:		Sect. 5307	80/0/20				1,500 e				1,500
		Sect. 5339	80/0/20					1,500 e			1,500
<b>Total Funds:</b>											<b>19,554</b>

Description: Provides funds to maintain a line of credit to meet cash flow needs.

<b>TIP ID: 5866</b>		<b>Agency ID:</b>		<b>Title: Rail Yards - Systemwide Maintenance, Expansion, Rehabilitation and Replacement</b>							
Facility:		Local	0/0/100		4,924 e						4,924
From:											
To:		PRIIA	50/0/50	26,793 e	24,076 e						24,076
		Sect. 5337-SGR	80/0/20	442 e							
		WIP	0/0/100			26,459 e					26,459
<b>Total Funds:</b>											<b>55,459</b>

Description: Provides funds for  
 a. Maintenance of Rail Yards: maintenance and/or rehabilitation of rail maintenance yards.  
 b. Rail Maintenance Facilities: construction and/or replacement of rail maintenance facilities.

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY  
TRANSPORTATION IMPROVEMENT PROGRAM  
CAPITAL COSTS (in \$1,000)**

Source		Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5867 Agency ID:		Title: <b>Facilities Maintenance Support – Systemwide Support Equipment, Environmental Compl Projects and Adm Support</b>								
Facility:	DHS	100/0/0	10,613 e	871 e	1,000 e					1,871
From:	Local	0/0/100	48,414 e	7,631 e	5,294 e	6,651 e	7,830 e			27,405
To:	PRIIA	50/0/50	21,071 e							
	Sect. 5307	80/0/20				3,000 e	3,000 e			6,000
	Sect. 5337-SGR	80/0/20	3,519 e							
	WIP	0/0/100	1,185 e		16,253 e					16,253
<b>Total Funds:</b>										<b>51,529</b>

Description: Provides funds for:

- a. Environmental Compliance Projects: facility or equipment upgrades and/or replacements required to comply with environmental regulatory requirements or directives.
- b. Maintenance Bus & Rail Facilities: upgrades, rehabilitation, and/or replacements of systemwide support equipment, financial planning and project administration, to include a new test track, railcar commissioning facility and New Carrollton Yard capacity improvements.





**Washington Metropolitan Area Transit Authority**

# FY2018 Transportation Improvement Program Amendment

Presentation to the National Capital Region Transportation Planning  
Board

February 15, 2017



# WMATA's Proposed TIP Amendment

- Increase FY18 TIP from \$835M to \$1,250M:
  - Debt (\$286M)
  - Metropolitan Washington Airports Authority and local sources (\$120M)
  - FTA Safety Research Grant (\$2M)
  - Cellular carriers for Radio Infrastructure Replacement (\$6M)
- Approval will result in TIP matching WMATA's FY2018 grant applications
  - Submitting to FTA in March 2017 contingent on WMATA Board adoption of FY18 capital budget



# Major Changes

- Accelerated 7000-series rail car delivery
- Replace radio frequency band to meet FCC requirement
- Upgrade/replace Automatic Train Control equipment
- Upgrade traction power system and capacity
- Rehab track and structures

No air quality impacts

**ITEM 9 – Information**  
February 15, 2017  
Discussion on WMATA’s Proposed 2018 Budget

**Staff**

**Recommendation:** Approve transmittal letter.

**Issues:** None

**Background:** WMATA’s proposed 2018 Budget closes the identified gap through a significant reduction in Metro employee headcount and other management actions; rightsizing of bus and rail service to current ridership levels; a fare increase; and an increase in the funding contribution from the local jurisdictions. The TPB will discuss the proposal from a regional perspective as it relates to the duties of the TPB. TPB staff will document the discussion and forward the highlights to WMATA for their consideration.



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Solicitation of Board Comments on WMATA FY 2018 Operating and Capital Budget and associated Service and Fare Changes  
**DATE:** February 9, 2017

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The TPB Chairman seeks a regional perspective from the Board on the Washington Metropolitan Area Transportation Authority's (WMATA's) proposed Fiscal Year 2018 Operating and Capital Budget. The proposed budgets include reduced frequency of service on Metrorail, elimination or reductions of bus service, increases in fares, and increased financial contributions from funding agencies.

At the February 15 meeting, the board will be provided the opportunity to discuss WMATA's proposed budgets and associated impacts from a regional perspective. Comments that reflect the goals and objectives of the TPB's Vision and Regional Transportation Priorities Plan (RTPP) are requested.

**Board members are encouraged to provide any written comments on the WMATA budget and associated impacts by Tuesday, February 14 for distribution during the Board meeting on February 15.**

Following discussion at the board meeting, staff will collect the comments and a sense of the board's discussion and transmit them in a letter to WMATA.

### **OVERVIEW OF WMATA'S PROPOSED FY 2018 BUDGET**

The following is an overview of WMATA's proposed budget for Fiscal Year 2018, both Operating and Capital. A public comment period took place from January 14 to February 6, with a public hearing on January 30. The WMATA board is scheduled to approve the budget in March.

It should be emphasized that the draft budget made available for public comment includes service changes and fare increases that are the "maximum potential" limits of what the board can then approve. In their final approval, the board can approve lesser but not more severe changes to service or fares.

#### **Proposed Fare Increases**

- The Metrorail peak period base fare could increase by \$0.10, from \$2.15 to \$2.25.
- The Metrorail maximum fare could also increase by \$0.10, from \$5.90 to \$6.00
- The off-peak Metrorail fares could increase by \$0.25, to \$2.00 (base) and \$3.85 (maximum).
- Regular Metrobus fares could increase by \$0.25, from \$1.75 to \$2.00
- Based on the primary fare changes, other fare changes would occur for senior/disabled fares, MetroAccess fares, passes, etc.

### Proposed Service Changes

- Metrobus: Twenty-five routes could be eliminated, with up to twenty others reduced in frequency or route coverage. In some cases, other bus routes could be then extended to compensate for the reductions.
- Metrorail: Weekday peak headways could be changed to 8 minutes. Red Line service between Grosvenor and Silver Spring could have 4 minute headways. Blue Line service could be improved by this change; but Rush Plus Yellow Line could be discontinued. Off-peak service headways could also be reduced.

### Financial Contributions

- The Operating Budget is proposed at \$1.82 billion, a 2 percent increase from the FY 2017 budget. Net State and local subsidy could increase by \$130 million or 15.4 percent from FY 2017 to FY 2018.
- The Capital Budget is proposed at \$1.25 billion, an increase of 25% over the approved FY 2017 budget of \$1.0 billion. Of the FY 2018 budget, \$695 million will be invested in Safety & State of Good Repair investments, \$534 million will support Major Projects, and \$21 million will advance Development and Evaluation activities.
- Capital expenditures for FY 2018 would also include \$150 million of planned repayment of short-term debt planned to be used in the ongoing FY 2017 capital program. Net State and local investment and debt for capital expenditures could increase from \$411 million in FY 2017 to \$815 million in FY 2018, an increase of 98 percent.

## **REGIONAL POLICY CONTEXT**

The first goal of the TPB's Vision is that "the Washington metropolitan region's transportation system will provide reasonable access at reasonable cost to everyone in the region." Other Vision goals support transportation investments that promote a dynamic economy as well as give priority to management, performance, maintenance, and safety. Developed from the Vision, the TPB's Regional Transportation Priorities Plan (RTPP) emphasizes the essential role that Metro plays in our regional transportation system. According to the RTPP: "So much depends on whether Metro and other transit systems in the region can handle the challenges they will face over the next decade. The new transportation systems that we have planned, including investments of \$7 billion currently in the CLRP, will not perform as expected if the existing transit system does not rise to the challenge of anticipated growth."

The RTPP noted that although our existing transit system is quite robust, we are facing serious challenges. The RTPP called attention to continuing concerns about the maintenance, preservation, and safety of the Metro system. It further noted that the Metrorail system is close to capacity during peak hours in many locations and bus services are too limited in coverage, frequently, and reliability— and these deficiencies are of particular concern to individuals who are transit-dependent.

While calling attention to maintenance requirements and the need to strategically expand services, the RTPP also highlighted the financial shortfalls that have beleaguered transportation systems throughout the region, including regional transit. These directly impact the affordability of and access to multimodal transportation options, critical concerns for many travelers and especially low-income groups. The RTPP called for dedicated, reliable sources of funding for transit maintenance, and further called upon the region to fund capacity improvements on the existing transit system, including the Metro 2025 component of WMATA's Momentum Plan.

As board members consider whether and how to develop comments regarding the WMATA budget, they are encouraged to consider this regional policy context.

## **ADDITIONAL INFORMATION**

The WMATA webpage for the proposed FY 2018 Budget is:

<https://www.wmata.com/initiatives/budget/>

Overview WMATA board briefing on the proposed FY 2018 Budget

<https://www.wmata.com/about/board/meetings/board-pdfs/upload/11C-FIN-Approval-of-FY2018-Budget-PH-FINALIZED.pdf>

As background, the WMATA board had staff provide additional in-depth briefings on specific areas of the budget at three work sessions. Documents on these can be found at the following links.

FY2018 Operating Budget Work Session: Ridership and Revenue.

[https://www.wmata.com/about/board/meetings/board-pdfs/upload/120116\\_4BFY2018BudgetWorkSessionTOPOST.pdf](https://www.wmata.com/about/board/meetings/board-pdfs/upload/120116_4BFY2018BudgetWorkSessionTOPOST.pdf)

FY2018 Operating Budget Work Session: Personnel Expenses

<https://www.wmata.com/about/board/meetings/board-pdfs/upload/3A-FY2018-Budget-Workshop-Personnel-Expenses.pdf>

FY2018 Operating Budget Work Session: Non-Personnel Expenses

<https://www.wmata.com/about/board/meetings/board-pdfs/upload/3A-Work-Session-Non-Personnel-REV-01-25.pdf>

**ITEM 10 – Information**  
February 15, 2017  
Long-Range Plan Task Force Briefing

**Staff**

**Recommendation:** Proposal for discussion.

**Issues:** None

**Background:** The board will have an opportunity to discuss a proposal to begin work on Phase 2.







## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Lyn Erickson, Plan Development and Coordination Program Director  
**SUBJECT:** Long Range Plan Task Force proposal comments  
**DATE:** February 9, 2017

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The Board's Unfunded Capital Needs Workgroup was renamed the Long Range Plan Task Force last year as the first step towards undertaking scenario analyses that would evaluate alternative inputs to an aspirational long term regional transportation plan. This initiative builds on the just concluded Phase I work of the Task Force documenting the collective unfunded transportation capital needs of this region to represent the region's Unconstrained Long Range Plan. The Board anticipates adopting a resolution defining the mission and specific tasks for the Long Range Plan Task Force to be undertaken this year and the next.

On January 18, 2017, Chairman Newton led a discussion of potential goals and anticipated outcomes of this Phase II work of the Task Force. Understanding that the responsibilities of the TPB are "to coordinate future plans, provide data and analysis to decision makers and coordinate regional programs to advance safety, land use coordination and more", the question becomes what can this body do to inform decision making on the selection and funding of projects, programs and transportation policies that could advance our regional network of transportation options and its performance.

Chairman Newton agrees with the sentiments expressed by many Board members that the TPB is ideally positioned to propose a broad regional alternative vision for our long range transportation plan in order for there to be any change in programming or spending. A draft resolution, proposed by the Chairman for discussion purposes, was proposed that would charge the Board's Task Force to conduct a fair and balanced evaluation of creative and "outside the box" project, program and policy combination alternatives for such a plan.

Attached are the comments that TPB staff received to date.

1/31/2017

## **National Capital Region Transportation Planning Board**

### **Proposed Alternate Draft Resolution Establishing the Mission and Tasks for Phase II of the Long Range Plan Task Force**

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

**WHEREAS**, the TPB, as part of the regional metropolitan planning process, continues to develop and adopt a fiscally Constrained Long Range Plan (CLRP) consistent with the Federal planning requirements in 23 U.S.C. 134(i)(5) and 49 U.S.C. 1607 as a means of ensuring that federal funding and approval for transportation projects in the region are made available; and

**WHEREAS**, the metropolitan transportation planning process shall include the development of a transportation plan that shall consider factors described in § 450.306, and outlined in § 450.324, and shall, at a minimum, include:

- (1) The current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan;
- (2) Existing and proposed transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities (e.g., pedestrian walkways and bicycle facilities), and intermodal connectors) that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions over the period of the transportation plan.
- (3) A description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with § 450.306(d).
- (4) A system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in § 450.306(d)

**WHEREAS**, the TPB recognizes that Phase 1 for the "all build" scenario did result in congestion in the future worse than existing conditions, but not as bad as it would be if we did nothing could be unacceptable to the region's elected leaders, taxpayers, and stakeholders; and

**WHEREAS**, the TPB believes that the residents of the region deserve a transportation system that will help the region to realize the economic growth anticipated and desired; and

**WHEREAS**, the TPB understands that one of its primary responsibilities is "to coordinate future

plans, provide fair, balanced and comprehensive data and analysis to decision makers to inform and influence transportation programming decisions so as to advance the findings of the two key documents that provide a framework for regional transportation policy in the Metropolitan Washington Region -- the TPB Vision and the Regional Transportation Priorities Plan; and

**WHEREAS**, because TPB believes the region needs to develop a Long Range Transportation Plan that encourages the Region to look at a combination of creative and innovative programs, as well as projects and policies that would enhance the region's transportation system capacity and provide cost-effective congestion reduction and improved mobility for all, the goals, objectives and strategies in the Vision will be used in the formulation of the LRTP as well as the Regional Transportation Priorities Plan (RTPP), adopted by the TPB in January of 2014. Together these documents represent the main element of the TPB's regional policy framework that identifies for the region specific strategies with the greatest potential to advance regional goals rooted in the TPB Vision, and

**NOW THEREFORE BE IT RESOLVED THAT THE TPB:**

1. Initiate Phase II of the Long Range Task Force (Task Force), initially charging the Task Force with returning to the Board for review and approval a work plan that utilized an outside facilitator to lead the Task Force through a visioning process that will develop a path forward for reaching consensus such items as performance measures and other measures to be used to develop a LRTP under the leadership of this Task Force, and furthermore, includes a broad participation among all stakeholders, and provides for the posting of periodic interim results of the scenario analysis as well as a final report.
2. Charges the Task Force and staff with reviewing ongoing long range transportation planning efforts from member jurisdictions and evaluating their methodologies before acquiring any new transportation modeling and/or consultants to assist in the development of a fully integrated regional transportation model that allows for testing of alternative program, policy and project combinations, and includes an analysis of prospective changes in commuter behavior.
3. Charges the Task Force and staff to utilize the Phase I Report as a resource and benchmark in the development of the federally mandated Metropolitan Transportation Plan (LRTP) , consistent with all federally mandated components that includes such elements as direct and open dialogue with its Regional members to incorporate creative and innovative combinations of projects, programs and policies that establishes measurable metrics for congestion, mobility and access goals that produce desirable improvements consistent with approved performance measure and planning goals that are also consistent with our regional partner's plans.
4. The Task Force formally convenes Phase II of the Long Range Plan with membership open to all its member jurisdictions and agencies plus a representative of the TPB's

Citizen's Advisory Committee, and directs staff to bring back to the Board for approval a schedule and any changes to the adopted budget as may be needed to complete the above work activities.

5. Conduct Scenario Planning activities that look at the potential impacts on future land use patterns the result of investments and initiatives from the transportation alternative program, policy and project combinations studied.

January 18, 2017

**National Capital Region Transportation Planning Board**

**Proposed Draft Resolution Establishing the Mission and Tasks for Phase II of the Long Range  
Plan Task Force**

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

**WHEREAS**, the TPB, as part of the regional metropolitan planning process, continues to develop and adopt a fiscally Constrained Long Range Plan (CLRP) as mandated by the federal FAST Act as a means of ensuring that federal funding and approval for transportation projects in the region are made available; and

**WHEREAS**, the Board has noted that the combination of project and policy inputs to the CLRP provide less than satisfactory performance in important areas of congestion with the peak hour congested lane miles increasing by approximately 65% and vehicle hours of delay by approximately 74% by year 2040 relative to current conditions; and

**WHEREAS**, the TPB recognizes that spending more than \$100 billion with increased congestion under the “all build” scenario is unacceptable to the region’s elected leaders, taxpayers, and stakeholders; and

**WHEREAS**, the TPB believes that the residents of the region deserve a transportation system that performs significantly better in terms of congestion and mobility, and also that such improvement is critical to realize the economic growth anticipated and desired; and

**WHEREAS**, the TPB understands that one of its primary responsibilities is “to coordinate future plans, provide fair, balanced and comprehensive data and analysis to decision makers to inform and influence transportation programming decisions so as to advance the regional Transportation Vision and Priority Principals by advancing a more effective set of projects and policy inputs to the region’s long range transportation plans”; and

**Commented [DJ1]:** Policy?? CLRP is a project document.

**Commented [DJ2]:** Is there agreement this is the case? I don’t believe all the Board supports this statement.

**Commented [DJ3]:** I don’t believe this figure should be used in the resolution in this way until TPB comes up with this specific estimate.

**Commented [DJ4]:** How did we determine this? What data is telling us that the transportation system does not perform adequately?

**Commented [DJ5]:** Don’t believe you will ever have unanimous agreement relative to what “more effective set of projects” is. And again, CLRP is not a policy document.

**WHEREAS**, the TPB believes the region needs to develop a Long Range Transportation Plan that goes beyond the project and policy inputs reflected in its CLRP and includes a combination of creative, innovative programs, projects and policies that would enhance the region's transportation system capacity and provide cost-effective congestion reduction and improved mobility for all.

**Commented [DJ6]:** In Virginia, we do this through the NVTA and its transportation project vetting process. What would Virginia jurisdictions and agencies elected to do this again at the TPB level and not to apply for additional funding for projects.

**NOW THEREFORE BE IT RESOLVED THAT THE TPB:**

1. Formally convenes Phase II of the Long Range Plan Task Force, with membership open to all its member jurisdictions and agencies plus a representative of the TPB's Citizen's Advisory Committee.
2. Charges the Task Force and staff to utilize the Phase I Report as a resource and benchmark in the development of an alternative plan that analyzes creative and innovative combinations of projects, programs and policies that will (a) result in a reduction of peak hour congestion, notwithstanding projected future regional growth, by at least 25% over the 25-year investment horizon, and (b) establishes measurable metrics for other congestion, mobility and access goals.
3. Charges the Task Force and staff with acquiring any necessary or desirable transportation modeling and/or consultants to assist in the development of a fully integrated regional transportation model that allows for testing of alternative program, policy and project combinations, and includes an analysis of prospective changes in commuter behavior and land use patterns as a result of such investments and initiatives.
4. Charges the Task Force with returning to the Board for review and approval (a) an outreach and engagement plan that utilizes an outside facilitator to lead 3 forums enabling broader participation among all stakeholders and (b) periodic interim results of the scenario analysis as well as a final report. Directs staff to bring back to the Board for approval a schedule and any changes to the adopted budget as may be needed to complete the above work activities.

**Commented [DJ7]:** Is this an established goal? Did the task force come up with this?

**Commented [DJ8]:** What type of measurable metrics? Again, in Virginia we are developing performance measures to help rate projects in the Long-term plan. Why would Virginia jurisdictions and agencies do this again at the TPB/MWCOG level.

**Commented [DJ9]:** Getting too much into local land-use decision making.

**Commented [DJ10]:** Concern is this may put TPB in a position to preempting local decision making, a bit of a regional body over-reach.

**ITEM 11 – Information**

February 15, 2017

Briefing on the Draft FY 2018 Unified Planning  
Work Program

**Staff**

**Recommendation:** Briefing.

**Issues:** None

**Background:** The board will be briefed on the draft Unified Planning Work Program (UPWP) for FY 2018 (July 1, 2017 through June 30, 2018). The board will be asked to approve the FY 2018 UPWP at its March 15, 2017 meeting.





# UNIFIED PLANNING WORK PROGRAM

## FY 2018

Unified Planning Work Program (UPWP) for Transportation Planning for the Washington Metropolitan Region for FY 2018

March 2017 - Draft 2/9/17

DRAFT



## **UNIFIED PLANNING WORK PROGRAM (UPWP): FY 2018**

Adopted on March 15, 2017 - **DRAFT 2/9/17**

The preparation of this program document was financially aided through grants from the District Department of Transportation; Maryland Department of Transportation; Virginia Department of Transportation; and the U.S. Department of Transportation.

### **ABOUT THE TPB**

The National Capital Region Transportation Planning Board (TPB) is the federally designated metropolitan planning organization (MPO) for metropolitan Washington. It is responsible for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process in the metropolitan area. Members of the TPB include representatives of the transportation agencies of the states of Maryland and Virginia and the District of Columbia, 23 local governments, the Washington Metropolitan Area Transit Authority, the Maryland and Virginia General Assemblies, and nonvoting members from the Metropolitan Washington Airports Authority and federal agencies. The TPB is staffed by the Department of Transportation Planning at the Metropolitan Washington Council of Governments (COG).

### **ACCOMMODATIONS POLICY**

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# I. INTRODUCTION

## Purpose

The FY 2018 Unified Planning Work Program (UPWP) for Transportation Planning for the Washington Metropolitan Region incorporates in one document all federally assisted state, regional, and local transportation planning activities proposed to be undertaken in the region from July 1, 2017 through June 30, 2018. The UPWP provides a mechanism for the coordination of transportation planning activities conducted by the National Capital Region Transportation Planning Board (TPB), and is required as a basis and condition for all federal funding assistance for transportation planning by the joint planning regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The Metropolitan Washington Council of Governments (COG) serves as the administrative agent for the TPB. The TPB is staffed by COG's Department of Transportation Planning. COG provides the administrative functions necessary to meet federal fiducial and other regulatory requirements required in order to receive FHWA and FTA funds.

This work program describes all transportation planning activities utilizing federal funding, including FHWA metropolitan planning funds (PL Funds), FTA Section 5303 metropolitan planning funds, and Federal Aviation Administration Continuing Airport System Planning (CASP) funds. The work program identifies state and local matching dollars for these federal planning programs, as well as other closely related planning projects utilizing state and local funds.

## Planning Requirements

The planning activities outlined in this work program respond to a variety of regulatory requirements. On May 27, 2016, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) jointly published a final rule on **Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning**. The planning rule updates federal surface transportation regulations with changes adopted in the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act.

MAP-21 introduced and the FAST Act continues the implementation of performance management requirements through which States and metropolitan planning organizations (MPOs) will “transition to a performance-driven, outcome-based program that provides for a greater level of transparency and accountability, improved project decision-making, and more efficient investment of Federal transportation funds.” In addition, MAP-21 and the FAST Act included a number of modest modifications to the planning process, policy board composition, participants in the process, and contents of the metropolitan long-range transportation plan. This work program has been developed to work towards compliance with the new requirements regarding metropolitan planning.

On November 16, 2016, the TPB approved the 2016 Amendment to the Financially Constrained Long Range Transportation Plan (CLRP) for the National Capital Region and the FY 2017-2022 Transportation Improvement Program (TIP). In February 2017, FHWA and FTA found that the 2016 CLRP and FY 2017-2022 TIP conform to the region's State Implementation Plans.



On November 16, 2016, the TPB, the District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), and the Virginia Department of Transportation (VDOT) self-certified that the metropolitan transportation planning process is addressing the major issues in the metropolitan planning area and is being carried out in accordance with all federal metropolitan planning applicable requirements. The Self-Certification Statement describes how the federal metropolitan transportation planning process is being conducted by the TPB in accordance with all the applicable requirements, as described under 23 CFR 450.334. The Self-Certification Statement is signed by three state DOTs and the TPB.

The Self Certification Statement can be found here:

[http://old.mwcog.org/clrp/resources/2016/SelfCertification\\_2016.pdf](http://old.mwcog.org/clrp/resources/2016/SelfCertification_2016.pdf)

In June 2015, the FHWA and FTA jointly certified that the TPB's planning process complies with metropolitan planning regulations and issued a certification report. On October 28 and 29, 2014, FHWA and FTA conducted a certification review of the metropolitan planning process in the Washington, DC-VA-MD Transportation Management Area (TMA) which is the responsibility of the TPB and the Fredericksburg Metropolitan Area Metropolitan Planning Organization (FAMPO). While the recommendations from the certification report were addressed in FY 2016, improvements and enhancements identified in the report continue to be integrated into the TPB's ongoing planning process.

The TPB will continue its rich tradition of coordination across MPO boundaries with its adjacent MPOs and with those MPOs it shares DOTs with. According to the newly enacted Metropolitan Planning Organization Coordination and Planning Area Reform Rule, this type of coordination is now codified, and the TPB will not only continue to coordinate, but will look to enhance all coordination opportunities.

## **THE CLEAN AIR ACT**

The Clean Air Act Amendments (CAAA) of 1990 requires that the transportation actions and projects in the CLRP and Transportation Improvement Program (TIP) support the attainment of federal health standards for ozone. The CLRP and TIP have to meet specific requirements as specified by the Environmental Protection Agency (EPA) regulations issued on November 24, 1993, with amendments on August 15, 1997 and supplemental guidance on May 14, 1999, regarding criteria and procedures for determining air quality conformity of transportation plans, programs and projects funded or approved by the FHWA and FTA. These conformity requirements are also addressed in this document.

## **TITLE VI AND ENVIRONMENTAL JUSTICE: ENSURING NON-DISCRIMINATION**

It has been the long-standing policy of both COG and TPB to actively ensure nondiscrimination under Title VI of the Civil Rights Act of 1964. Title VI states that "no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." Executive Order 12898, issued February 11, 1994, requires that the TPB identify and address, as appropriate, disproportionately high or adverse effects of its programs, policies, and activities on minority populations and low-income populations. While COG, as the TPB's

administrative agent, has the primary responsibility for meeting Title VI requirements, ensuring non-discrimination is an underlying tenet that permeates this work program. The TPB has a two-pronged approach to ensuring nondiscrimination: 1) analysis of the long-range plan for disproportionately adverse impacts, and 2) engaging traditionally transportation-disadvantaged populations in the planning process. The specific tasks related to Title VI analysis is under Activity 1: Long Range Planning. Engaging transportation disadvantaged-populations, primarily through the Access for All Advisory Committee, is found in Activity 8: Public Participation. COG's Title VI Plan (including the Language Assistance Plan), the Title VI notice to the public, and complaint procedures can be found at [www.mwcog.org/nondiscrimination](http://www.mwcog.org/nondiscrimination).

On February 22, 2016, USDOT issued a determination that the COG Title VI Program satisfies the Title VI program requirements. The next triennial Title VI program update is due to FTA on June 1, 2018. The Maryland Department of Transportation (MDOT) also approved the Title VI Plan on January 5, 2017.

## Federal Requirements for Performance-Based Planning and Programming

MAP-21 and FAST call for metropolitan planning organizations, public transportation providers and states **to establish and use a performance-based approach to transportation decision making**. The USDOT has established performance measures related to seven goal areas for the federal-aid highway system. The goal areas include: safety, infrastructure, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays. Additional goal areas for public transportation address transit safety and transit asset management.

FHWA and FTA have largely completed the issuance of final rulemaking for the performance measures. TPB will be working with the states and public transportation providers over the next year to collect the data, make forecasts for performance, and establish performance targets in support of those measures; and the TPB will subsequently have up to a 180 days to establish performance targets coordinated with those of the states and public transportation providers. After these targets are set, the metropolitan transportation plan and the transportation improvement program (TIP) are required to include a description of the performance measures and targets used in assessing the performance of the transportation system. The metropolitan transportation plan will also have to include a system performance report evaluating the condition and performance of the transportation system with respect to the established targets. The TIP is also required to include a description of the anticipated effect of the TIP toward achieving the performance targets set in the plan.

## Regional Planning Goals

In 1998, the TPB adopted a set of policy goals that have since served to guide its planning work program. These goals are:

- The Washington metropolitan region's transportation system will provide reasonable access at reasonable cost to everyone in the region.

- The Washington metropolitan region will develop, implement, and maintain an interconnected transportation system that enhances quality of life and promotes a strong and growing economy throughout the entire region, including a healthy regional core and dynamic regional activity centers with a mix of jobs, housing, services and recreation in a walkable environment.
- The Washington metropolitan region's transportation system will give priority to management, performance, maintenance, and safety of all modes and facilities.
- The Washington metropolitan region will use the best available technology to maximize system effectiveness.
- The Washington metropolitan region will plan and develop a transportation system that enhances and protects the region's natural environmental quality, cultural and historic resources, and communities.
- The Washington metropolitan region will achieve better inter-jurisdictional coordination of transportation and land use planning.
- The Washington metropolitan region will achieve enhanced funding mechanisms for regional and local transportation system priorities that cannot be implemented with current and forecasted federal, state, and local funding.
- The Washington metropolitan region will support options for international and inter-regional travel and commerce.

Known as the TPB Vision, these goals are broad in scope, and also encompass a variety of strategies and objectives. Together, these goals, strategies, and objectives provide a framework for setting out core principles for regional transportation planning. MAP-21 requires the planning process to consider projects and strategies that address eight planning factors. These eight planning factors are encompassed by the TPB Vision's policy goals and are considered when developing the CLRP. Each planning factor is included in one or more of the TPB Vision goals, objectives and strategies, except for security, which is implicitly addressed in the TPB Vision.

On January 15, 2014, after a three-year process, the TPB approved the Regional Transportation Priorities Plan (RTPP) for the National Capital Region. The Priorities Plan developed a comprehensive set of regional transportation goals and challenges, and then identified three regional priorities that local, state, and regional agencies should consider when developing projects. In FY 2017, the Priorities Plan will influence policy actions, funding strategies and potential projects considered for potential incorporation into the CLRP.

## Responsibilities for Transportation Planning

The National Capital Region Transportation Planning Board (TPB) is the organization responsible for conducting the continuing, cooperative, comprehensive (3-C) transportation planning process for the Metropolitan Washington Region. The TPB is the official Metropolitan Planning Organization (MPO) for transportation planning for the Washington metropolitan region, designated by the Governors of Maryland and Virginia and the Mayor of the District of Columbia.

The TPB is composed of representatives from the 21 cities and counties, including the District of Columbia, that are members of the Metropolitan Washington Council of Governments (COG), the two

state and the District transportation agencies, the Washington Metropolitan Area Transit Authority (WMATA), the Metropolitan Washington Airports Authority (MWAA), four federal agencies, the General Assemblies of Maryland and Virginia, and private transportation service providers. When matters of particular importance are before the TPB, a special voting procedure may be invoked that weights the votes of local jurisdiction members according to population.

Figure 2 lists the organizations represented on the TPB and its Technical Committees. Figure 3 shows the geographical location of each of the participating local jurisdictions. The TPB also serves as the transportation policy committee of COG. This relationship serves to ensure that transportation planning is integrated with comprehensive metropolitan planning and development, and is responsive to the needs of the local governments in the area.

Policy coordination of regional highway, transit, bicycle, pedestrian and intermodal planning is the responsibility of the TPB. This coordinated planning is supported by the three state departments of transportation (DOTs), FTA, FHWA, and the member governments of COG. The TPB coordinates, reviews, and approves work programs for all proposed federally assisted technical studies as part of the UPWP. The relationship among land use, environmental and transportation planning for the area is established through the continuing coordinated land-use, environmental and transportation planning work programs of COG and TPB. Policy coordination of land use and transportation planning is the responsibility of COG, which formed the Region Forward Coalition in 2010 to foster collaboration in these areas, and the Transportation Planning Board. COG's regional land use cooperative forecasts are consistent with the adopted regional Long Range Transportation Plan.

The chairman of the TPB and the state transportation directors are members of the Metropolitan Washington Air Quality Committee (MWAQC), which was formed under the authority of the governors of Maryland and Virginia and the mayor of the District of Columbia to recommend the region's air quality plans. These recommendations are forwarded to the governors and mayor for inclusion in the State Implementation Plans (SIPs) they submit to EPA.

In the Washington Metropolitan region, the roles and responsibilities involving the TPB, the three state DOTs, the local government transportation agencies, WMATA, and the local government public transportation operators for cooperatively carrying out regional transportation planning and programming have been established over several years. As required under the final planning regulations, the TPB, the state DOTs and the public transportation operators have documented their transportation planning roles and responsibilities in the Washington Metropolitan Region in a Memorandum of Understanding (MOU) that was executed by all parties on January 16, 2008. The 2008 MOU will be reviewed in FY2017 and changes will be identified for updating the MOU following the promulgation of FAST planning regulations. The MOU is included in the Appendices and the responsibilities for the primary planning and programming activities are indicated in Figure 4.

With regards to coordination with other MPOs near the TPB's planning area, there are two agreements in place that lay out responsibilities for planning, programming and air quality conformity analysis. Both of these agreements can be found in the Appendices. In Virginia, the TPB has an agreement with the Fredericksburg Area MPO (FAMPO) from 2004 in which FAMPO assumes responsibility for meeting the transportation management area (TMA) planning and programming requirements within the Washington, DC-VA-MD Urbanized Area portion of Stafford County and producing the required planning documents for the TPB's current planning cycle. This agreement was reviewed in 2012 by both FAMPO and TPB staff, and it was mutually agreed that no changes

were necessary. In Maryland, the TPB formalized an agreement between the TPB, the Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO) and Calvert County, MD regarding the conformity analysis of transportation plans, programs, and projects in Calvert County. Calvert County is in the Washington, DC-MD-VA 8-Hour Ozone Nonattainment area, and is also a member of the new southern Maryland MPO. The agreement between the three parties was signed in January 2016.

## **FY 2018 Regional Planning Priorities**

In March 2015, the USDOT issued **planning emphasis areas** for MPOs to consider in Unified Planning Work Programs. The three areas are 1) MAP-21 implementation: Transition to performance-based planning and programming; 2) Regional coordination of transportation planning beyond traditional boundaries; and 3) Ladders of opportunity. This section provides a summary of how the work activities in this UPWP addresses these three priority areas.

### **TRANSITION TO PERFORMANCE-BASED PROGRAMMING AND PLANNING**

An overview of the transition to performance-based programming and planning was provided earlier in this Introduction. This transition is an articulated priority of the TPB as demonstrated in Activity 2 “Performance-Based Planning and Programming” in this UPWP. Efforts continue to address establishing performance measures and targets in coordination with the three state DOTs, WMATA and the local government public transportation operators in accordance with the federal planning regulations and performance management requirements for MPOs.

Focusing on the TPB's desire to improve the performance outcomes of the CLRP, an unconstrained long range plan (LRP) will be developed during FY 2017. The LRP will include a limited set of regionally significant unfunded multi-modal priority projects that the region broadly supports and which are expected to improve upon the performance of the transportation system included in the CLRP. This work will be designed to be integrated into the next quadrennial update of the TPB's long-range plan in 2018.

### **REGIONAL COORDINATION BEYOND TRADITIONAL BOUNDARIES**

As a multi-state MPO, the TPB fully embraces the need for regional cooperation and coordination across state and agency boundaries. Each work activity in this UPWP reflects regional coordination between jurisdictions and agencies in D.C., Virginia and Maryland, notably in the development of performance measures and targets, the unfunded regional priority projects, MATOC, congestion management, safety, public transportation, and freight. As stated earlier, the TPB will review the 2008 planning agreement with the State DOT's and WMATA after FAST planning regulations are issued. The TPB coordinates with MPOs near its planning area, such as with FAMPO, the Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO) and Baltimore Regional Transportation Board (BRTB). With regards to air quality conformity analysis, transportation projects and land use forecasts from these other MPOs are reflected in the technical analysis. Formal agreements on the coordination and consultation processes for transportation planning exist with FAMPO and C-SMMPO, as described above under “Responsibilities for Transportation Planning.”

The Transportation-Land Use Connections (TLC) program continues to improve the coordination between land use and transportation planning in the region. The Public Transportation Subcommittee plays a key role in fostering cooperation and coordination among the many public transit providers in the region. COG has been designated by the Governor of Maryland, the Governor of Virginia and the Mayor of the District of Columbia to coordinate with the State DOTs in the development of an agency to oversee Metrorail safety, as required under MAP-21.

## **LADDERS OF OPPORTUNITY: ACCESS TO ESSENTIAL SERVICES**

The TPB has identified connectivity gaps in accessing essential services for older adults, people with disabilities and those with low-incomes in its Coordinated Human Service Transportation Plan, adopted by the TPB in November 2014. These unmet transportation needs are used to develop priorities for FTA's Enhanced Mobility of Seniors and Individuals with Disabilities grant program. COG serves as the designated recipient for this program in the Washington DC-VA-MD Urbanized Area and the TPB solicits and selects the projects; these projects provide key access to essential services such as health care, education, employment and recreation.

In FY2016, an expanded analysis of the Constrained Long Range Transportation Plan (CLRP) identified potentially vulnerable populations and examined access to employment, hospitals and educational institutions by these populations. The TPB's efforts to develop a list of unfunded regional priority projects will include the consideration of infrastructure needs that improve connectivity to essential services for traditionally-disadvantaged populations. The TPB's Bicycle and Pedestrian plan identifies improvements and policies to encourage more walking and biking. The Access for All Advisory Committee provides input to the TPB on projects, programs and services that are important to low-income individuals, minority communities, and persons with disabilities.

## **Federal Metropolitan Planning Provisions**

The **Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning** Rule was issued on May 27, 2016. The planning rule updates federal surface transportation regulations with changes adopted in the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act. For Metropolitan Planning Organizations (MPOs), such as the TPB, the most significant change is the performance-based planning and programming requirements which must be adopted by May 27, 2018 and included in all subsequent TIPs and long-range plans. This UPWP will provide for an ongoing review of the metropolitan planning provisions and USDOT guidance with a consideration of what additional work activities may be called for by the new Administration. The TPB must respond to any guidance on how MPOs should implement the provisions. As new USDOT planning regulations or guidance are released, the UPWP will integrate such new work activities. The TPB will work with the state DOTs, public transit providers and other stakeholders to identify any specific changes or amendments that will be necessary to address them. Figure 1 below provides an overview of the new federal changes to metropolitan planning provisions that are being integrated into the UPWP, organized by work activity; note that this is not an exhaustive list of all of the changes called for in the new planning rule or recent USDOT guidance.

**Figure 1: Federal Provisions for Consideration in the UPWP by Work Activity**

UPWP Work Activity	Provisions for Consideration in the UPWPs
Long-Range Planning (Activity 1)	<ul style="list-style-type: none"> <li>• The TIP and Plan will need to identify and consider “intermodal facilities that support intercity transportation, including intercity buses and intercity bus facilities, and commuter vanpool providers”;</li> <li>• A ninth planning factor was added: system resiliency and reliability and reduce or mitigate storm water impacts on surface transportation;</li> <li>• Capital investments in the Plan should include strategies to reduce vulnerability due to natural disasters; and</li> <li>• In addition to other consultation, MPOs are encouraged to consult with State agencies that plan for tourism and natural disaster risk reduction.</li> </ul>
Performance-Based Planning and Programming (Activity 2)	<ul style="list-style-type: none"> <li>• The definition of travel demand reduction was expanded to include intercity bus operators and employer-based commuting programs; and</li> </ul>
Planning Programs (Activity 4)	<ul style="list-style-type: none"> <li>• The Congestion Management Process (CMP) requirement was retained, but a Congestion Management Plan is optional; and</li> <li>• If the Congestion Management Plan is continued, it shall include projects and strategies to reduce congestion and improve connections between low-income households and jobs.</li> </ul>
Public Participation (Activity 8)	<ul style="list-style-type: none"> <li>• Interested parties also include public ports, intercity bus operators, and commuter vanpool providers.</li> </ul>
Transportation and Land Use Connection Programs (Activity 9)	<ul style="list-style-type: none"> <li>• The Transportation Alternatives Program (TAP) was repealed but virtually the same program continues under the Surface Transportation Block Grant Program (STBGB); and</li> <li>• MPO involvement with the selection of STBGB projects as a portion of the State allocation was retained and for some of this funding, there are additional eligible activities.</li> </ul>

**Figure 2: Organizations Represented on the TPB and/or Its Technical Committees**

**VIRGINIA**

Arlington County	City of Manassas Park
Fairfax County	Northern Virginia Transportation Authority
Loudoun County	Northern Virginia Regional Commission
Fauquier County	Northern Virginia Transportation Commission
Prince William County	Virginia Department of Transportation
City of Alexandria	Virginia Department of Rail and Public Transportation
City of Fairfax	Virginia Department of Aviation
City of Falls Church	Virginia General Assembly
City of Manassas	Potomac and Rappahannock Transportation Commission

**MARYLAND**

Frederick County	City of Greenbelt
Montgomery County	City of Rockville
Prince George's County	City of Takoma Park
City of Bowie	Maryland-National Capital Park and Planning Commission
City of College Park	Maryland Department of Transportation
City of Frederick	Maryland General Assembly
City of Gaithersburg	

**DISTRICT OF COLUMBIA**

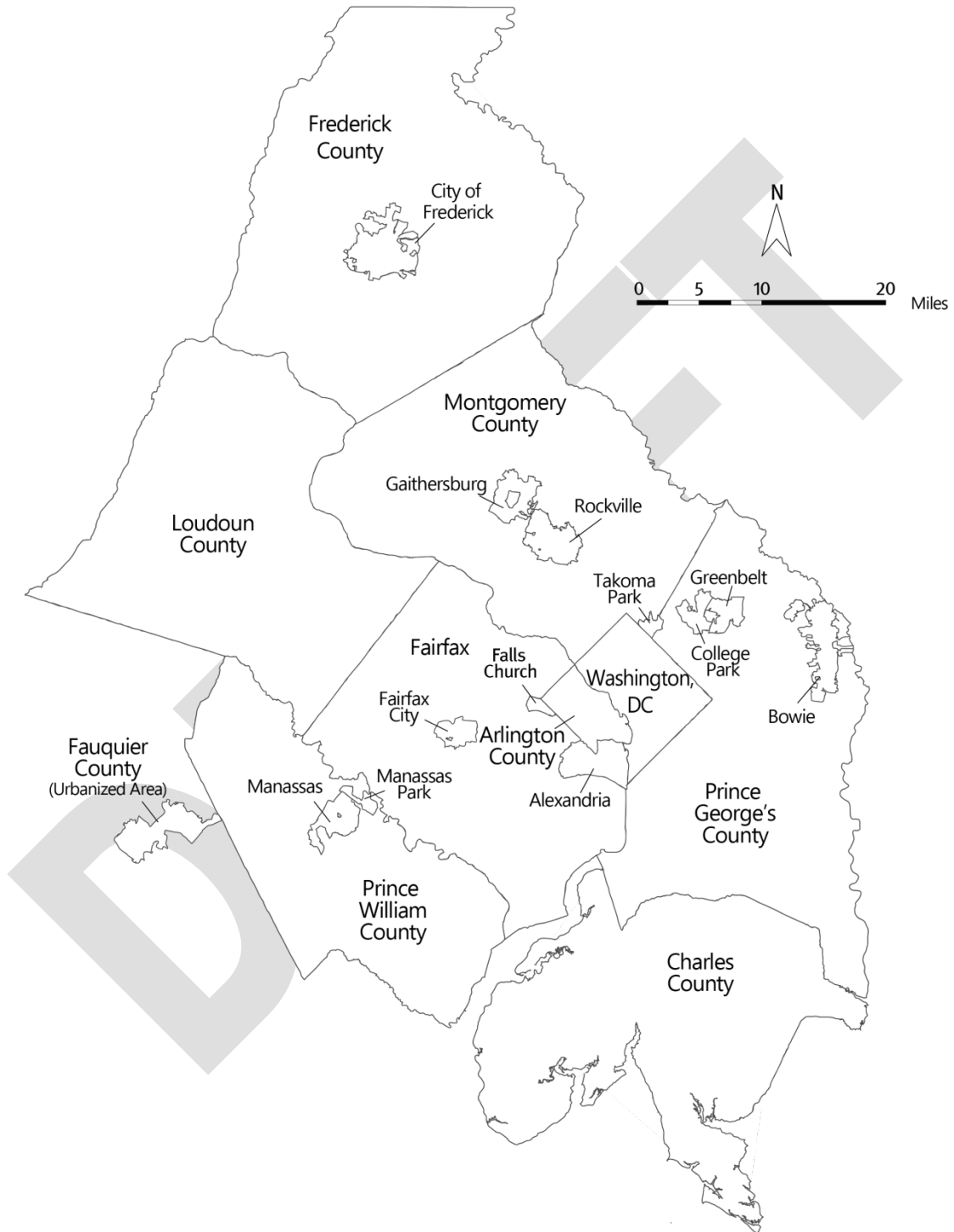
DC Council  
DC Department of Transportation  
DC Office of Planning

**REGIONAL, FEDERAL, AND PRIVATE SECTOR**

Washington Area Metropolitan Transit Authority  
Private Transportation Service Providers  
Metropolitan Washington Airports Authority  
Federal Highway Administration  
Federal Transit Administration  
National Capital Planning Commission  
National Park Service



**Figure 3: Membership of the National Capital Region Transportation Planning Board**



**Figure 4: Transportation Planning and Programming Responsibilities**

<b>RESPONSIBILITY</b>	<b>AGENCIES</b>
<b>UPWP Development</b>	TPB, DOTs, WMATA, Local Governments
<b>Planning Certification</b>	TPB, DOTs
<b>Performance-Based Planning</b>	TPB, DOTs, WMATA, Public Transportation Providers
<b>CLRP Development</b>	
Transportation/Land-Use Planning	TPB, MDPC, Local Governments
Plan Inputs/Update	DOTs, WMATA, Local Governments, NVTA, PRTC, FAMPO
Project Selection	TPB, DOTs, WMATA, Local Governments
Air Quality Conformity	TPB, FAMPO
Financial Plan	TPB, DOTs, WMATA, Local Governments
Congestion Management Process	TPB, DOTs, Local Governments, FAMPO
Safety Element	TPB, DOTs, Local Governments
Participation Plan	TPB
Freight Plan	TPB, DOTs, Local Governments
<b>TIP Development</b>	
TIP Inputs	DOTs, WMATA, Local Governments, NVTA, PRTC
Project Selection	TPB, DOTs, WMATA
Air Quality Conformity	TPB, FAMPO
Financial Plan	TPB, DOTs, WMATA, Local Governments, NVTA, PRTC
Human Service Transportation Coordination Planning	TPB, WMATA, Human Service Agencies
Private Enterprise Participation	TPB, WMATA, Local Governments, NVTC, PRTC
Public Involvement Plan	TPB
Projects Federal Funding	TPB, DOTs, WMATA
<b>Air Quality 2010 Attainment Plan</b>	MWAQC, TPB, DOTs
CO2 Mobile Emissions Reduction	WMATA, State Air Quality Agencies
<b>Climate Change Adaptation</b>	TPB, DOTs, WMATA, Local Governments
<b>Corridor Studies</b>	DOTs, WMATA, TPB
<b>Travel Demand Forecasting</b>	TPB
<b>Travel Monitoring</b>	TPB, DOTs, WMATA, Local Governments

**Figure 5: Transportation Planning Studies within the Washington Metropolitan Area 2017**

<b>STUDY</b>	<b>PRIMARY AGENCIES</b>	<b>SCHEDULE</b>	<b>PRODUCTS</b>
<b>Regional</b>			
Amendments to the Constrained Long-Range Plan	TPB, DOTs, WMATA, Local Governments	2016	CLRP
Station Area Plans (multiple stations)	WMATA	On-going	Plans
Station Access Studies (multiple stations)	WMATA	On-going	Plans
Station Capacity Studies	WMATA	On-going	Plans
Bus Service Evaluation Studies	WMATA	On-going	Studies
Red Line Core Capacity Grant Study	WMATA	On-Going	Plan
Short-Term Ridership Forecast	WMATA	2017	Model
Bus Lane Enforcement	WMATA	2017	Studies
Vienna and Franconia-Springfield Station Study	WMATA	2016	Studies
Metro Operating Cost Model Improvements	WMATA	2017	Application/Model
Updated Silver Line Phase II Forecast, Operating Plan	WMATA	2017	Plan
National Park Service Long Range Transportation Plan	NPS	2018	Plan
<b>MARYLAND</b>			
I-95/I-495 Capital Beltway Study (American Legion Bridge to Woodrow Wilson Bridge)	MDOT/SHA, MTA, Montgomery and Frederick Counties	On-hold	DEIS
I-270/US 15 Multimodal Corridor Study (I-370, North of Biggs Ford Road)	MDOT/SHA, Montgomery County	On-hold	FEIS
I-495 West/American Legion Bridge Strategic Plan (495 Express Lanes (VA) to I-270)	MDOT/SHA	TBD	TBD

**Figure 5 (continued): Transportation Planning Studies within the Washington Metropolitan Area 2017**

<b>STUDY</b>	<b>PRIMARY AGENCIES</b>	<b>SCHEDULE</b>	<b>PRODUCTS</b>
<b>MARYLAND (continued)</b>			
MD 3 Widening/Upgrade Study (US 50 to MD 32)	MDOT/SHA	On-hold	DEIS
MD 5 Transportation Study (I-95/I-495 to US 301)	MDOT/SHA	Ongoing	DEIS
MD 28/MD 198 Corridor Study (MD 97 to I-95)	MDOT/SHA	2017	TBD
MD 97 Montgomery Hills Study (MD 390 to MD 192)	MDOT/SHA	2017	CE
MD 97 Bus Rapid Transit Study (MD 586 to MD 108)	MDOT/SHA, Montgomery County	Cancelled	n/a
MD 223 Corridor Study (Steed Road to MD 4)	MDOT/SHA, Prince George's County	2016	Report
MD 355 Bus Rapid Transit Study (MD 410/MD 187 to Clarksburg)	MDOT/SHA/MTA, Montgomery and Frederick Counties	2017	Report
MD 586 Bus Rapid Transit Study (MD 97 to MD 355)	MDOT/SHA/MTA, Montgomery County	2017	Report
US 15/US 40 Frederick Freeway Study	MDOT/SHA	2020	TBD
US 29 Bus Rapid Transit Study (MD 410 to MD 198)	MDOT/SHA/MTA, Montgomery County	2017	Report
US 301 South Corridor Transportation Study (I-595/US 50 to Potomac River)	MDOT/SHA, Charles County	On-hold	TBD
US 301 Waldorf Study (TB to South of Waldorf)	MDOT/SHA, Charles County	2018	Feasibility Study
US 50 Feasibility Study (DC Line to Capital Beltway)	MDOT/SHA, Prince George's County	2016	Feasibility Study
Commuter Bus Long Range Plan	MTA	2017	Plan
Bus Facilities Master Plan	MTA	2017	Plan

**Figure 5 (continued): Transportation Planning Studies within the Washington Metropolitan Area 2017**

STUDY	PRIMARY AGENCIES	SCHEDULE	PRODUCTS
<b>VIRGINIA</b>			
Household Travel Survey	TPB, DOTs, WMATA, Local Governments	2018	Report
Regional Emergency Preparedness Effort	NVTC, Transit Agencies, Emergency Management personnel, VDOT	2018	Plans
Amendments to the Constrained Long-Range Plan	TPB, DOTs, WMATA, Local Governments	2018	CLRP
STARS Liberia Avenue Corridor Improvement Study	VDOT	2018	Report
Significant Projects Ratings Study (HB 599) – Round 2	VDOT	2018	Ratings
I-395 Express Lanes Northern Extension Environmental Study	VDOT	2018	Report
VA Rte. 28 Corridor Feasibility Study	Prince William County / City of Manassas	2018	Improvement Options
Fairfax County Pkwy Corridor Study – Long-Term / Vision	FCDOT	2018	Report
VRE Gainesville-Haymarket Extension Study and NEPA	VRE	2017	NEPA Document
I-495 West / Americal Legion Bridge Strategic Plan Study from I-270 West Spur to the Virginia Hot Lanes	MDSHA Coordinating with VDOT	2018	Report
TransAction Update	NVTA	2018	Report

**Table 1: FY 2018 TPB Proposed Funding by Federal, State, and Local Sources**  
(July 1, 2017 to June 30, 2018)

	<b>FTA SECT 5303  80% FED &amp; 20% STA/ LOC</b>	<b>FHWA PL FUNDS  80% FED &amp; 20% STA/ LOC</b>	<b>FAA CASP 90% / 10% FED / LOC plus</b>	<b>TOTALS</b>
<b>DDOT ALLOCATIONS</b>				
NEW FY 2018	\$538,004	\$2,209,419		\$2,747,423
UNEXPENDED FY 2016	\$80,386	\$331,484		\$411,870
CARRYOVER FY 2017	\$0	\$0		\$0
<b>SUBTOTAL - DC</b>	<b>\$618,390</b>	<b>\$2,540,903</b>		<b>\$3,159,293</b>
<b>MDOT ALLOCATIONS</b>				
NEW FY 2018	\$1,288,745	\$3,709,536		\$4,998,281
UNEXPENDED FY 2016	\$240,479	\$668,726		\$909,204
CARRYOVER FY 2017	\$0	\$0		\$0
<b>SUBTOTAL - MD</b>	<b>\$1,740,895</b>	<b>\$4,990,670</b>		<b>\$5,907,485</b>
<b>VDRPT &amp; VDOT ALLOCATIONS</b>				
NEW FY 2018	\$1,050,257	\$2,927,804		\$3,978,061
UNEXPENDED FY 2016	\$147,559	\$522,208		\$643,143
CARRYOVER FY 2017	\$190,056	\$575,638		\$0
<b>SUBTOTAL - VA</b>	<b>\$1,387,872</b>	<b>\$4,025,649</b>		<b>\$4,621,204</b>
<b>TOTAL FHWA/FTA FUNDING ALLOCATIONS</b>				
TOTAL NEW FY 2018	\$2,877,006	\$8,846,759		\$11,723,765
SUB-TOTAL UNEXPENDED FY 2016	\$486,173	\$1,478,044		\$1,964,217
SUB-TOTAL CARRYOVER FY 2017	\$0	\$0		\$0
<b>SUB-TOTAL - FHWA-FTA</b>	<b>\$3,363,179</b>	<b>\$10,324,803</b>		<b>\$13,687,982</b>
<b>TOTAL BASIC UPWP</b>	<b>\$3,363,179</b>	<b>\$10,324,803</b>		<b>\$13,687,982</b>
FAA - Continuous Air System Planning			\$277,000	
<b>FAA - CASP PROGRAM</b>			<b>\$277,000</b>	
<b>GRAND TOTAL UPWP</b>	<b>\$3,363,179</b>	<b>\$10,324,803</b>	<b>\$277,000</b>	<b>\$13,964,982</b>

New FY 2018 funding amounts above are same as in FY 2017 UPWP.

Unobligated FY 2016 funds are unexpended funds from the FY 2016 UPWP reprogrammed by DOTs.

Carryover FY 2017 funds are funds from work activities from the FY 2017 UPWP to be completed in FY 2018. These amounts will be determined in February 2017 and finalized in March 2017.

## II. PROPOSED FY 2018 TPB WORK PROGRAM AND BUDGET

### Program Structure

The TPB is responsible for the federally required planning process, serves as a forum for regional coordination, and provides technical resources for decision-making. This work program presents the work activities that support the TPB responsibilities. The tasks to be completed under each of the activities are described in the following sections. The staff of the COG Department of Transportation Planning will carry out these activities, with the assistance of staff in other COG departments and supplementary consultant support.

The work program identifies the major work products to be developed, the linkages between them, and the TPB entity responsible for oversight of the products. Figures 6 and 7 on pages 19-20 illustrate the relationship between and among the TPB work activities. The first four major activities support the coordination, preparation and documentation of the policy and planning products required by federal law and regulations.

#### 1. LONG-RANGE TRANSPORTATION PLANNING

The first major activity, **Long-Range Transportation Planning**, includes preparation for the quadrennial update of the long-range plan in 2018. It also includes developing an unconstrained long range plan which identifies a subset of currently unfunded regionally significant projects that would improve the performance of the region's transportation system.

#### 2. PERFORMANCE-BASED PLANNING

The second major activity, **Performance-Based Planning**, includes establishing a performance-based planning framework for regional transportation decision-making and coordinating the development of measures and targets to be incorporated into performance-based planning for the long-range plan and TIP. It also includes supporting the FY 2017-2022 TIP by updating the projects and programs in it and processing any administrative modifications and amendments.

#### 3. MOBILE EMISSIONS PLANNING

The third major activity, **Mobile Emissions Planning**, includes developing input data and running the mobile emissions (MOVES) model and completing the air quality conformity analysis for the CLRP and the TIP.

## 4. PLANNING PROGRAMS

The fourth major activity, **Planning Programs**, encompasses a number of activities that ensure inclusion of specific aspects in the metropolitan transportation planning process:

- Regional congestion management process (CMP);
- Systems performance, operations and technology (SPOT) planning;
- Emergency preparedness;
- Safety;
- Freight planning;
- Bicycle and pedestrian planning;
- Public transportation planning, and
- Planning support for the Metropolitan Area Transportation Operations Coordination (MATOC) Program.

## 5. TRAVEL FORECASTING

The fifth major activity, **Travel Forecasting**, includes developing the highway and transit networks in support of the long range planning activities and maintaining and improving the TPB's travel demand model and forecasting methods.

## 6. TRAVEL MONITORING AND DATA PROGRAMS

The sixth major activity, **Travel Monitoring and Data Programs**, provides empirical travel information from traffic counts, high occupancy vehicle (HOV) monitoring, and household survey and analysis activities. The data programs include GIS technical support for all planning activities and the regional transportation data clearinghouse.

## 7. COORDINATION OF COOPERATIVE FORECASTING AND TRANSPORTATION PLANNING

The seventh major activity, **Coordination of Cooperative Forecasting and Transportation Planning**, coordinates local, state and federal planning activities in order to integrate land use and transportation planning in the region.

## 8. PUBLIC PARTICIPATION AND HUMAN SERVICE TRANSPORTATION COORDINATION

The eighth major activity, **Public Participation and Human Service Transportation Coordination**, includes all public involvement activities; outreach activities to low-income, older adults, minorities, and persons with disabilities; and communication activities to support of the development of the CLRP, TIP, and all other TPB activities. It also maintains the coordinated human service



transportation plan for the region supports the MPO role in the FTA Section 5310 Enhanced Mobility program for elderly persons and persons with disabilities.

## **9. TRANSPORTATION ALTERNATIVES AND LAND-USE CONNECTIONS PROGRAM**

The ninth major activity, **the Transportation Alternatives and Land-Use Connections Program**, strengthens the integration of land use and transportation planning by offering short-term consultant technical assistance to local jurisdictions to advance their planning activities and incorporates the MPO role in the MAP-21 Transportation Alternatives Program.

## **10. TPB SUPPORT AND MANAGEMENT**

The tenth major activity, **TPB Support and Management**, includes the staff and administrative management to provide support for the meetings of TPB, its committees and special work groups and the development and administration of the annual UPWP.

## **11. TECHNICAL ASSISTANCE**

The eleventh major activity, **Technical Assistance**, activity responds to requests from state and local governments and transit operating agencies for applying TPB methods and data to support corridor, project, and sub-area transportation and land use studies related to regional transportation planning priorities.

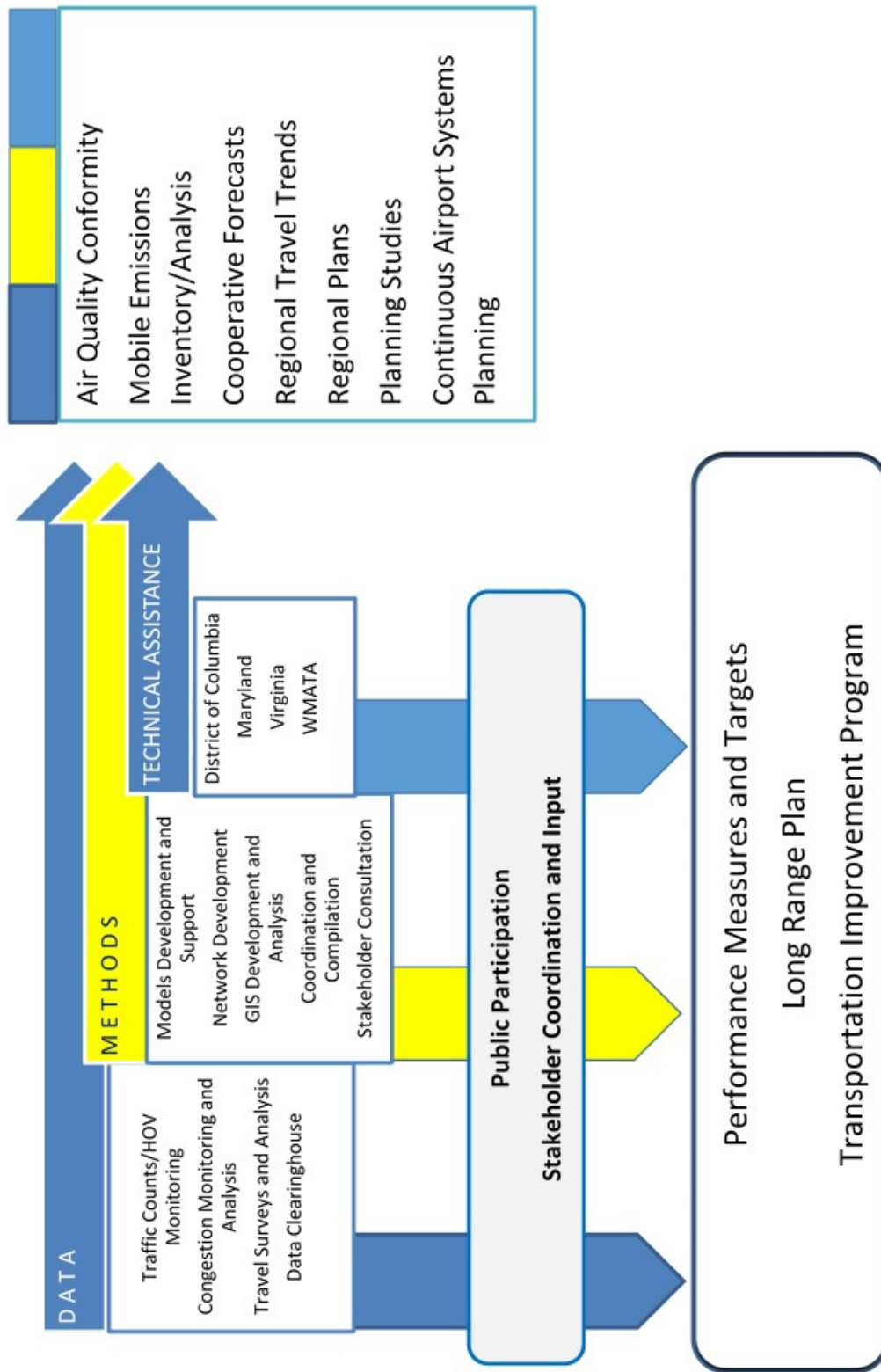
## **12. CONTINUOUS AIRPORT SYSTEM PLANNING (CASP)**

Finally, the twelfth major activity, **Continuous Airport System Planning (CASP)** utilizes the methods and data work activities for airport and airport-serving facilities in the region.

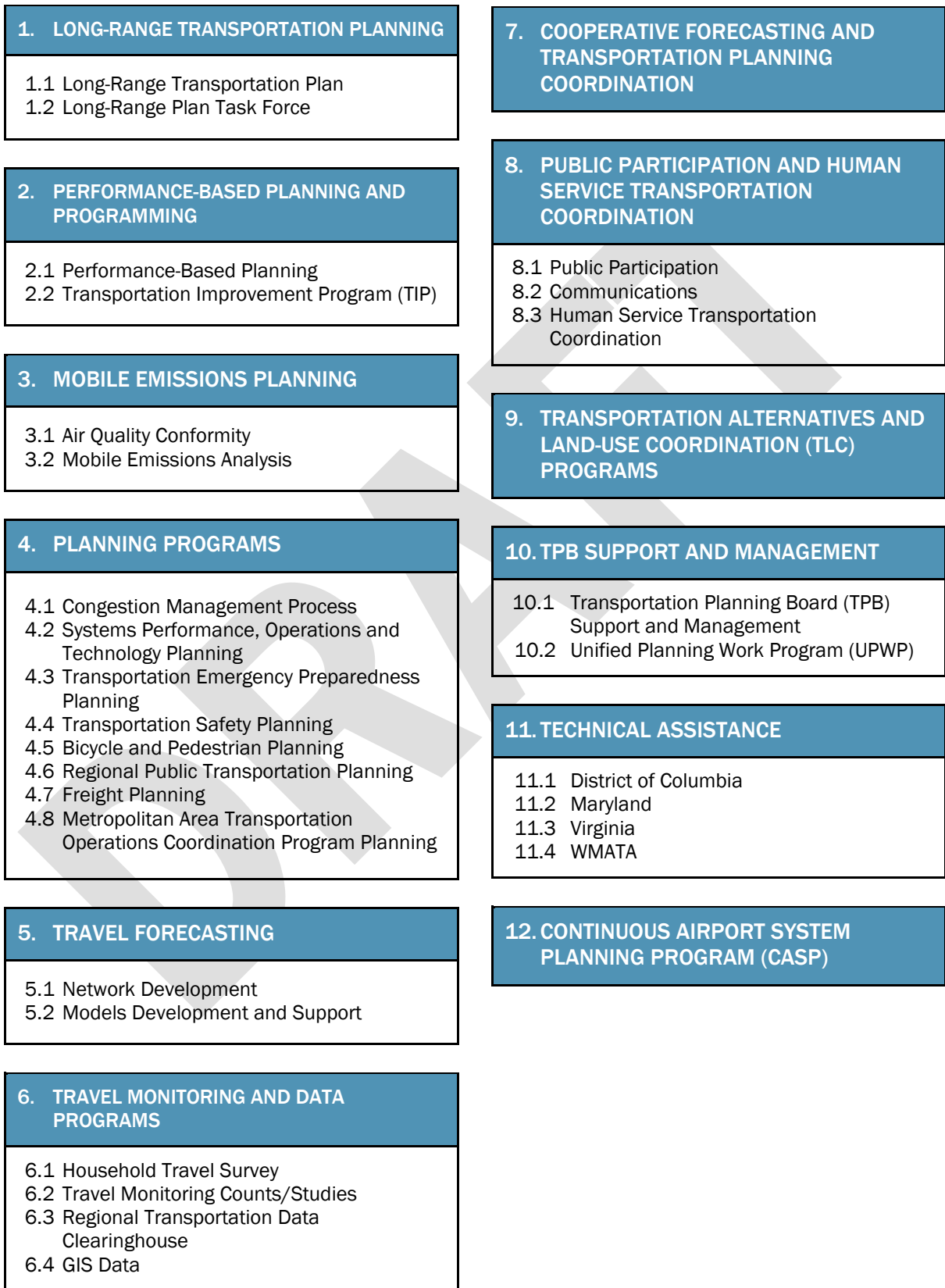
## **Work Activity Budgets**

Funding for the TPB Basic Work Program is similar to the FY 2017 level. The proposed budget levels for the 11 activities by funding source, which include FTA and FHWA funds together with state and local match, are shown in Table 1 on page 15. The TPB committee structure is shown in Figure 8 on page 21. The TPB committee or sub-committee responsible for the activities listed in Figure 7 are shown under the descriptions for each task starting on page 25. A detailed breakdown of staffing, consultant costs and other budgetary requirements is provided in Table 2 on page 23.

**Figure 6: Overview of Planning Products and Supporting Processes**



**Figure 7: Major Components of UPWP Work Activities**

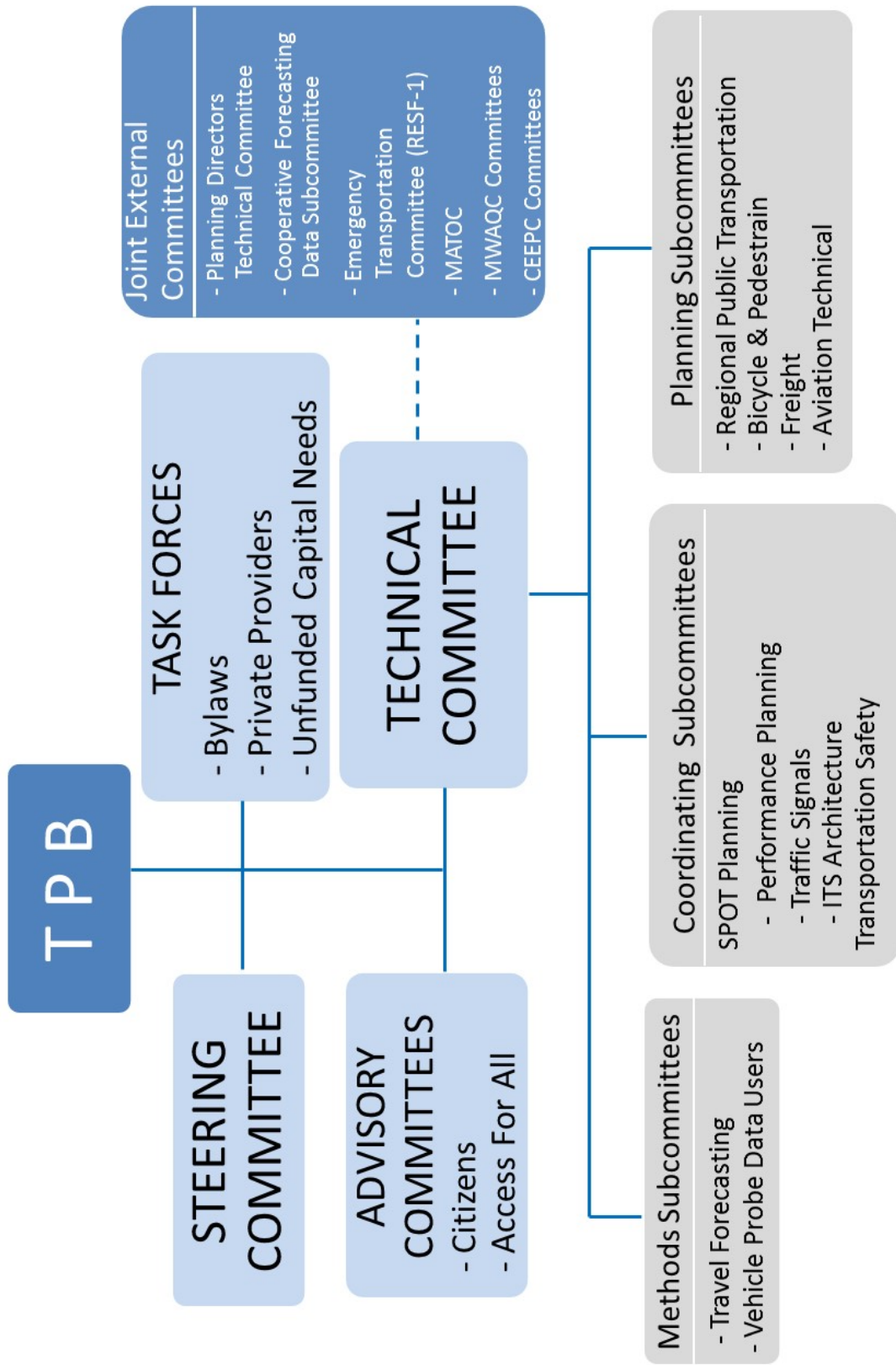


**Figure 8: TPB FY 2018 Work Program by Funding Sources**

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Figure 9: TPB Committee Structure



**Table 2: Preliminary FY 2018 UPWP Expenditures**

WORK ACTIVITY	FY 2018 TOTAL COST ESTIMATE
<b>CORE PROGRAMS</b>	
1. Long-Range Planning	\$1,615,200
2. Performance-Based Planning and Programming	\$637,807
3. Mobile Emissions Planning	\$1,587,817
4. Planning Programs	\$1,740,950
5. Travel Forecasting	\$2,409,905
6. Travel Monitoring and Data Programs	\$2,025,030
7. Cooperative Forecasting & Transportation Planning Coordination	\$893,576
8. Public Participation & Human Transportation Service Coordination	\$974,588
9. Transportation Alternatives and Land Use Connection Programs	\$440,215
10. TPB Support and Management	\$865,054
<b>Sub-total: Core Program</b>	<b>\$13,190,141</b>
<b>TECHNICAL ASSISTANCE</b>	
A. District of Columbia	\$101,694
B. Maryland	\$185,008
C. Virginia	\$147,245
D. WMATA	\$63,894
<b>Sub-total: Technical Assistance Program</b>	<b>\$497,841</b>
Total - Basic UPWP	\$13,687,982
<b>AIR SYSTEMS PLANNING</b>	
1. Continuous Airport System Planning (CASP)	\$277,000
<b>Sub-total: CASP</b>	<b>\$277,000</b>
<b>GRAND TOTAL UPWP</b>	<b>\$13,964,982</b>

Above Draft Allocations are incomplete as they are based on a incomplete set of revenue assumptions. The amount of New Funds is assumed to be same as in FY 2017 pending advise form the state DOTs; carryover funds both the Core Program and Technical Assistance program are yet to be determined. As such the funding allocations for the Technical Assistance program are incomplete (37% of FY 17 levels) and will change.

### III. MAJOR WORK ACTIVITIES

#### 1. Long-Range Transportation Planning

Long-range planning activities in FY 2018 will include the development of the quadrennial update of the TPB’s Long-Range Transportation Plan, which will include a “Constrained Element” that meets federal requirements (serving essentially the same purpose as the current CLRP) and an unfunded element reflecting regional aspirations. Activities under this item will also include analysis and outreach for the TPB’s Long-Range Plan Task Force.

**OVERSIGHT**

Technical Committee

**MAJOR PRODUCTS**

- 2018 quadrennial long-range transportation plan update, including plan documentation, performance analysis, environmental justice analysis, and financial analysis
- 2018 Long-Range Plan Call for Projects

**TOTAL COST ESTIMATE**

**\$1,615,200**

##### 1.1 LONG-RANGE TRANSPORTATION PLAN

During FY 2018, the following activities will be undertaken to support the development of the quadrennial update of the region’s long-range transportation plan. The final plan will be approved in the fall of 2018.

- **Stakeholder and Public Outreach:** Prior to the release of the Call for Projects in the fall of 2018, the TPB will conduct outreach to sharpen the region’s articulation of its transportation policies and objectives. A variety of activities and outreach tools will be used to engage a range of stakeholders and residents. This outreach will be designed to do the following: educate the public on established regional policies (particularly, the Regional Transportation Priorities Plan); conduct discussions on anticipated changes in the region (land use, technology, etc.); describe planned transportation projects, including those that are anticipated to be funded and those that are not; identify and provide new detail about the preferences of stakeholders and the public regarding regional transportation policies and strategies. A report on this outreach (for use in the Call for Projects) will reaffirm and refine regional policies and objectives.
- **Financial Plan:** The financial plan is developed every four years to gather and synthesize information on revenues and expenditures. These forecasts provide the basis for the long-range plan’s financial constraint, a requirement of federal law. The financial plan development process includes the following activities: projection of future revenues, identification of anticipated expenditures; identification of funding for additional expenditures or anticipated shortfalls; reconciliation of revenues and expenditures. The financial plan will be developed by a subcommittee that will meet on a monthly basis.
- **Constrained Element of the Plan:** The Constrained Element of the LRTP will meet federal requirements as the free-standing CLRP did in the past. This element will be designed to do the

following: provide a list of projects that are anticipated to be funded over the life of the plan; conduct air quality analysis to ensure conformity; conduct focused public involvement activities, include two public comment periods: 1) on project submissions, and 2) on the final plan, including the financially constrained component; ensure the final plan document includes a constrained element that meets all federal requirements. Activities, which will be comparable to tasks for past CLRP updates, will include the following key milestones: Release Call for Funded Projects, TPB approval of project submissions, conformity analysis, performance analysis.

- **Title VI and Environmental Justice Analysis:** A separate Title VI analysis will evaluate the plan for disproportionately high and adverse effects on low-income and minority population groups; this analysis will build upon activities in FY2017 that developed a more robust methodology for analysis that takes into consideration specific concentrations of low-income and minority population groups, areas of potentially vulnerable populations, and additional measures of benefits and burdens for the CLRP, per the 2014 FWHA and FTA planning certification recommendation.
- **Integration of Long-Range Planning Activities and Documentation:** As a process and a final document, the long-range plan will be commonly understood to represent a synthesis of the region's transportation goals and an articulation of the realities we face. The TPB will work to ensure that all previously described pieces of the planning process are coordinated. This includes the development of a compelling title and graphic branding (and any other overarching identifiers) to unify all planning activities. It will also feature new information, provided in useful and attractive formats, which will seek to develop a common understanding of challenges and opportunities, agreed-upon strategies, and approved projects. Key integration activities will include the following: agreement upon a title and necessary branding; development of a website and other communications tools; development of publications at key intervals, as well as the final plan document.

## 1.2 LONG-RANGE PLAN TASK FORCE

Staff will implement activities as defined in Resolution RX-2017. This could include the development a shorter list of regionally significant unfunded and/or unplanned multi-modal projects with the potential to provide substantive improvement in the performance of the region's transportation system by advancing strategies reflected in the TPB's Vision and Regional Transportation Priorities Plan (RTPP), pending guidance from the Long Range Plan Task Force.



## 2. Performance-Based Planning and Programming

### OVERSIGHT

Technical Committee

### MAJOR PRODUCTS

- Preliminary performance measures and targets
- Updated projects and programs in FY 2017-2022 TIP

### TOTAL COST ESTIMATE

**\$637,807**

### 2.1 PERFORMANCE-BASED PLANNING

Federal surface transportation law, as developed in MAP-21 and continued under FAST, requires “a transition to performance-driven, outcome-based approaches” for the federal highway and transit programs. Metropolitan planning organizations, states, and public transportation providers will establish and use a performance-based approach to transportation decision making in planning and programming.

To implement this mandate, rulemakings on performance provisions have been issued by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The **Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Rule**, issued on May 27, 2016, provides for the implementation of performance-based planning within the planning process. The basic framework of the planning process is largely untouched from previous federal surface transportation reauthorization acts. However, the law directs changes to the planning process by requiring States, MPOs, and providers of public transportation to select performance targets and link investment priorities in the TIP and long-range transportation plan to the achievement of performance targets.

The performance-based planning and programming (PBPP) framework requires coordination between States, MPOs, and public transportation providers. Integration of elements of other performance-based plans into the metropolitan planning process are also required, including the:

- Highway Safety Improvement Plan including the State Highway Safety Plan
- Public Transportation Agency Safety Plan
- NHS and Transit Asset Management Plans
- Congestion Mitigation and Air Quality Program Performance Plan
- State Freight Plan

TPB working groups in each area of expertise are undertaking the development of regional performance measures and targets for the metropolitan planning area. TPB staff are coordinating with the local DOTs and public transportation providers on the requirements for data collection, analysis, and reporting. Both the collection of current data and the forecasting of future performance are being evaluated. As implementation of PBPP continues, working groups will propose necessary revisions to the data processes used to establish measured performance.

Under the final PBPP rulemakings, the states and public transportation providers are required to establish performance targets in support of those measures; and the MPO subsequently has 180 days to establish performance targets for the metropolitan planning area coordinated with those of the states and public transportation providers. After these targets are set, the long-range transportation plan and TIP are required to include a description of the performance measures and targets used in assessing the performance of the transportation system. The long-range transportation plan will also include a system performance report evaluating the condition and performance of the transportation system with respect to the established targets. The TIP will also include a description of the anticipated effect of the TIP toward achieving the performance targets set in the long-range transportation plan.

This task includes:

- Coordinate with DDOT, MDOT and VDOT on their setting of the state performance targets in support of the performance measures, and also coordinate with the DOTs to develop the specific performance targets in relation to the applicable performance measures for the TPB's metropolitan planning area. Similarly, coordinate with WMATA, VDRPT, and other public transportation agencies on their setting of performance targets for transit state of good repair and safety.
- Coordinate with adjacent MPOs, DOTs and other highway owners, and providers of public transportation in the region to jointly agree upon and document in writing the coordinated processes for:
  - Collection of performance data,
  - Selection of performance targets for the metropolitan area,
  - Reporting of metropolitan area targets, and
  - Reporting of actual system performance (related to those targets).
- Re-design the Transportation Improvement Program (TIP) to track projects that are consistent with and reflect long-range transportation plan investment priorities; demonstrate progress toward achieving transportation system performance targets; link investment priorities to the performance targets; and describe the anticipated effect of the TIP toward achieving the performance targets.

## 2.2 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Federal surface transportation law, as developed in MAP-21 and continued under FAST, calls for MPOs, states, and public transportation providers to establish and use a performance-based approach to transportation decision making. States and MPOs must integrate performance based plans into their planning process, including goals, objectives, performance measures, and targets, either directly or by reference. The USDOT will establish performance measures and subsequently states and public transportation providers will establish performance targets in support of those measures. The MPO subsequently has 180 days to establish performance targets coordinated with those of the states and public transportation providers. After these targets are set, the CLRP and TIP are required to include a description of the performance measures and targets used in assessing the performance of the transportation system. The MPO should use targets to track progress towards attainment of critical performance outcomes for MPO region.

Under the performance provisions, the TIP shall do the following, in coordination with the long-range metropolitan transportation plan:

- Contain projects consistent with the metropolitan transportation plan.
- Reflect investment priorities from the metropolitan transportation plan.
- Be designed to make progress toward achieving transportation system performance targets.
- Describe the anticipated effect of the TIP toward achieving the performance targets established in the metropolitan transportation plan.
- Link investment priorities to performance targets.

This task includes:

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

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### 3. Mobile Emissions Planning

**OVERSIGHT**

Technical Committee in consultation with MWAQC

**MAJOR PRODUCTS**

- Transportation modeling inputs for the LRP scenario analysis
- Technical report on the LRP scenario analysis
- Development of Call for Projects and Work Scope for the Air Quality Conformity analysis of the FY 2018 CLRP
- Technical documentation supporting SIP-related activities
- 2017 VIN Inventory Survey data collection and analysis

**TOTAL COST ESTIMATE**

**\$1,587,817**

#### 3.1 AIR QUALITY CONFORMITY

The 1990 Clean Air Act Amendments require MPOs to conduct detailed systems-level technical analyses to assess whether or not future transportation emissions resulting from the region’s plans and programs are consistent with federally approved budgets. The Air Quality Conformity (AQC) analysis includes a formal solicitation of transportation projects from programming agencies and staff consultation with transportation agencies, state air agencies and the public. The analysis also involves the substantial travel demand and mobile emissions modeling.

The AQC analysis of the 2016 CLRP was approved on November 2016 (during FY 2017). The next scheduled AQC analysis cycle is planned to begin in the fall of 2017, at which time the quadrennial update of the CLRP will begin. In the event that an AQC analysis is necessary due to an “off-cycle” amendment to the 2016 CLRP, an AQC analysis will be conducted through a technical assistance arrangement.

Consequently, during FY 2018, the Air Quality Conformity activity will essentially focus on:

- 1) Development of future scenarios as directed by the Long Range Plan Task Force. The scenarios will explore combinations of plans, programs, policies and technologies, beyond that what is assumed in the CLRP, in order to measurably reduce future congestion; and
- 2) Initiation and completion of a substantial number of activities related to the AQC analysis of the FY 2018 CLRP. As a part of this activity, staff will:
  - Prepare technical inputs in support of the Long Range Plan (LRP) Task Force scenario analysis, including the development of network, land activity and policy-related inputs to multiple scenarios. Travel modeling and mobile emissions modeling will be undertaken to

explore system expansions, land use alternatives and other policy options as specified by the LRP Task force;

- Facilitate consultant–assisted sketch planning analysis as a means of evaluating the LRP scenarios;
- Conduct travel demand and mobile emissions modeling for selected LRP scenarios, as deemed necessary;
- Determine Performance Based Planning and Programming (PBPP) requirements for the FY 2018 CLRP analysis, including coordinating with state DOTs to establish MPO CMAQ emissions reductions targets, GHG emissions reductions targets, and reporting;
- Solicit project inputs from programming agencies and organize into conformity project input table for TPB approval;
- Develop the conformity scope of work, specifying planning assumptions and technical methods supporting the analysis, for TPB approval;
- Prepare technical inputs, begin network coding and travel demand modeling activities for all required analysis years;
- Consult with transportation agencies, air agencies, and the public during each milestone step of the conformity cycle as outlined in the consultation procedures; and
- Keep abreast of federal requirements as related to Air Quality Conformity determinations;

### **3.2 MOBILE EMISSIONS ANALYSIS**

This task conducts a range of analyses to quantify mobile emissions levels of various pollutants in support of air quality planning and Transportation Emissions Reduction Measures (TERMS). TPB staff is also actively involved with State Implementation Plan (SIP) activities that determine how metropolitan areas will attain and maintain national air quality standards. SIP activities include the establishment of mobile emission budgets for criteria pollutants that are analyzed in air quality conformity work. FY 2018 activities will include:

- Develop and review input data to the mobile emissions (MOVES) modeling runs for the 2018 CLRP & FY2019-24 TIP Air Quality Conformity Assessment;
- Execute MOVES sensitivity tests to assess the impacts of changes to model inputs, changes in MOVES software, or changes in hardware platforms;
- Develop on-road mobile emissions inventories related to air quality conformity using MOVES emissions model;
- Follow established TPB interagency and public consultation procedures and coordinate with the COG/DEP staff to involve the Metropolitan Washington Air Quality Committee (MWAQC) in the public and interagency consultation process;
- Conduct 2017 Vehicle Identification Number (VIN) inventory for the Washington, D.C. non-attainment jurisdictions and secure consultant assistance for decoding information from the VIN numbers. VIN surveys are conducted every three years and provide a “snapshot” of vehicle fleet characteristics in the region. Fleet characteristics, especially age, are important inputs to the mobile emission (MOVES) model;

- Support travel demand modeling and mobile emissions modeling in support of SIP planning activities, including the establishment of mobile emissions inventories and budgets;
- Respond to technical requests from COG's Department of Environmental programs and from TPB member jurisdictions for mobile emissions information;
- Support CMAQ-related activities and provide support with "Hot-Spot" analyses conducted by local transportation agencies;
- Keep abreast of mobile emissions software (MOVES) updates and best practices; and
- Provide technical support to the on-going COG Multi-Sector Working Group (MSWG) to reduce future Greenhouse Gas (GHG) emissions.

DRAFT

## 4. Planning Programs

<b>OVERSIGHT</b>	Various (see below)
<b>MAJOR PRODUCTS</b>	See program-specific products below
<b>TOTAL COST ESTIMATE</b>	<b>\$1,740,950</b>

### 4.1 CONGESTION MANAGEMENT PROCESS

Under this task, the regional Congestion Management Process (CMP) informs the CLRP on current congestion on the region's roadways by analyzing congestion data as well as identifying potential multi-modal congestion management strategies.

The CMP addresses FAST and MAP-21 requirements for performance-based planning congestion reduction and system reliability measurements, on both recurring and non-recurring congestion.

This task includes:

- Development of a regional Congestion Management Plan (CMPL), which is identified as an option in FAST. The CMPL will compile the congestion management strategy identification and analysis elements into a document that will advise the overall Long-Range Plan, and will supersede the previous biennial CMP Technical Reports.
- Produce three other major aspects of the CMP:
  - CMP components of the CLRP that specifically address CMP and its subtopics, fully incorporated as elements of the CLRP publication;
  - CMP Documentation Form Information addresses federally-required CMP considerations associated with individual major projects, to be included with overall project information submitted by implementing agencies to the CLRP Call for Projects, and incorporated into the regional CMP; and
  - National Capital Region Congestion Report, released quarterly on the TPB website, reviewing recent information on congestion and reliability on the region's transportation system and featured CMP strategies, with a "dashboard" of key performance indicators.
- Obtain data from cost-effective public-sector and private-sector sources, including the I-95 Corridor Coalition Vehicle Probe Project (VPP), the Regional Integrated Transportation Information System (RITIS) of the Metropolitan Area Transportation Operations Coordination (MATOC) Program, the FHWA National Performance Management Research Data Set (NPMRDS), and, if needed, specialized data collection efforts. Compile, format, and review transportation systems performance data from these sources.
- Analyze congestion on the region's freeway networks, non-freeway arterials, the transit-significant roadways and the freight-significant roadway network.
- Provide CMP technical input to the Performance-Based Planning and Programming (PBPP) task.
- Produce related analyses, such as following a major event, on an as-needed basis.

- In conjunction with the CMP, support the Vehicle Probe Data Users Group (VPDUG) in its role to foster technical and methodological coordination in the application of vehicle probe data by member agencies and jurisdictions, including conducting regular Users Group meetings and maintaining reference materials on the TPB website.

#### **OVERSIGHT**

#### **Systems Performance, Operations, and Technology Subcommittee (SPOTS)**

#### **MAJOR PRODUCTS**

- Updated CMP portions of the CLRP
- Congestion Management Plan
- VPDUG website reference materials
- Documentation for FAST/MAP-21 performance and target reporting requirements

## **4.2 SYSTEMS PERFORMANCE, OPERATIONS AND TECHNOLOGY PLANNING**

The performance outcomes of the existing and planned regional transportation system rely on systems management, operations, and deployment of technologies. This task addresses these considerations in metropolitan transportation planning, in conjunction with the federal requirements for regional transportation systems management and operations (RTSMO).

This task includes:

- Conduct planning for operations including systems monitoring, traffic incident management and response, multi-modal coordination, traffic signal coordination, public traveler information, and related strategies that address regional transportation systems management. Support the regional Traffic Signals Subcommittee and its information exchange, as well as annual regional surveys on traffic signal timing and power back-up systems.
- Conduct resiliency and reliability planning, focusing on outcomes-based applications of technology and operations strategies. Consider the resiliency of the region’s transportation systems to operate during and recover in a timely fashion from major disruptive events, (such as climate/extreme weather events), as well as its everyday reliability considering non-recurring congestion. Conduct related operations performance analyses. Resiliency and reliability are defined as metropolitan transportation planning factors in FAST.
- Advise the metropolitan transportation planning process regarding emerging technologies, including understanding and planning for connected and autonomous vehicles (CAVs) and related emerging “shared economy” aspects of transportation. Also support the longstanding regional Intelligent Transportation Systems (ITS) Architecture.
- In conjunction with FAST/MAP-21 performance-based planning requirements advise on congestion and reliability-related aspects of the FAST/MAP-21 requirements.
- Support the regional Systems Performance, Operations and Technology Subcommittee (SPOTS) (successor to the Management, Operations, and Intelligent Transportation Systems (MOITS) Technical Subcommittee). Also coordinate SPOTS activities with the Metropolitan Area Transportation Operations Coordination (MATOC) Program, including SPOTS’ defined advisory role for the MATOC Program on long-range planning topics.



- Maintain coordination with related member agency activities, and related COG and TPB committees including the Regional Emergency Support Function 1 (RESF-1) Emergency Transportation Committee.

#### **OVERSIGHT**

#### **Systems Performance, Operations, and Technology Subcommittee (SPOTS)**

#### **MAJOR PRODUCTS**

- **Technology, operations and systems performance documentation for the CLRP**
- **Regional ITS architecture**
- **Annual regional surveys on traffic signal timing and power back-up systems**
- **Documentation for FAST/MAP-21 performance and target reporting requirements**

### **4.3 TRANSPORTATION EMERGENCY PREPAREDNESS PLANNING**

This task provides support and coordination for the transportation sector's role in overall regional emergency preparedness planning, in conjunction with the Metropolitan Washington Council of Governments (COG) Board of Directors and its public safety programs. This is a component of a much larger regional set of emergency preparedness activities funded primarily outside the UPWP by U.S. Department of Homeland Security (DHS) and COG local funding. The Regional Emergency Support Function #1 (RESF-1) Transportation Committee, within the COG public safety committee structure, advises these efforts and coordinates with emergency management agencies, police, fire, and other emergency response (RESF) committees. Regular meetings of the RESF-1 Committee as well as subject matter-specific special events will be supported.

This task includes:

- Plan for the role of transportation as a support agency to emergency management in catastrophic or declared emergencies.
- Undertake emergency coordination and response planning through the emergency management and Homeland Security Urban Area Security Initiative (UASI) processes.
- Coordinate planning for transportation-related emergency communications, technical interoperability, and related capabilities.
- Plan for transportation aspects of public outreach for emergency preparedness.
- Coordinate with regional critical infrastructure protection and related security planning.
- Advise emergency preparedness training and exercises.
- Advise conformance with U.S. Department of Homeland Security (DHS) directives and requirements.
- Advise applications for and management of UASI and other federal Homeland Security funding.
- Support the RESF-1 Emergency Transportation Committee.

**OVERSIGHT**

**Regional Emergency Support Function #1  
Transportation Committee in coordination with the  
Technology, Operations, and Performance  
Subcommittee**

**MAJOR PRODUCTS**

**Documentation pursuant to DHS and UASI  
requirements**

## **4.4 TRANSPORTATION SAFETY PLANNING**

The Washington metropolitan area is a diverse and rapidly growing region, a major tourist destination, and a gateway for immigrants from all over the world. Growing numbers of pedestrians and bicyclists are using the region’s multimodal transportation system, especially in suburban areas where they were not as common as in years past, thereby increasing the exposure of these vulnerable road users to collisions with vehicle traffic. The FAST Act emphasizes safety as part of the metropolitan planning process and requires MPOs to set safety performance targets for non-motorized as well as motorized users. These and other factors, along with heightened awareness of the importance of safety planning, continue to demonstrate the need for the regional transportation safety planning program.

This task includes:

- Consider engineering, education, enforcement, and emergency medical services strategies in the metropolitan planning process to reduce fatalities, serious injuries, and crashes in the region. This includes planning for safety aspects of the region's transportation system and coordinating with the Strategic Highway Safety Plan development and implementation efforts of the District of Columbia, Maryland, and Virginia, as well as other state, regional, and local efforts.
- Maintain active collaboration with the Street Smart pedestrian and bicycle safety outreach campaign.
- Address regional MAP-21/FAST traffic safety performance measure requirements, including compilation and analysis of safety data, tracking of regional performance measures for safety, and coordinating with member states on the setting of safety targets.
- Encourage the consideration of safety in all aspects of metropolitan transportation planning and ensuring that safety is addressed during CLRP and TIP development.
- Support the Transportation Safety Subcommittee, as well as coordinating with member agencies and transportation safety stakeholders.

**OVERSIGHT**

**Transportation Safety Subcommittee**

**MAJOR PRODUCTS**

- **Safety element of the CLRP**
- **Documentation for FAST/MAP-21 performance and target reporting requirements**

## 4.5 BICYCLE AND PEDESTRIAN PLANNING

The enhancement of pedestrian and bicycle facilities, activities, and safety in the region is a critical component of the metropolitan transportation planning process. Advised by the regional Bicycle and Pedestrian Subcommittee, the 2015 Regional Bicycle and Pedestrian Plan provides the framework for this effort.

This task includes:

- Complete a major update of the Bicycle and Pedestrian Plan for the National Capital Region. Report to the TPB on progress towards implementation of the Bicycle and Pedestrian Plan.
- Maintain the Bicycle and Pedestrian Plan database on the TPB Web site for member agency and public access, including an on-line mapping and visualization of projects identified in the plan.
- Compile Bicycle and pedestrian project recommendations for the Transportation Improvement Program (TIP) and monitor Regional Complete Streets and Green Streets activities.
- Provide technical advice on bicycle and pedestrian projects serving the goals of the Regional Transportation Priorities Plan for the TPB Long-Range Planning Task Force. In conjunction with the Subcommittee and the Capital Trails Coalition, coordinate on regional or long-distance bicycle routes/project needs, including potential circumferential "bicycle beltway" routes. Coordinate with the Capital Trails Coalition, GIS staff, and the Subcommittee on the compilation of jurisdiction GIS data on existing and planned trails and on-street bicycle facilities.
- Provide technical advice to the "Street Smart" regional pedestrian and bicycle safety public outreach campaign (Street Smart is supported by funding outside the UPWP); on the Capital Bikeshare system; on pedestrian and bicycle mapping and routing systems and information for the region; on pedestrian and bicycle safety; and on bicycle and pedestrian systems usage and consideration in the overall metropolitan transportation planning process.
- Conduct two or more regional bicycle and pedestrian planning or design training, outreach, or professional development opportunities for member agency staffs, at least one of which will have a primary focus on pedestrian planning.
- Support the Bicycle and Pedestrian Subcommittee in its coordination and advisory roles.

### OVERSIGHT

### MAJOR PRODUCTS

#### Regional Bicycle and Pedestrian Subcommittee

- **Compilation of bicycle and pedestrian facilities for the TIP**
- **Updated Bicycle and Pedestrian Plan for the National Capital Region**
- **Maintenance of the regional bicycle and pedestrian plan on the TPB website**
- **Recommendations on circumferential and regional bicycle routes**
- **Compilation of jurisdictional GIS data on existing and planned bicycle and pedestrian facilities**

- **Recommendations on unfunded bicycle and pedestrian projects**
- **Two or more regional outreach workshops**

## 4.6 REGIONAL PUBLIC TRANSPORTATION PLANNING

The region has a variety of local and commuter bus, rail transit, and commuter rail operators and other agencies involved in public transportation planning and operation. It also is served by a number of private providers. This task advises the consideration of public transportation activities and needs as an important part of the metropolitan transportation planning process.

This task includes:

- Provide support to the Regional Public Transportation Subcommittee for the coordination of public transportation planning in the region, and for incorporating regional public transportation plans into the CLRP and TIP.
- Evaluate federal rulemaking for the performance-based planning requirements, specifically transit safety and transit asset management, including data collection, analysis of the performance measures, forecasting, and setting of targets.
- Provide a forum for discussion of the development of the performance measures and selection of performance targets for the metropolitan planning area, in order to coordinate with relevant providers of public transportation to ensure consistency to the maximum extent practicable.
- Provide support to the TPB Private Providers Task Force and document the involvement of private providers of public transportation in the TIP. Also support quarterly meetings of the TPB Regional Taxicab Regulators Task Force.
- Evaluate the performance of the corridor projects implemented by the TPB's Transportation Investments Generating Economic Recovery (TIGER) Grant for Priority Bus in the National Capital Region, including the submission of one-year-after and two-year-after reports for projects concluded in calendar year 2016.
- Produce an annual report on the "State of Public Transportation" to provide informative public transportation operations, customer, and financial facts, including recent accomplishments and upcoming activities, and a summary of the Subcommittee's recommendations for improving services for consideration by the TPB.

### OVERSIGHT

#### Regional Public Transportation Subcommittee

### MAJOR PRODUCTS

- **Annual report, data compilation, reports on technical issues, and outreach materials**
- **Private Provider involvement documentation**

## 4.7 FREIGHT PLANNING

The TPB provides opportunities for consideration, coordination, and collaborative enhancement of planning for freight movement in the region. The Regional Freight Plan updated in FY2016 provides guidance for continued regional planning activities.

This task includes:

- Address the FAST Act requirements related to regional freight planning, including coordination with member jurisdictions on the establishment of a freight performance target.
- Provide opportunities for the consideration of freight issues within the metropolitan transportation planning process through outreach to the private-sector, regular interaction with the TPB and other committees on regional freight planning issues, and advising how freight is addressed during TIP and CLRP development.
- Coordinate with relevant jurisdictions and committees on regional rail issues.
- Compile and analyze readily available data to support regional freight planning.
- Continue “Freight Around the Region” outreach efforts focusing on individual jurisdictions' freight activities and their linkages to the regional freight picture.
- Maintain the Regional Freight Plan and supporting materials on the TPB Web site for member agency and public access.
- Support the TPB Freight Subcommittee in its coordination and advisory roles.

### OVERSIGHT

#### Freight Subcommittee

### MAJOR PRODUCTS

- Freight Around the Region publication
- Documentation as necessary supporting MAP-21 and FAST requirements of freight planning

## 4.8 METROPOLITAN AREA TRANSPORTATION OPERATIONS COORDINATION PROGRAM PLANNING

TPB provides planning support for the Metropolitan Area Transportation Operations Coordination (MATOC) Program, in conjunction with the MATOC Steering Committee, subcommittees, and partner agencies. This task is the metropolitan transportation planning component of a larger set of MATOC Program activities, including operational and implementation activities, funded outside the UPWP. The Metropolitan Area Transportation Operations Coordination (MATOC) Program's mission is to provide situational awareness of transportation operations in the National Capital Region (NCR) through the communication of consistent and reliable information, especially during incidents. MATOC's information sharing is undertaken in large part through the Regional Integrated Transportation Information System (RITIS). RITIS is an automated system that compiles formats, and shares real-time traffic and transit data among the region's transportation agencies. RITIS was developed on behalf of the region by the Center for Advanced Transportation Technology Laboratory

at the University of Maryland. Data provided through RITIS is in daily use by the region's major transportation operations centers.

As a complement to the externally-funded operations activities of MATOC, this UPWP task is to provide ongoing TPB staff planning assistance to the MATOC Program, as a part of the TPB's metropolitan transportation planning activities.

This task includes:

- Provide administrative support of MATOC Steering Committee and subcommittee meetings, including preparation of agendas and summaries and tracking of action items.
- Provide briefings to the TPB on MATOC Program progress.
- Provide TPB staff input and advice to the MATOC Information Systems Subcommittee and Operations Subcommittee.
- Develop supporting or informational materials for the above activities as necessary.

#### **OVERSIGHT**

**MATOC Steering Committee, in conjunction with the Systems Performance, Operations, and Technology Subcommittee (SPOTS)**

#### **MAJOR PRODUCTS**

- **MATOC Steering Committee and Subcommittee Meeting Materials**

## 5. Travel Forecasting

### OVERSIGHT

Travel Forecasting Subcommittee

### MAJOR PRODUCTS

- A series of highway and transit networks reflecting the latest CLRP and TIP for input to the regional travel demand model together with technical documentation.
- Updated travel models; documentation of models development activities; and recommendations for continued updating of the travel demand modeling process.

### TOTAL COST ESTIMATE

**\$2,409,905**

### 5.1 NETWORK DEVELOPMENT

This task includes preparing transportation network files, which are primary inputs to the regional travel demand model that is used for forecasting travel in the CLRP, project planning studies, special scenario studies, and in support of the travel model development activities.

This task includes:

- Prepare base- and forecast-year highway and transit networks, in accordance with the latest CLRP and TIP elements received from state and local agencies, in support of long range planning and any special regional studies.
- Update the TPB's base-year (2016) transit network to reflect the most current service in the Metropolitan Washington Region.
- Maintain and refine the TPB's existing GIS-based information system used to facilitate network coding and multi-year network file management.
- Support the application of the current regional travel demand model (Version 2.3.57a or its successor) for air quality planning work and other TPB planning studies, which could also include updates in the transportation networks due to the strategic plan for models development (described below).
- Respond to network-related technical data requests, including requests for transit line files, station files, and shapefiles associated with features of the regional highway or transit network.

## 5.2 MODELS DEVELOPMENT AND SUPPORT

This task involves maintaining and improving the travel forecasting model which supports the regional transportation planning process. During FY 2016, a seven-year strategic models development plan and a short-term implementation plan for improving the TPB trip-based travel forecasting capabilities were formulated. The short-term improvements, which were started during FY 2016, are planned to be completed in FY 2017.

This task includes:

- Continue the consultant-assisted effort to improve the current TPB trip-based travel model and begin development of an activity-based travel demand forecasting model (ABM) with existing data.
- Support the application of the current regional travel demand model (Version 2.3.57a or its successor) for air quality planning work and other TPB planning studies. This will include the update of travel modeling inputs as necessary (external trips and other exogenous trip tables), investigating technical problems that might arise during the course of application, and documenting refinements to the model.
- Work with local transportation agencies in formulating ways in which the regional travel model might be used to provide performance-based measures as called for in the new surface transportation authorization legislation (FAST Act).
- Assess model performance and reasonableness through comparison of travel model results with 2010 Census data and the TPB geographically focused household travel survey data.
- Provide staff support for the TPB Travel Forecasting Subcommittee, which is charged with overseeing technical practices and improvements to the TPB travel forecasting process.
- Keep abreast of new developments in travel demand forecasting, via participation with relevant groups, such as the Transportation Research Board (TRB) and the Travel Modeling Improvement Program (TMIP).
- Respond to model-related data requests from local partner agencies and their consultants.
- Provide continued support for software used to run the TPB travel demand model (Citilabs Cube Base, Cube Voyager, and Cube Cluster).
- Provide continued technical support for software used to estimate mobile emissions, such as the EPA MOVES model, including any supporting software applications.
- Provide training to DTP staff in various versions of Citilabs Cube Base, Cube Voyager, Cube Cluster, and MOVES, such as MOVES2014.
- Coordinate with the COG Office of Information, Technology and Facilities Management (ITFM) to help maintain the computers used to run the regional travel demand model, including the maintenance of data storage systems for the back-up, archiving, and retrieval of model-related files.



## 6. Travel Monitoring and Data Programs

<b>OVERSIGHT</b>	Various (see below)
<b>MAJOR PRODUCTS</b>	See program-specific products below
<b>TOTAL COST ESTIMATE</b>	\$2,025,030

### 6.1 HOUSEHOLD TRAVEL SURVEY

A new large scale region-wide household travel data is needed to obtain updated information on the travel patterns of persons residing in the TPB modeled area and the key factors influencing their current travel choices and travel behavior. The last large scale region-wide household travel survey was conducted in 2007/2008. The data collected in this new regional household travel survey will also be used to develop and calibrate the next generation TPB regional travel demand forecasting model that will be used to forecast future travel demands based on projected household and employment growth and planned improvements to the regional transportation system. In FY 2018, a professional survey firm will complete data collection for this new household travel survey. This survey will be designed to obtain the participation of approximately 15,000 households in TPB modeled area jurisdictions.

This task includes:

- Completion of data collection for the 2017/2018 TPB Regional Household Travel Survey, a region-wide household travel survey designed to collect detailed information on the characteristics and daily travel of approximately 15,000 households in the TPB modeled area.
- Coordination of survey activities with state and local government staff as appropriate and response to inquiries from survey participants and the media about the survey.
- Analysis of household travel survey response patterns by jurisdiction and activity center strata and begin development of initial survey weighting factors.
- Tabulations of Census American Communities Survey (ACS) demographic, household, worker characteristic and commuting data by household travel survey jurisdiction and activity center strata for comparison with preliminary 2017/2018 TPB Regional Household Travel Survey data tabulations.
- Analysis and reporting on comparisons of preliminary 2017/2018 TPB Regional Household Travel Survey data tabulations with Census ACS demographic, household, worker characteristic and commuting data.
- Presentations and information reports on various aspects of daily household and vehicle travel in the region to support analysis of regional growth and transportation issues.
- Provision of data, documentation, and technical support to users of previous TPB Household Travel Surveys. Update user documentation as required.

## **OVERSIGHT**

Travel Forecasting Subcommittee

## **MAJOR PRODUCTS**

- Collected survey data
- Presentation and Information Reports
- Technical support

## **6.2 TRAVEL MONITORING COUNTS/STUDIES**

This task involves the conduct of special traffic counts, travel time runs and other special travel monitoring studies to support regional travel demand model validation and refinement activities and other activities such as regional high-occupancy vehicle (HOV) facility performance analysis and the identification of high volume truck travel routes in the region. In FY 2018, a travel monitoring study of the region's high-occupancy vehicle (HOV) facilities will be conducted.

This task includes:

- Collection of AM peak period traffic volume, vehicle occupancy and travel time data on the region's HOV facilities.
- Processing, tabulation and analysis of the regional HOV volume, occupancy and travel time monitoring data collected.
- Preparation of a technical report summarizing the key findings and changes from previous TPB regional HOV facility monitoring studies

## **OVERSIGHT**

Travel Forecasting Subcommittee

## **MAJOR PRODUCTS**

- HOV Monitoring Data
- Technical Report

## **6.3 REGIONAL TRANSPORTATION DATA CLEARINGHOUSE**

Efficient access to a comprehensive data set containing current and historic data on the characteristics and performance of the region's transportation system is vitally important for transportation planning, air quality analysis, models development, congestion management and project evaluations. Under this work item staff will continue to work with local, state, WMATA and other regional agencies to transfer data to and from the Clearinghouse and to update the it with updated highway and transit performance data as these data become available.

This task includes:

- Update of Clearinghouse traffic volume data with AADT and AAWDT volume estimates, hourly directional traffic volume counts and vehicle classification counts received from state DOTs and participating local jurisdiction agencies.

- Update of Clearinghouse transit ridership data with data received from WMATA, PRTC, VRE, MTA and local transit agencies including the Ride-On, The Bus, ART, DASH and the Fairfax Connector.
- Update of freeway and arterial road speed and level of service (LOS) data.
- Update of Clearinghouse highway network bridge and pavement condition data from most current National Bridge Inventory and Highway Performance Management System (HPMS) databases.
- With the Travel Forecasting and Mobile Emissions Planning Team, collectively develop specifications for a geodatabase of cadastral (parcel-level) data; evaluate data availability and collect relevant data (polygon, point) as required; begin initial development of a regional parcel level land use database to support travel forecasting model improvements and update Cooperative Forecasting land data by TAZ;
- Distribute Regional Transportation Clearinghouse Data to TPB participating agencies via a GIS web-based application.

## OVERSIGHT

## MAJOR PRODUCTS

### Technical Committee

- Updated clearinghouse database and documentation
- Web interface to access clearinghouse data

## 6.4 GIS DATA

This activity provides Geographic Information System (GIS) data and technical support to users of the TPB GIS for many important planning activities, including the CLRP, the TIP, the LRP, Congestion Monitoring and Analysis, Cooperative Forecasting, Regional Transportation Data Clearinghouse, Network and Models Development, and Bicycle Planning.

This task includes:

- Provision of data and technical support to staff using GIS for development and distribution of data and information developed for TPB planning activities, including the CLRP and LRP, the TIP, Congestion Monitoring and Analysis, Cooperative Forecasting, Regional Transportation Data Clearinghouse, Network and Models Development, and Freight, Bike and Pedestrian Planning activities.
- Provide technical guidance and develop GIS-based products (web maps and applications, visualization, etc.) for TPB planning activities, including the CLRP and LRP, the TIP, Congestion Monitoring and Analysis, Cooperative Forecasting, Regional Transportation Data Clearinghouse, Network and Models Development, and Freight, Bike, and Pedestrian Planning activities, as appropriate.
- Response to requests for TPB GIS metadata, databases, and applications.
- Coordination of regional GIS activities with state DOTs, WMATA, and the local governments through COG's GIS Committee and subcommittees.

- Maintain and update GIS-related hardware and software used by staff for regional transportation planning activities.

**OVERSIGHT**

**Technical Committee**

**MAJOR PRODUCTS**

- Updated GIS software, databases, online web map applications, user documentation, support and coordination of COG/TPB GIS activities

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## 7. Cooperative Forecasting and Transportation Planning Coordination

This activity coordinates local, state and federal planning activities, develops population, household, and employment forecasts that are used as input into TPB travel demand-forecasting model, and facilitates the integration of land use and transportation planning in the region.

- Support of the Planning Directors Technical Advisory Committee (PDTAC) in the coordination of local, state and federal planning activities and the integration of land use and transportation planning in the region.
- Analysis of changes in regional economic, demographic and housing trends drawing on the results from the Census American Communities Survey (ACS) and from other available federal, state, local data sources.
- Collaboration with members of the Cooperative Forecasting Subcommittee to enhance and improve the quality of small area (TAZ-level) employment data.
- Collaboration with the Cooperative Forecasting Subcommittee and the region's Planning Directors to assess the effects of significant transportation system changes on the Cooperative Forecasting land activity forecasts and the development of updated Round 9.1 Transportation Analysis Zone (TAZ)-level growth forecasts
- Documentation of key land use and transportation assumptions used in making updates to the Cooperative Forecasting land activity forecasts.
- Update and maintenance of Cooperative Forecasting land activity databases of TAZ-level population, household, and employment forecasts that are used as input into TPB travel demand-forecasting model.
- Mapping and analysis of Cooperative Forecasting growth forecasts in relation to COG Activity Centers and premium transit locations.
- Response to public comments on the Round 9.1 forecasts and the Cooperative Forecasting process.
- Preparation and publication of useful economic, demographic and housing-related information products including the Regional Economic Monitoring Reports (REMS) reports, the annual "Commercial Development Indicators" and economic and demographic data tables to be included in the Region Forward work program.

### OVERSIGHT

### MAJOR PRODUCTS

### TOTAL COST ESTIMATE

### Technical Committee

- Updated Cooperative Forecasting land activity forecasts and documentation
- Analysis of Activity Center growth forecasts
- Information reports and products

**\$893,576**

## 8. Public Participation and Human Service Transportation Coordination

### OVERSIGHT

Transportation Planning Board

### MAJOR PRODUCTS

- Public comment solicited and documented
- CAC and AFA committee reports
- Information dissemination through the website, social media, and printed documents
- USDOT Triennial review of Title VI Program

### TOTAL COST ESTIMATE

**\$974,588**

### 8.1 PUBLIC PARTICIPATION

The Update of the Participation Plan as approved by the TPB in September 2014 will guide all public involvement activities to support the development of the CLRP, TIP, and all other TPB planning activities. The TPB's Public Participation plan emphasizes involving traditionally-disadvantaged populations in the planning process, as part of the TPB's commitment to ensuring nondiscrimination in all its programs and activities as required under Title VI and the Environmental Justice Executive Order.

- Conduct regular public involvement as described in the TPB Participation Plan, including public comment sessions as the beginning of TPB meetings and official public comment periods prior to the adoption of TPB plans and programs as key TPB policies and documents.
- Provide staff support for the TPB Citizens Advisory Committee (CAC), including organizing monthly meetings and outreach sessions, and drafting written materials for the committee.
- Provide staff support for the TPB Access for All Advisory (AFA) Committee that includes leaders and representatives of low-income communities, minority communities, persons with disabilities and those with limited English skills as the TPB's primary strategy for engaging traditionally-disadvantaged population groups in the planning process. Staff will transmit AFA Committee comments to the TPB on transportation plans, projects, programs, services and issues that are important to AFA community groups.
- Develop and conduct workshops or events, as needed, to engage the public and community leaders on key regional transportation issues, including challenges reflected in the development of the CLRP, the TIP, and the forthcoming Plan of Unfunded Regional Priority Projects.
- Conduct at least one session of the Community Leadership Institute, a two-day workshop designed to help community activists learn how to get more actively involved in transportation decision making in the Washington region.
- Support implementation of the TPB Participation Plan and conduct evaluation activities of the public involvement process.

- Conduct continuing evaluation activities of the public involvement process using the process for evaluation established in FY 2016.
- The next triennial Title VI program update is due to FTA on June 1, 2018. Staff will prepare for and participate in the Title VI program update.

## 8.2 COMMUNICATIONS

- Develop new written materials, tools and visualization techniques to better explain to the public how the planning process works at the local, regional and state levels.
- Produce regular on-line and print TPB newsletters
- Produce the annual edition of the Region magazine highlighting significant TPB activities in the past year.
- Ensure that the TPB's website, publications and official documents are timely, thorough and user-friendly.
- Effectively use technology, including social media and other web-based tools, to spread information about regional transportation planning and engage the public in planning discussions and Produce regular on-line and/or print TPB newsletters

## 8.3 HUMAN SERVICE TRANSPORTATION COORDINATION

Under Federal regulations, a Coordinated Human Service Transportation Plan is required to guide funding decisions for the Federal Transit Administration (FTA) "Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities" program. COG is designated recipient of this program for the Washington DC-VA-MD Urbanized Area. In 2014, the TPB approved an update to the Coordinated Plan to respond to the requirements of the Enhanced Mobility program.

The TPB established the Human Service Transportation Coordination Task Force in 2006 to help develop the Coordinated Plan. In FY2016, the Task Force was incorporated into the Access for All Advisory Committee given overlapping membership and that the work of the Task Force is largely done.

This task includes:

- Review the Coordinated Human Service Transportation Plan with the AFA Committee for any revisions or updates to capture unmet transportation needs for people with disabilities and older adults.
- Plan for the next solicitation and selection of projects for Enhanced Mobility funding under FAST.
- Further the goals regional mobility management efforts to provide an array of transportation services and options to older adults and people with disabilities.

## 9. Transportation Alternatives and Land Use Connection (TLC) Programs

This work activity strengthens the coordination between local land use and transportation planning. Begun as a pilot in November 2006, the TLC program offers short-term technical assistance through consultant teams to local jurisdictions to advance their planning activities.

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

- Offer short-term consultant team technical assistance to local jurisdictions to advance their land use and transportation planning activities.
- Fund at least six technical assistance planning projects at a level between \$20,000 and \$60,000 each.
- Fund at least one project for between \$80,000 and \$100,000 to perform project design to achieve 30% completion.
- Maintain and update the TLC Regional Clearinghouse and website.
- Develop tools and activities to facilitate regional learning about TLC issues among TPB member jurisdictions through the Regional Peer Exchange Network. Organize at least one regional meeting to facilitate an exchange of information about lessons learned from past TLC projects.
- Identify recommended implementation action steps in each planning project report, such as further study needs, more stakeholder collaboration, suggested land use or local policy changes, and transportation investment opportunities and priorities.
- Provide staff support for TLC Technical Assistance Projects to be conducted as part of the MDOT Technical Assistance Program and for other projects where additional funding is provided by state or local agencies.
- Conduct the selection process for small capital improvement projects using funding sub-allocated to the Washington metropolitan region through the state DOTs from the MAP-21 Transportation Alternatives Program (TAP).

### OVERSIGHT

### MAJOR PRODUCTS

### Technical Committee

- Technical assistance, including final reports, provided by consultant teams to localities
- Updated website
- Peer exchange activities
- TAP coordination

### TOTAL COST ESTIMATE

**\$440,215**



## 10. TPB Support and Management

This activity includes support for the Transportation Planning Board (TPB), management activities not attributable to specific tasks in the work program, and development of the Unified Planning Work Program (UPWP).

### OVERSIGHT

#### Transportation Planning Board

### MAJOR PRODUCTS

- **Materials for the meetings of the TPB, Steering Committee, Technical Committee, and State Technical Working Group**
- **Responses to information requests from elected officials, federal agencies, and media**
- **Participation in external meetings related to the TPB work program**

### TOTAL COST ESTIMATE

**\$865,054**

### 10.1 TRANSPORTATION PLANNING BOARD (TPB) SUPPORT AND MANAGEMENT

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

## 10.2 UNIFIED PLANNING WORK PROGRAM (UPWP)

The UPWP for the Metropolitan Washington Region describes all transportation planning activities utilizing federal funding, including Title I Section 134 metropolitan planning funds, Title III Section 8 metropolitan planning funds, and Federal Aviation Administration Continuing Airport System Planning (CASP) funds. The UPWP identifies state and local matching dollars for these federal planning programs, as well as other closely related planning projects utilizing state and local funds.

This task includes:

- Develop the FY 2018 UPWP that complies with anticipated metropolitan planning requirements in the Fixing America's Surface Transportation (FAST) Act.
- Supervise the preparation, negotiation, and approval of the annual work program and budget involving the State Transportation Agencies, the TPB Technical Committee, the TPB Technical Committee, the Steering Committee and the TPB.
- Preparation of monthly UPWP progress reports for each of the state agencies administering planning funding and prepare all necessary federal grant applications submissions.
- Review all monthly UPWP invoices going to each of the state agencies administering planning funding.

DRAFT

## 11. Technical Assistance

This TPB work program activity responds to requests for technical assistance from the state and local governments and transit operating agencies. This activity takes the form of technical work tasks in which TPB developed tools, techniques, data, and capabilities are used to support DDOT, MDOT, VDOT, VDRPT and WMATA sub-area planning, travel monitoring, travel modeling and data collection efforts related to regional transportation planning priorities. The funding level allocated to technical assistance is an agreed upon percentage of the total new FY 2017 funding in the basic work program. The funding level for each state is an agreed upon percentage of the total new FTA and FHWA planning funding passed through each state. The funding level for WMATA is an agreed upon percentage of the total new FTA funding. The specific activities and levels of effort are developed through consultation between the state and WMATA representatives and TPB staff.

DRAFT

## 11.1 DISTRICT OF COLUMBIA

**TOTAL COST ESTIMATE**      \$ FY 2018  
   \$ carryover from FY 2017  
   **\$ total**

## 11.2 MARYLAND

**TOTAL COST ESTIMATE**      \$ FY 2018  
   \$ carryover from FY 2017  
   **\$ total**

## 11.3 VIRGINIA

**TOTAL COST ESTIMATE**      \$FY 2018  
   \$ carryover from FY 2017  
   **\$ total**

## 11.4 WMATA

**TOTAL COST ESTIMATE**      \$ FY 2018  
   \$ carryover from FY 2017  
   **\$ total**



## 12. Continuous Airport System Planning Program

The purpose of the CASP program is to provide a regional process that supports the planning, development and operation of airport and airport-serving facilities in a systematic framework for the Washington-Baltimore Air Systems Planning Region, which includes 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). Oversight of the program is the responsibility of the TPB Aviation Technical Subcommittee. The major elements of the CASP program have now been consolidated into a recurring two-year cycle based on available FAA funding.

**OVERSIGHT**

**Aviation Technical Subcommittee**

**MAJOR PRODUCTS**

•

**TOTAL COST ESTIMATE**

\$

DRAFT

**IV. PROPOSED FY 2017 STATE TRANSPORTATION  
AGENCY STATE PLANNING AND RESEARCH  
PROGRAMS (SPR)**

DRAFT

# **District of Columbia Department of Transportation (DDOT)**

## **ADMINISTRATIVE AND FINANCIAL MANAGEMENT**

Responsible for the management and operation of Federal and Local funds allocated to the District State Planning and Research (SPR) Work Program. Provide oversight to ensure planning activities are in compliance with Federal laws, regulations and policies. Ensure timely submission of all required reports.

## **STRATEGIC PLANNING**

Develop plans and policies to improve citywide transportation systems and services; improve system performance with efficiency and safety for multi-modal users; coordinate the implementation of ongoing transportation planning activities including multimodal studies, parking, freight, transit, and highway safety; and develop and implement the Transportation Improvement Plan and State Transportation Improvement Plan.

## **SYSTEM PLANNING**

Examine transportation projects and zoning plans to ensure they are consistent with, and do not adversely impact DDOT's multimodal strategic objectives and the Transportation Element of the Comprehensive Plan. Coordinate with local and federal agencies on the development of major projects and provide guidance on public space policy and continue to see major land development activity adjacent to the Federal-Aid Highway network.

## **ACTIVE TRANSPORTATION PROGRAM MANAGEMENT**

Develop policies, plans and programs to encourage the reduction of single occupant vehicle travel; promote bicycle and pedestrian facilities and programs to encourage non-vehicular methods of commuting; promote safe and convenient bicycling, walking, and public transit; and reduce the number of pedestrian injuries and fatalities in crashes and motor vehicles.

## **PROJECT DEVELOPMENT AND ENVIRONMENT**

Provide oversight for all environmental and project development processes and ensure DDOT is in compliance with all federal-aid requirements, laws and regulations.

## **DATA COLLECTION, ANALYSIS AND DISSEMINATION**

Ensure the collection of data for functional classification of local highway systems and mileage certification reporting.

## **TRAFFIC SAFETY DATA COLLECTION**

Manage the collection of transportation data on city streets and highways to improve and incorporate safety controls; and manage the collection of traffic data, volume counts, and turning movement counts.

## **METROPOLITAN PLANNING**

Describes the regional transportation planning and special technical assistance projects proposed to be undertaken July 1, 2017 through June 30, 2018 by COG/TPB staff in cooperation with state and local agencies and WMATA.

## **PROGRAM FUNDING**

The FY 2018 SPR Program funding is under development. The FY2017 budget is \$3,077,292 (Federal = \$2,461,834 and District = \$615,458).

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# Maryland Department of Transportation (MDOT) Maryland State Highway Administration (MDSHA)

## SYSTEMS AND PROGRAMMING

- Preparation and development of the six-year Consolidated Transportation Program and Preparation of the Annual Statewide Transportation Improvement Program
  - Develop the FY 2018-2023 CTP.
  - Coordinate with appropriate State and local planning staffs, MPOs and State, county and municipal elected officials.
  - Prepare presentation materials for the annual tour.
  - Prepare and submit an annual program for use of available federal funds in accordance with Title 23 U.S.C. and the FAST Act.
  - Coordinate the STIP with the regional TIPs, CTP and local jurisdiction's highway improvement programs
- Local Government Liaison
  - Coordinate between all levels of Federal, State, and local governments to ensure that transportation plans are compatible.
  - Review agency and local programs/plans via the state Clearinghouse process.
  - Coordinate and review county and municipal master plans.
  - Assess transportation impacts of proposed major development.
- Long Range Planning
  - Update the Highway Needs Inventory (HNI).
  - Evaluate long-term highway needs and investment levels for various program categories and sub-categories.
  - Review and provide input on updates to the statewide long range plan and
  - Annual Attainment Report on Transportation System Performance.

## TRAFFIC

### Traffic Monitoring Program

- Monitor the characteristics of highway traffic.
- Enhance procedures to collect, process and disseminate traffic data.
- Ensure that the traffic monitoring system meets State needs and the requirements and guidelines of FHWA and AASHTO.
- Study, and as appropriate, implement methods to improve the efficiency and effectiveness of traffic monitoring through statistical analysis.
- Improve the monitoring of traffic on freeways, particularly in urban areas.
- Ensure the collection of traffic volume, classification and weight data on SHRP monitoring sites.

## Metropolitan Planning Organization Liaison (Urbanized Areas)

- Work with the MPOs in modifying and adhering to their planning process.
- Work with the MPOs in the development of the UPWPs, CLRPs, TIPs, clean air conformity determinations, and management systems.

## Highway Statistics

- Mileage – Federal Aid System
  - Develop new Federal Functional Classification and NHS maps and mileage tables for approval and distribution.
  - Update and maintain statistical records summary tables.
- State and Local Highway, Data Collection, Analysis and Distribution
  - Solicit receive and process reports from local jurisdictions regarding road improvements, mileage, etc.
  - Collect, update and maintain data used for the Universe portion of the HPMS submission.
  - Update and maintain the highway information databases to meet on-going state and federal requirements.
  - Provide data used for the update of SHA's maps.

## Highway Performance and Monitoring System (HPMS)

- Update the HPMS database including revisions to any data elements, maintain sample size requirements to accurately reflect system-wide conditions and submit an updated HPMS data file and related reports and data files.

## Special Studies – Preliminary Studies

- Prepare engineering and feasibility studies.
- Develop preliminary purpose and need statements.
- Develop access control plans for selected primary highway corridors.
- Prepare interstate access point approval requests.

MDOT State Highway Administration FY 2017 State Planning & Research Program Elements Supporting the Washington Area Work Program	
ITEM	AMOUNT
<b>Systems &amp; Programming</b>	
CTP	\$ 227,339
Local Government Liaison	\$ 148,500
Long Range Planning	\$ 27,000
<b>Traffic Monitoring Program</b>	\$ 711,689
<b>MPO Liaison</b>	\$ 27,000

<b>Highway Statistics</b>	<b>\$ 323,954</b>
<b>Special Studies</b>	<b>\$ 108,000</b>
<b>TOTAL</b>	<b>\$ 1,573,482</b>

**DRAFT**

# Virginia Department of Transportation (VDOT)

## SPR FUNDS FOR DISTRICT PLANNING ANNUAL ACTIVITIES

### Metropolitan Planning Support Activities

This element represents the various activities undertaken by NoVA District Planning and Investment Management staff (with support from the VDOT Central Office staff as needed) in the development and implementation of the various elements/work tasks in the MPOs FY 2017 Unified Planning Work Program (UPWP) and the annual work program of the Metropolitan Washington Air Quality Committee and the regional Climate, Energy, Environment Policy Committee. Planned work items, to be conducted mostly by in-house staff, include:

- The Department's participation in all work activities associated with the work programs of the: (a) Transportation Planning Board (TPB), (b) Metropolitan Washington Air Quality Committee (MWAQC), (c) Climate Energy, Environment Policy Committee (CEEPC); and Multi- Sector Green House Gas Working Group.
- Oversight of the TPB/MWCOG activities such as: development/update of the CLRP, TIP, regional air quality conformity analysis, regional Freight plan, Congestion Management Program report, Commuter Connections program and other regional studies undertaken by the MPO (e.g., Household Travel Survey, State of the Commute Survey, Modeling).
- Regional air quality planning related activities undertaken by MWAQC and CEEPC include: development of PM2.5 Maintenance Plan, Ground level Ozone NAAQS Attainment SIP, Clean Air Partners program, voluntary action to help reduce regional Greenhouse gases.

### Statewide Planning Support Activities

This element of the SPR work program provides for staffing within the NoVA District Planning section to participate in and provide assistance to TMPD and other sections within the Department and the local agencies in a variety of tasks including:

Corridor and sub-area studies to identify either multi-modal or mode specific improvements to the transportation system addressing specific congestions / mobility challenges in the near, mid or long term. Examples of such studies currently underway in FY 2017 include: NoVA Significant Projects Ratings Study (HB 599); Fairfax County Parkway corridor Improvements Study (Phase 1); STARS Program Route 7 Corridor Improvement study, STARS Program Liberia Avenue Corridor Improvement Study.

- Provide inputs and review of the findings and recommendations for the State LRP (VTRANS); assist with development and implementation of the Smart Scale Project Prioritization process;
- Regular and ongoing update of the Statewide Planning System inventory and traffic forecasts;
- Provide a dedicated full time Bicycle and Pedestrian Coordinator;
- Provide input and review of federal functional classification updates; and
- Provide assistance with General Assembly legislative impact statements and studies.

## **Project Development Support Activities**

This element of the SPR work program represents the District Planning section staff working to:

- Prepare and/or review traffic forecasts for project design (LD-104) and environmental documents (Project level conformity analysis for Noise, Air and other pollutants for NEPA documents)
- Conduct and/or assist in the conduct of transportation planning studies initiated by VDOT and/or localities such as Comprehensive Plan updates, Transit Development Plan studies, corridor and sub area studies. etc.
- Participate in the development and/or review of the traffic forecasts for IMR and IJR as developed for/by the VDOT PE and/or L&D sections of the District;
- Review and comment on various Environmental Impact Reports received by the district as part of VDOT's role in Inter-agency consultation process.
- Assist the Transportation and Land Use directors in the review and planning of project activities such as location and design of Park and Ride lots.

## **Local Planning Activities**

This element outlines activities undertaken by the District Planning section staff to assist the planning activities at the locality level.

- Locally prepared transportation studies: Participate in discussions on the scope of work for the conduct of Traffic Impact Analysis (TIA) reports by localities in response to proposed Comprehensive Plan / Master Plan amendment / Small Area Plans; review and comment on TIAs and/or CTIAs submitted by the localities to VDOT in part complying with the requirements of VA Code chapter 870.
- Assist in the development of the transportation portion of local comprehensive/master plans as needed
- Provide transportation technical assistance to localities including in the development of travel demand models; applying travel demand model for project and/or locality planning levels.

## **SPR FUNDS FOR SPECIAL STUDIES TO BE CONDUCTED BY CONSULTANTS OR ENTITIES OTHER THAN DISTRICT STAFF (LIST EACH STUDY INDIVIDUALLY)**

The District is using \$500,000 in FY 2017 for the second round of the HB-599 Significant Project Evaluation Process. In September 2013, the Virginia Department of Transportation (VDOT), in coordination with the Commonwealth Transportation Board (CTB), the Department of Rail and Public Transportation (DRPT), and the Northern Virginia Transportation Authority (NVTA) initiated a study to evaluate and rate up to 40 significant transportation projects in and near the Northern Virginia Transportation District (NOVA District). The study was mandated by legislation passed by the Virginia General Assembly in 2012 (Code of Virginia, Section 33.1-13.03:1).

The Project Rating Process must occur at least every 4 years; however VDOT is committed to evaluate and rate a second round of projects within the next two years. The first round of project evaluations was completed on December 31, 2014, and project ratings were posted on the project website. The ratings are now being used as part of NVTA's project selection and funding process. Each of the 40 project's evaluation and rating were based on the project's expected ability to reduce

congestion, and to the extent possible, the project's expected ability to improve regional mobility during a homeland security emergency. The first evaluations included highway and technology projects. Transit projects will be evaluated and rated in the second round.

Recently, the General Assembly added a legislative requirement to evaluate and rate transit projects using the same methodology applied to highway projects in the first round of analysis. Working with DRPT and NVTA, VDOT has completed test runs of selected transit projects to assess the model's capability with respect to transit projects and their impact on congestion. The second round of HB 599 ratings are being developed with the inclusion of mass transit projects.

In FY 2018 VDOT will work with the consultant to transition the modeling tool to the NVTA to perform the ratings. VDOT will review the ratings to ensure consistency with HB 599 legislation.

The remaining funds for FY 2017 will be used in FY 2018 and will cover partial costs of the Project Manager's salary and work performed by consultants. The District is using on-call consultant to perform two studies under the Strategically Affordable Roadway Solutions (STARS) program to identify short and medium term improvements to the Route 7 corridor west of the Dulles Greenway and Liberia Avenue in City of Manassas. The recommendations from the studies will be used to develop projects for implementation using Smart Scale rating.

DRAFT

## V. APPENDIX

### MEMORANDA OF UNDERSTANDING

- Fredericksburg Area Metropolitan Planning Organization (FAMPO)
- Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO)

DRAFT

**ITEM 12 – Information**

February 15, 2017

Briefing on the Draft FY 2018 Commuter  
Connections Work Program (CCWP)

**Staff**

**Recommendation:** Briefing.

**Issues:** None

**Background:** The board will be briefed on the draft Commuter Connections Work Program for FY 2018 (July 1, 2017 through June 30, 2018). The board will be asked to approve the FY 2018 UPWP at its March 15, 2017 meeting.





**FY 2018 WORK PROGRAM FOR THE  
COMMUTER CONNECTIONS PROGRAM  
FOR THE GREATER WASHINGTON  
METROPOLITAN REGION**

**D R A F T**

**February 15, 2017**

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD  
METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS**



The preparation of this program document was financially aided through grants from the District Department of Transportation; Maryland Department of Transportation; Virginia Department of Transportation; and the U.S. Department of Transportation.

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## SUMMARY

### Program Overview

The Fiscal Year 2018 Commuter Connections Work Program (CCWP) consists of a core program of regional transportation demand management operational activities funded jointly by state and local jurisdictions, plus jurisdictional programs that are conducted at the discretion of individual state funding agencies.

### Funding

The regional state funding shares for the program elements are defined using a formula agreed to by the state funding agencies. Funding agencies for the programs listed in this document include the District Department of Transportation, Maryland Department of Transportation, Maryland Transit Administration, and the Virginia Department of Transportation. The Maryland Transit Administration and the Virginia Department of Rail and Public Transportation provide direct funding to their local jurisdictions for transportation demand management activities that support the regional Commuter Connections program. The costs of the jurisdictional activities are allocated directly to the jurisdiction or jurisdictions that choose to conduct them. This ensures that the regional activities upon which all other activities depend on will be conducted regionally, and that the costs are allocated to the participating funding agencies according to the agreed upon funding formula. At the same time, considerable flexibility is available to the state funding agencies and other agencies to define and fund discretionary activities that respond to their individual policy and funding priorities. Commuter Connections program services have also been incorporated into larger construction projects such as the Megaprojects in Northern Virginia as well as transit construction projects such as the Silver Line Phase II.

The FY 2018 Commuter Connections program elements are classified as follows:

<b>REGIONAL PROGRAMS</b>	<b>JURISDICTIONAL PROGRAMS</b>
Commuter Operations Center	Employer Outreach*
Guaranteed Ride Home	GRH Baltimore
Marketing	
Monitoring and Evaluation	

*\*Includes both a Regional and Jurisdictional Component*

The CCWP was re-structured and streamlined in FY 2006 to clarify and simplify funding responsibilities. The FY 2018 CCWP continues this effort aimed at streamlining the administration and oversight processes for the program. Commuter Connections has expanded incrementally since its inception in 1974 as the Commuter Club, with different program elements having different jurisdictional participation and funding shares. As the program became more complex, it became increasingly difficult to track how much each state funding agency was participating in and paying for each program element. Therefore, a funding formula was devised. Table 1 in this document shows the budget and work program expenditures for FY 2018 for each work activity. Table 2 shows the total FY2018 funding shares each of the state funding agencies will be contributing to the program for each of the program elements. Each of the project areas in the work program also show the overall cost estimate as well as associated consultant costs and any substantive direct costs.

## Planning Process Requirements

The TPB is required by federal regulations to approve a congestion management process which includes travel demand management as part of the metropolitan transportation plan. Commuter Connections constitutes the major demand management component of the congestion management process to be approved by the TPB. Commuter Connections also provides transportation emission reduction measure benefits for inclusion in the air quality conformity determination, which must be approved by the TPB as part of the annual update of the Constrained Long Range Plan and Transportation Improvement Program. In addition, Commuter Connections programs may be needed to meet future Climate Change and Green House Gas emission targets that may be set for the transportation sector in the region.

## Description of Commuter Connections Committees

The increasing complexity of the program prompted the creation of a working group to provide administrative and programmatic oversight of the core program cost elements. A Master Agreement was signed in FY 2011 between COG and the state funding agencies for the support of the Commuter Connections TDM program in the Washington metropolitan region. The agreement will continue to be reviewed and updated as needed during FY 2018. COG and the state funding agencies have an established working group; the State TDM (STD) Work Group, which meets monthly (except for the month of August) and consists of representatives of the state transportation funding agencies in the District of Columbia, Maryland and Virginia. The State TDM Work Group helps to define the program content and budget for each fiscal year and helps to develop a detailed annual Work Program in collaboration with COG/TPB staff and the Commuter Connections Subcommittee. The draft work program is reviewed by program stakeholders and the Commuter Connections Subcommittee. The final Work Program is reviewed by the TPB Technical Committee and approved by the TPB. Program developments and/or significant changes to the CCWP made by the State TDM Work Group will be reviewed with the TPB's Technical Committee and in some cases the TPB's Steering Committee in the event the items or information will be presented to the TPB.

The State TDM Work Group also review's all RFP's and RFQ's as part of the work program and will identify selection committee members for individual contract solicitations. The State TDM Work Group will review and approve all CCWP work products with input from the Commuter Connections Subcommittee. Upon request, COG/TPB staff can provide additional details for projects being implemented under each program area.

As shown in Figure 2 on Page 9, the Commuter Connections Subcommittee will continue to provide overall technical review of the regional program elements in this Work Program and meet every other month. The Subcommittee will also review, provide comments, and endorse reports and other products for release. The Bike To Work Day Steering Committee will meet every other month from September to May to organize the regional Bike To Work Day event. The Car Free Day Steering Committee will meet every other month from March until September to organize the regional Car Free Day event. The Commuter Connections Ridematching Committee will continue to meet quarterly on technical issues regarding the regional TDM software system. The TDM

Evaluation Group will meet as needed to provide direction and review of the regional TDM evaluation project. The Employer Outreach Committee will meet quarterly to review and discuss Employer Outreach efforts. The Regional TDM Marketing Group will also meet quarterly to provide input and coordination of regional TDM advertising and marketing efforts. Oversight for jurisdictional program elements will be provided by the states and agencies that are funding them.

Specialized project work groups will continue to meet as needed to address particular implementation issues, such as the development of regional TDM marketing campaigns and the Employer Recognition Awards. A Strategic Plan was adopted in November 2007 and has been updated annually and most recently in January 2016 that serves as a framework regarding the roles and responsibilities of the Commuter Connections stakeholders. The Strategic Plan can be accessed at [www.commuterconnections.org](http://www.commuterconnections.org) under the 'About Us' Publications link and includes a mission statement, definition of Commuter Connections, overall program and operating objectives, network responsibilities for each program area that include objectives and acceptable performance levels, a committee structure, sample meeting calendar, and internal and external report deliverables.

### Key Elements and Highlights

The key elements and highlights of the FY 2018 Commuter Connections Work Program are summarized as follows:

- The Commuter Operations Center will provide ridematching services to commuters through a central toll free number "1-800-745-RIDE" and [www.commuterconnections.org](http://www.commuterconnections.org) web site, and support to commuter assistance programs operated by local jurisdiction, transportation management associations, and employer-based commuter assistance programs.
- Guaranteed Ride Home (GRH) will provide users of alternative commute modes up to four free rides home per year in a taxi or rental car or by Metrorail in the event of an unexpected personal or family emergency or unscheduled overtime.
- Marketing will provide frequent regional promotion of alternative commute options, including; car/vanpooling, teleworking, mass transit, bicycling, walking; and support programs such as Guaranteed Ride Home, the Commuter Connections network ridematching services and Bike to Work Day. The Marketing program aims to raise awareness of alternative commute options, and support the Commuter Connections network in persuading commuters to switch to alternative commute modes from the use of single-occupant vehicles, and persuading commuters currently using alternative commute modes to continue to use those modes. The 'Pool Rewards incentive program provides a cash incentive to new carpoolers and vanpoolers. Commuter Connections will coordinate the region's Car-Free Day event as part of World Car Free Day. The Car-Free Day event will encourage commuters and the general population to leave their cars home or to use alternative forms of transportation such as carpools, vanpools, public transit, bicycles, or walking.

- Monitoring and Evaluation provides data collection and analysis activities as well as program tracking and monitoring reports for each program area. The 2016 State of the Commute general public report will be printed and distributed, the FY2015 – 2017 TERM Analysis Report will be finalized and distributed, and the FY 2018 Placement Rate Survey will be conducted and a report will be issued. Monitoring and evaluation activities are used extensively to determine the program’s effectiveness. Evaluation results have been used in the past to make program adjustments; for example, the ‘Pool Rewards program was expanded to include vanpools and the budget for the carpool incentive was revised to match demand, the Telework program was streamlined due to increased participation by the private sector; changes have been made to the Guaranteed Ride Home program guidelines based on participant survey feedback; and target marketing for GRH was re-introduced in the region after it was found that there was a dramatic drop in registrations when the marketing for this measure was streamlined into the mass marketing program.
- Employer Outreach will support outreach and marketing to the region’s employers to implement new or expanded employer-based alternative commute modes and incentives such as transit and vanpool benefits, telework, preferential parking for carpools and vanpools, carpool and vanpool formation, flexible work schedules, and bicycling amenities. The outreach program also encourages employees’ use of alternative commute modes such as ridesharing, transit, telework, bicycling, and walking. The outreach program also provides assistance to employers to hold bicycling seminars for employees, maintaining an up-to-date regional Bicycling Guide, providing information on workforce housing programs to promote “Live Near Your Work,” and offering car-sharing and bike-sharing information to lower employers’ fleet management costs. Resources will also be provided to employers on the benefits of teleworking and assist them in starting or expanding telework programs.
- GRH Baltimore will provide users of alternative commute modes in the Baltimore metropolitan region and St. Mary’s County up to four free rides home per year in a taxi or rental car in the event of an unexpected personal or family emergency or unscheduled overtime. Additionally, a transportation and emissions analysis of the results from the 2016 GRH Baltimore region and St. Mary’s County Applicant Survey will be conducted in FY 2018. Marketing and advertising activities will continue to be developed and implemented in the Baltimore region.

Figure 1 of this document illustrates that the Commuter Connections service area is much larger than the Washington 8-hour ozone nonattainment area for workers eligible for the GRH program and larger still for workers who can access the Commuter Connections ridematching services. The total Commuter Connections service area has approximately 10 million residents.

## **Program Background**

Commuter Connections is a continuing commuter assistance program for the Washington region which encourages commuters to use alternatives to driving alone in a private automobile, including ridesharing, transit, telecommuting, bicycling, and walking. The program has evolved and expanded over the past four decades following its inception in 1974 as the Commuter Club.



In the mid-1980s, in an effort to better share regional ridesharing information the Commuter Club was expanded into the Ride Finders Network, which included Alexandria, Fairfax County, Montgomery County, Prince William County and the Northern Virginia Transportation Commission. By 1996, after steady growth in both size and strength, the Ride Finders Network became Commuter Connections, the commuter transportation network serving the Washington metropolitan region, encompassing twelve counties, four cities, and eight federal agencies. The Commuter Operations Center component of the current Commuter Connections Program represents the evolution of the earlier Commuter Club and Ride Finders Network programs.

In the mid-1990s, several new elements were added to the Commuter Connections Program as Transportation Emissions Reduction Measures (TERMs) to help meet regional air quality conformity requirements. All of these measures were designed to produce specific reductions in Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NOx) by reducing vehicle trips and vehicle miles of travel associated with commuting. The measures were developed by the Travel Management Subcommittee of the TPB Technical Committee, and adopted into the regional Transportation Improvement Program (TIP) by the Transportation Planning Board (TPB). These measures were funded jointly by the District of Columbia, Maryland, and Virginia Departments of Transportation, with some variation in funding shares for the different measures.

<u>Measure</u>	<u>Date Implemented</u>
Commuter Operations Center	1974
Metropolitan Washington	
Telework Resource Center	1996
Integrated Ridesharing	1996
Employer Outreach	1997
Guaranteed Ride Home	1997
Employer Outreach for Bicycling	1998
Mass Marketing of Alternative	
Commute Options	2003
GRH Baltimore	2010

As the program elements shown above were implemented, their performance was evaluated over time. In FY 2006, the measures were revised to focus resources on the most effective program components. The total daily impacts of the Commuter Connections program were calculated in FY 2014 to be:

	<u>Daily Impacts</u>
VT Reductions:	132,000
VMT Reductions:	2,500,000
NOx Reductions (Tons):	1.0
VOC Reductions (Tons):	0.5
	<u>Annual Impacts</u>
PM 2.5 Reductions (Tons)	12
PM 2.5 Precursor NOx	
Reductions (Tons)	280
CO2 Reductions (Tons)	262,000

Extensive monitoring and evaluation have been carried out for the Commuter Connections

Program over the past several years, and comprehensive data sets are available for reviewing the performance of individual program elements and identifying areas for both strengthening the performance of the program and streamlining the oversight and management procedures. The Program has been shown through the FY 2012 – 2014 TERM Analysis Report to be a highly cost-effective way to reduce vehicle trips (VT), vehicle miles of travel (VMT), and vehicle emissions associated with commuting. The following overall cost-effectiveness measures for the Commuter Connections Program are based on the results of the FY 2012 – 2014 TERM Analysis Report that was released on November 18, 2014:

**Daily Impacts**

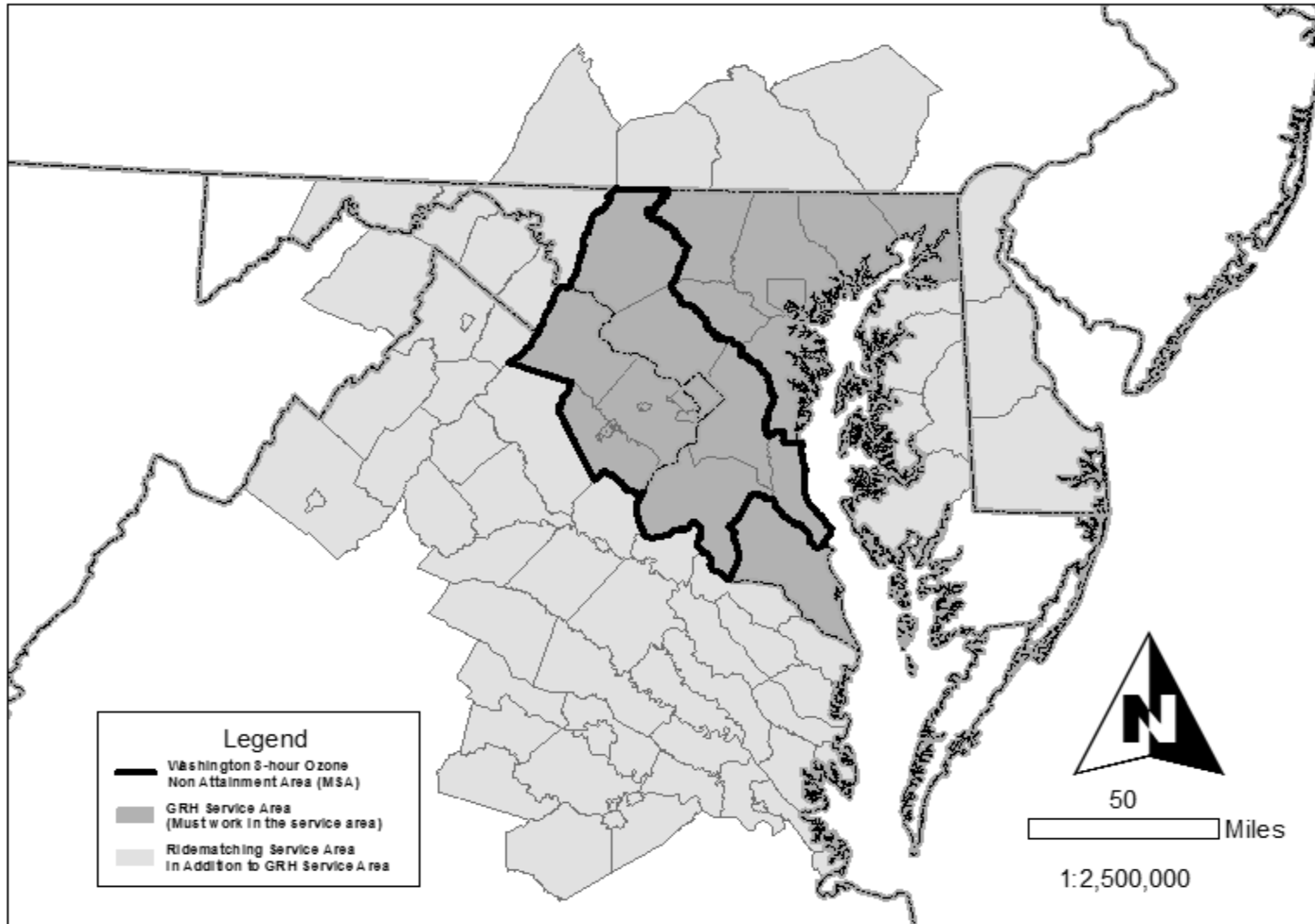
Cost per VT reduced:	\$0.16
Cost per VMT reduced:	\$0.01
Cost per ton of NOx reduced:	\$20,000
Cost per ton of VOC reduced:	\$41,000

**Annual Impacts**

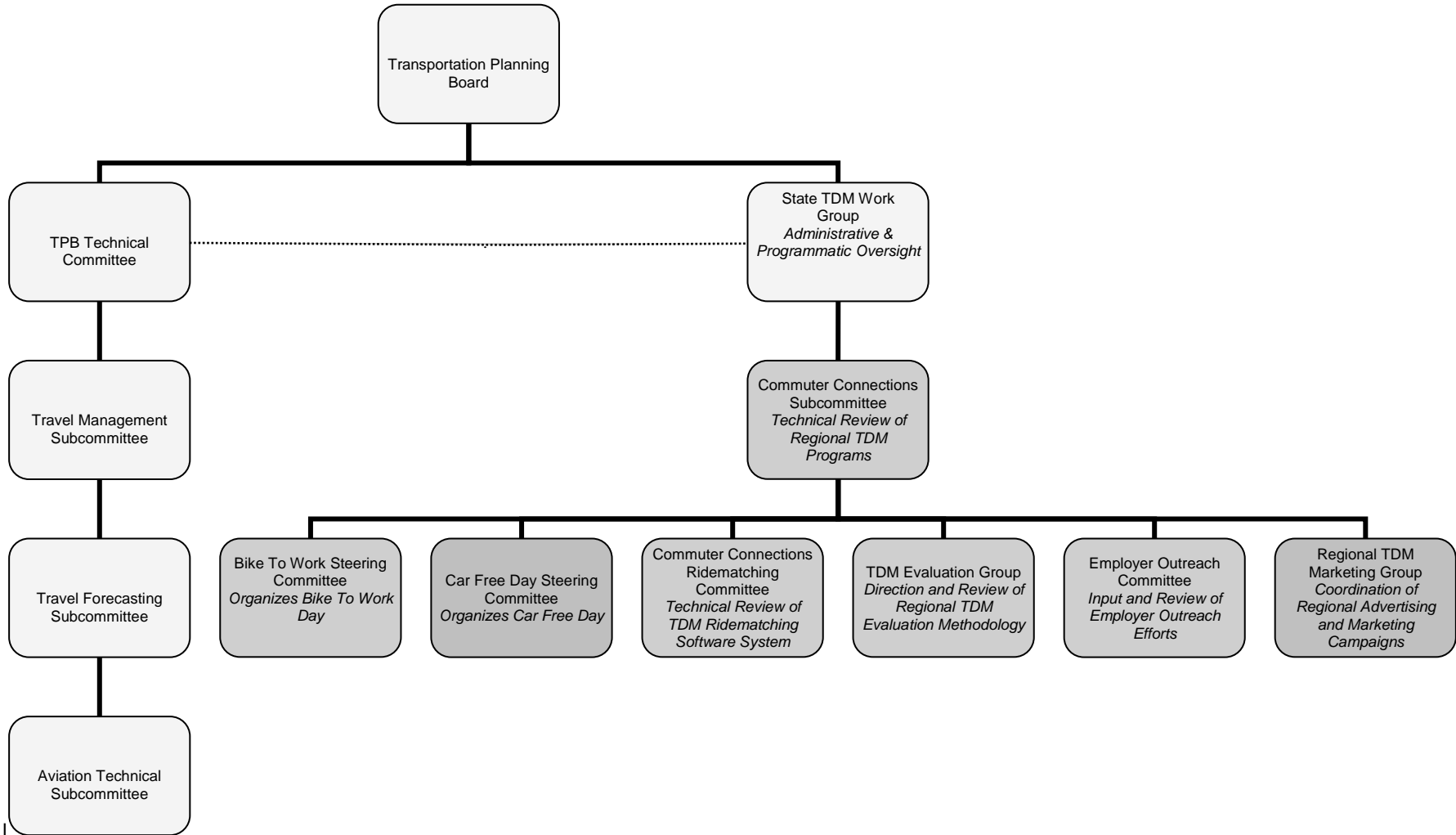
Cost Per ton of PM 2.5 Reduced	\$461,000
Cost per ton of PM 2.5 Precursor	
NOx Reduced	\$ 19,000
Cost per ton of CO2 Reduced	\$ 21

The Commuter Connections Program is generally regarded as among the most effective commuter assistance programs in the nation in terms of reductions effected in vehicle trips and vehicle miles of travel. Existing data collected on Commuter Connections program performance has been used to refine and enhance the program and to streamline procedures for program oversight and administration.

Figure 1: Geographic Areas Serviced by Commuter Connections



**FIGURE 2: COMMUTER CONNECTIONS STRUCTURE**



**Table 1  
FY 2018 COMMUTER CONNECTIONS BUDGET AND WORK PROGRAM EXPENDITURES**

<b>WORK ACTIVITY</b>	<b>DIRECT SALARIES STAFF</b>	<b>MGMT &amp; ADMIN 24.60%</b>	<b>LEAVE BENEFITS 19.57%</b>	<b>FRINGE BENEFITS 25.80%</b>	<b>INDIRECT COSTS 34.16 %</b>	<b>DATA &amp; PC COSTS</b>	<b>CONTRACT SERVICES</b>	<b>DIRECT COSTS</b>	<b>TOTAL</b>
<b>Commuter Operations Center</b>	\$164,439	\$40,452	\$40,097	\$63,207	\$105,279	\$85,993	\$70,000	\$14,783	\$584,250
<b>Guaranteed Ride Home</b>	\$138,460	\$34,061	\$33,762	\$53,221	\$88,647	\$2,000	\$155,000	\$285,807	\$790,958
<b>Marketing</b>	\$251,064	\$61,762	\$60,046	\$94,653	\$159,706	\$1,850	\$695,000	\$1,775,223	\$3,099,304
<b>Monitoring and Evaluation</b>	\$151,703	\$37,319	\$36,992	\$58,312	\$97,126	\$1,000	\$95,000	\$12,548	\$490,000
<b>Employer Outreach</b>	\$61,690	\$15,176	\$15,043	\$23,712	\$39,496	\$8,424	\$0	\$532,979	\$696,520
<b>GRH Baltimore</b>	\$20,531	\$5,051	\$5,006	\$7,892	\$13,145	\$0	\$43,750	\$104,625	\$200,000
<b>TOTAL</b>	<b>\$787,887</b>	<b>\$193,821</b>	<b>\$190,946</b>	<b>\$300,997</b>	<b>\$503,399</b>	<b>\$99,267</b>	<b>\$1,058,750</b>	<b>\$2,725,965</b>	<b>\$5,861,032</b>

**Table 2  
 COMMUTER CONNECTIONS FISCAL YEAR 2018 BUDGET  
 BY STATE FUNDING AGENCY AND PROGRAM ELEMENT**

FUNDS SOURCE	Commuter Operations Center	Guaranteed Ride Home	Marketing	Monitoring & Evaluation	Employer Outreach*	GRH Baltimore	TOTALS
District of Columbia	\$60,776	\$92,542	\$357,368	\$57,330	\$17,517	\$0	\$585,533
State of Maryland	\$233,233	\$355,140	\$1,371,439	\$220,010	\$609,063	\$200,000	\$2,988,885
Commonwealth of Virginia	\$225,441	\$343,276	\$1,370,497	\$212,660	\$69,940	\$0	\$2,221,814
Other**	\$64,800						\$64,800
<b>TOTAL</b>	<b>\$584,250</b>	<b>\$790,958</b>	<b>\$3,099,304</b>	<b>\$490,000</b>	<b>\$696,520</b>	<b>\$200,000</b>	<b>\$5,861,032</b>

*\* Virginia and the District of Columbia have allocated \$935,591 dollars to local jurisdictions and contractors to implement the TERM. DC has allocated \$270,069 and Virginia has allocated \$665,522.*

*\*\*Software User Fees*

## Detailed Task Descriptions and Cost Estimates for the FY 2018 Commuter Connections Work Program

### I. COMMUTER OPERATIONS CENTER

The Commuter Operations Center has been in existence since 1974 and provides local jurisdictions, Transportation Management Associations (TMAs), and federal government agencies a centralized database for commuting information. As part of the overall program, COG/TPB staff provides the following services:

- Ridematching coordination, training and technical assistance to local agencies;
- transportation information services to the general public;
- maintenance of the regional commuter database system hardware and software programming code; and
- data updates to software system.

The program is comprised the four project areas listed below. The total annual budget for the Commuter Operations Center regional program is \$584,250.

#### A. RIDEMATCHING COORDINATION, TECHNICAL ASSISTANCE AND ADMINISTRATIVE SUPPORT

Each month, COG receives several hundred applications for ridematching and transit information. More than 90% of these applications are received through the Commuter Connections Web site. COG/TPB staff reviews and processes all applications received through its web site. Matchlists for carpool and vanpool information are sent daily by mail or email (depending on the applicant's preference). Each local Commuter Connections network member has access to the regional TDM on-line system and is notified through a customized queue when a commuter application has been entered through the Commuter Connections web site from a commuter living in that network member's jurisdiction or in some cases; depending on the network member, it may be a commuter working in their service area. The queue serves as notification that the network member staff should take ownership of the record and follow up with the commuter to provide additional assistance, as needed. Applications received at COG through the mail or fax are forwarded to the network member serving the applicant's home jurisdiction or work jurisdiction for entry into the rideshare database.

The following local jurisdictions, transportation agencies, transportation management associations, and federal government agencies deliver ridematching and commuter assistance services through the Commuter Connections network to their residents and/or workers:

District of Columbia	Maryland	Virginia
COG/TPB	Anne Arundel County	City of Alexandria

<b>District of Columbia</b>	<b>Maryland</b>	<b>Virginia</b>
	Baltimore City	Arlington County-COG/TPB
	Baltimore Metropolitan Council	Army National Guard Readiness Center
	Bethesda Transportation Solutions	Dulles Area Transportation Association
	Food and Drug Administration	Fairfax County
	Frederick County	George Washington Regional Commission
	Harford County	Loudoun County
	Howard County	Northern Neck Planning District Commission
	Maryland Transit Administration	Northern Shenandoah Regional Valley Commission
	Montgomery County	Potomac and Rappahannock Regional Commission
	National Institutes of Health	Rappahannock – Rapidan Regional Commission
	North Bethesda Transportation Center	
	Prince George's County	
	Tri-County Council for Southern Maryland	

COG/TPB staff administers ridematching services on behalf of the District of Columbia and Arlington County. The local jurisdiction commuter assistance programs listed in Maryland and Virginia receive separate grants from the Maryland Transit Administration and the Virginia Department of Rail and Public Transportation to provide local services and to help support regional TDM program activities.

The Commuter Connections web-based TDM system includes ridematching databases from one commuter assistance program in southern Virginia and the entire state of Delaware and were incorporated into the TDM system's database to provide improved commuter ridematching through a single database for Virginia, Maryland and the District. These programs are: RideShare (serving the Charlottesville region) and Rideshare Delaware (serving the state of Delaware). The staffs from these programs and the commuters they serve have access to the TDM system for matching in carpools and vanpools and have customized access to other modules in the system such as SchoolPool and Guaranteed Ride Home. COG/TPB staff provides technical assistance to these three programs.



During FY 2018, COG/TPB staff will continue to provide technical support and training to Commuter Connections network member agencies for the regional Commuter Connections TDM software system. Staff will continue to review and distribute ridematching applications received from employers and the general public. Matchlist and renewal notice generation and distribution services will also be provided through COG. COG/TPB staff will produce network member technical assistance reports from the Commuter Connections TDM system, and provide staff support and coordination to the Commuter Connections State TDM Work Group, the Commuter Connections Subcommittee, the Commuter Connections Ridematching Committee, and to the Federal ETC Advisory Group. COG/TPB staff will also fulfill daily network member data requests. Federal Agency Employee Transportation Coordinator training will be coordinated and in some instances given by COG/TPB staff. Staff will also produce an annual Commuter Connections Work Program for FY 2019. The CCWP Master Agreement between COG and the state funding agencies will continue to be reviewed as needed.

COG/TPB staff will also continue work to expand the regional SchoolPool program so that more schools, safe routes to school coordinators and jurisdictions use the service, maintain the special events ridematching software module, and monitor the trip tracking software module and expand the use of the Commuter Challenge module.

**Cost Estimate:** \$151,965

**Products:** Database documentation of specific technical actions implemented. *(COG/TPB staff)*

Documentation of Subcommittee and Ridematching Committee meetings. *(COG/TPB staff)*

Documentation of daily technical client member support given through COG's Help Desk. *(COG/TPB staff)*

Daily matchlist generation and distribution. *(COG/TPB staff)*

TDM Web Based System Training Manual updates, as needed. *(COG/TPB staff)*

Monthly commuter renewal notices as part of the purge process. *(COG/TPB staff)*

Review and update existing Emergency Management Continuity of Operations Plan for Commuter Connections program services. *(COG/TPB staff)*

Transportation Demand Management Resources Directory update twice yearly. *(COG/TPB staff)*

Federal ETC Web site updates. *(COG/TPB staff)*

FY 2019 Commuter Connections Work Program. *(COG/TPB staff)*

**Services:**

Software client Member Help Desk technical support. *(COG/TPB staff)*

Software and customer service training, as needed. *(COG/TPB staff)*

Federal agency ETC training and support to the Federal ETC Advisory Group. *(COG/TPB staff)*

Staff the Commuter Connections Subcommittee, Ridematching Committee, and STDM Work Group *(COG/TPB Staff)*

Work with state funding agencies to review and update CCWP Master Agreement *(COG/TPB staff in conjunction with State Funding Agencies)*

**Schedule:**

July 1, 2017 - June 30, 2018

**Oversight:**

Ridematching Committee

- Communicate Technical Support Issues
- Share knowledge and experience on “Hot Topic” Issues
- Provide input and feedback on Software Technical Policies (i.e. purge process, Help Desk)
- Provide requests for software training

Commuter Connections Subcommittee

- Provide input and comments to FY 2019 CCWP
- Provide input and feedback on all programs and projects in CCWP

STDM Work Group

- Provide input and comments to FY 2019 CCWP

- Provide input, feedback and approval on all programs and projects in CCWP
- Review and provides updates, if needed, to CCWP Master Agreement

**B. TRANSPORTATION INFORMATION SERVICES**

COG has provided transportation information services for 40 years in the Washington Metropolitan region. The Commuter Operations Center provides basic carpool/vanpool, transit, telecommuting, bicycling, and walking information. Specialized transportation information is also provided in support of Bike to Work Day, Car Free Day, Air Quality Action Days, SchoolPool, Special Events, Commuter Challenge, Bulletin Board and other regional commuter service programs.

COG staffs the regional commute information telephone number 1-800-745-RIDE. Calls received at COG are transferred to the local Commuter Connections network member site (based on jurisdiction of residence or in some cases work location of the caller) where applicable. COG/TPB staff provides transportation information services to those commuters who cannot be assigned to a client member site, including residents of the District of Columbia and Arlington County, Virginia. COG receives several hundred calls per week through the 800 number. COG staff also responds to daily requests and questions received by email.

During FY 2018, COG/TPB staff will continue to provide traveler information on alternatives to driving alone to the general public by telephone, Web site, electronically, and through printed information. Staff will continue processing applications from the general public and/or from Commuter Connections network members who request the service on a permanent or temporary basis based on information requests received. COG/TPB staff will answer the regional "800" telephone line, TDD line, and respond to e-mails on information requests from the Commuter Connections TDM system web service.

**Cost Estimate:** \$92,407

**Products:** Provide commuter traveler information on alternatives to driving alone to the general public through the Web site, electronically, or through printed information.  
*(COG/TPB staff)*

**Services:** Provide commuter traveler information on alternatives to driving alone to the general public by telephone.  
*(COG/TPB staff)*

Process applications from the general public.  
*(COG/TPB staff)*

Answer and respond to commuter calls from the regional "800" Commuter Connections line and COG TDD line. (COG/TPB staff)

Respond to commuter e-mails from the Commuter Connections TDM Web service. (COG/TPB staff)

Provide general public customer service. (COG/TPB staff)

**Schedule:** July 1, 2017 - June 30, 2018

**Oversight:** Ridematching Committee

- Provide input and feedback to information services policies and procedures.

C. TRANSPORTATION INFORMATION SOFTWARE, HARDWARE, AND DATABASE MAINTENANCE

The regional Transportation Demand Management (TDM) software system is provided as a regional database resource with secure online access to nearly 30 commuter assistance programs that include local rideshare agencies, Transportation Management Associations, and federal government agencies. The commuter assistance programs use the TDM software system to service their local commuters' transportation needs for alternative commuting information.

This project includes the daily routine monitoring and maintenance of the TDM software system as well as the hosting of the on-line system through COG's data center as well as all mobile applications. Tasks include: daily backup of the TDM database, maintenance of the TDM Web system servers, contingency management services, Windows support to TDM Oracle database and to virtual web servers, oracle database administration and support, documentation of system and system changes, Storage Area Network (SAN) connectivity and maintenance, and the maintenance and replacement of hardware as needed.

This project will also include ongoing software code upgrades to the Web-based TDM system and associated mobile applications. Changes made to the software code will be reflected in a responsive web design format in order to be displayed on smart phone devices such as Android, Blackberry, and iPhone. Access to specific system modules will be provided through mobile applications such as CarpoolNow.

<b>Cost Estimate:</b>	\$279,091
<b>Consultant Costs as Part of Estimate:</b>	\$ 70,000
<i>(Maintenance Contracts/Software)</i>	

**Services:** Provide daily routine monitoring and maintenance of the TDM system and database for approximately 30 commuter assistance programs. *(COG/TPB staff)*

Maintain and update TDM system servers, software programming code, mobile applications, and web hosting. *(COG/TPB staff in consultation with contractor).*

**Schedule:** July 1, 2017- June 30, 2018

**Oversight:** Ridematching Committee

- Provide input and feedback to TDM system maintenance policies.
- Provide recommendations for TDM Web based system software code upgrades.

#### D. COMMUTER INFORMATION SYSTEM

The Commuter Information System project provides the TDM system with a GIS based information system that includes transit stop data, telework center locations, park and ride lot locations, and bicycling information as part of the ridematching functionality.

During FY 2018, COG/TPB staff will continue integration activities of new transit, telework center, park and ride lot, and bicycle route data into the TDM system server. Staff will also continue to obtain updated transit data, street centerline information and park-and-ride lot data from local jurisdictions and transit properties and reformat this data as necessary to the proper GIS format for use on the regional TDM system. Updates to the park-and-ride and telework center datasets for use on the TDM system will continue as will updates to the interactive GIS-based Web site application to include updated local and regional information for 11,000 plus transit, telework center, park-and-ride lots, and bicycle lanes/paths records. The bicycle routing module will also be updated to reflect any new and/or expanded bicycle paths and/or trails.

**Cost Estimate:** \$60,787

**Services:** Update local and regional information for transit, telework center locations, park and ride lots, and bicycle route information which will be used in the TDM Web system. *(COG/TPB staff)*

**Schedule:** July 1, 2017 - June 30, 2018

**Oversight:** Ridematching Committee

- Provide input into data source updates for TDM web based system.

## **II. REGIONAL GUARANTEED RIDE HOME PROGRAM**

The regional Guaranteed Ride Home (GRH) program eliminates a major barrier to using transit, carpooling, vanpooling, bicycling or walking to work. Studies have shown that a commuter's fear of being "stranded" at work if they or a family member become ill, or if they must work unexpected overtime, is one of the most compelling reasons commuters do not rideshare or use transit to travel to work. The regional GRH program eliminates this barrier by providing a free ride home in the event of an unexpected personal emergency or unscheduled overtime. The GRH program's free ride home is offered only to commuters that carpool, vanpool, use transit, bicycle, or walk to work at least two days per work week. As a result of the GRH program, some single occupant vehicle drivers will switch to a ridesharing or transit commuting alternative, and current ridesharing and transit users will increase the usage of these alternative commute modes. The GRH program is an insurance program for those commuters who do not drive alone to their worksite.

The Guaranteed Ride Home program is a regional program and consists of the project area previously outlined in Figure 1. The annual budget for the Guaranteed Ride Home program for the two project areas outlined below is \$790,958.

### **A. GENERAL OPERATIONS AND MAINTENANCE**

COG/TPB staff processes all GRH applications received through the Commuter Connections web-based TDM software system, or by mail or fax. Using the web based TDM system, COG/TPB staff registers qualifying applicants, produces GRH registration ID cards, and sends ID card and participation guidelines to new registrants. Commuters can obtain information about the GRH program and complete an application on the Commuter Connections Web site, [www.commuterconnections.org](http://www.commuterconnections.org). Commuters may also call COG's Commuter Connections 800 telephone number, 1-800-745-RIDE, to ask questions about the GRH program and/or request information and an application. The 800 number is equipped with a menu so that callers can choose the menu item that best fits their needs. All GRH questions and requests for information and applications are taken by COG/TPB staff.

COG/TPB staff also mails GRH applications to GRH users who have used the GRH program without formally registering. GRH guidelines permit a commuter to use the GRH service one time as a "one-time exception" before they register. Also, COG/TPB staff mails transit vouchers to GRH users who used transit as part of their GRH trip. All vouchers and invoices from transportation service providers are processed by COG/TPB staff.

In the event the commuter has not supplied an e-mail address, COG/TPB staff mails a re-registration notice to commuters who could not be contacted by telephone. The notice contains an application which the commuter can complete and send to COG to re-register. The commuter can also call Commuter Connections or visit the Commuter Connections Web site to re-register.

During FY 2018, staff will assist the Commuter Connections Subcommittee in reviewing the GRH participation guidelines for any recommended changes. These recommendations will be presented to the Commuter Connections Subcommittee for their final review and approval. In the past, recommendations have been made to modify and add participation guidelines to better convey the GRH trip authorization, GRH re-registration, and one-time exception rules and restrictions.

COG/TPB staff will continue to respond to the general public and to GRH applicants for registrations and re-registrations to the program. Registered commuters will be notified when their GRH registration is about to expire. Staff will continue to prepare and send new and re-registration GRH ID cards, registration letters, and participation guidelines on a weekly basis. Staff will also continue to monitor and maintain the GRH applicant database and server. COG/TPB staff will continue to update and maintain program participation guidelines.

**Cost Estimate:** \$240,667

**Direct Costs (Telephone, Copies, etc) as Part of Estimate: \$16,620**

**Products:** GRH new and re-registration ID cards and registration letters  
(COG/TPB staff)

GRH Program participation guidelines. (COG/TPB staff)

**Services:** Process application requests from the general public for registration and re-registration to the program. (COG/TPB staff)

Notify commuters when registration is about to expire.  
(COG/TPB staff)

Monitor and update GRH applicant database. (COG/TPB staff)

**Schedule:** July 1, 2017 - June 30, 2018

**Oversight:** Commuter Connections Subcommittee

- Provide input and feedback on GRH program participation guidelines and policies.

**B. PROCESS TRIP REQUESTS AND PROVIDE TRIPS**

GRH transportation service is provided by several taxi companies, a rental car company, Metrorail, and a paratransit company, all under contract with COG. Commuters make their GRH trip request through a menu option provided on COG's Commuter Connections 800 telephone number. This menu option transfers calls for GRH trips directly to an operations contractor. This contractor reviews and assesses the trip request and approves or denies the request based on the GRH Participation Guidelines. The contractor then arranges the approved trips with the appropriate transportation providers. If a trip request is denied, the commuter is offered an arranged trip at their own expense.

During FY 2018, COG/TPB staff will continue management and monitoring of contract services for day-to-day operations services. Day to day operations include confirming ride request eligibility; dispatching rides through the ten ride service providers; tracking ride requests in the GRH database; and processing invoices for payment for ride service providers, the daily operations contractor and for the general public for transit vouchers.

Customer service training will be provided to all Guaranteed Ride Home call center agents as needed.

**Cost Estimate:** \$550,291

***Consultant/Contractor Costs as Part of Estimate:***

<i>(Daily Operations)</i>	\$155,000
<i>(Cab and Car Rental Companies)</i>	\$267,687

**Services:** Process GRH trip requests, approve/deny requests, and arrange rides. *(Daily Operations Contractor)*

Management and monitoring of contract services for day-to-day operations and ten cab and car rental ride service providers. This includes processing invoices for payment for contractors and for the general public for transit vouchers. *(COG/TPB staff)*

Customer service training for GRH call center agents. *(COG/TPB Staff and contractor)*

Provide GRH Rides *(Cab and Car Rental Companies)*

**Schedule:** July 1, 2017 - June 30, 2018

**Oversight:** Commuter Connections Subcommittee

- Provide input and feedback on GRH program operations.



### III. MARKETING

The Marketing program delivers a “brand promise” for Commuter Connections as an umbrella solution for commuters seeking alternative commuting options within the region through regional marketing campaigns and special events and initiatives. The use of media and other forms of communication at high reach and frequency levels are used to communicate the benefits of alternative commute methods to Single Occupant Vehicle (SOV) commuters most likely to shift to non-SOV travel.

Marketing is a regional program and consists of five project areas listed below. The total annual project cost for the program tasks is \$3,099,304.

#### A. TDM MARKETING AND ADVERTISING

Regional TDM marketing campaigns aim to encourage both current SOV and non-SOV populations to either start or to continue using alternative transportation modes for commuting. Regional TDM marketing campaigns complement other on-going Commuter Connections program services that have been implemented in the region by increasing their overall efficiency and effectiveness.

Commuter Connections regional marketing campaigns may include, but are not limited in the use of direct mail to households and employers, radio, television, web site, social media advertisements and banner ads, phone book advertising, keyword search engine sponsorships, bus and rail advertising, and special event advertising. COG/TPB staff and its network members may also participate in promotions at employment sites and special events.

The overall objective of the project will be to continue to brand Commuter Connections and to meet the Mass Marketing TERM impact goals. A marketing/advertising/public relations contractor will be used to produce and execute the creative, copywriting, and earned media (public relations) plan.

The marketing/advertising/public relations contractor provides expertise to develop the regional marketing campaign. The program builds upon current regional TDM marketing efforts by local, state, and regional agencies to establish a coordinated and continuous year round marketing effort for regional TDM programs. Partnerships between COG and area transit agencies have been established and are maintained to enable the promotion of incentives such as the GRH program to transit riders. COG has also partnered with local jurisdictions to promote various program services through value added media opportunities.

A Marketing Communications Plan and Schedule is issued within the first quarter of the fiscal year that will outline the overall marketing strategy to be used for marketing campaign. Input on this plan will be provided by the state funding agencies and the Regional TDM Marketing Group members. A Marketing Planning Workgroup will then be formed provide input to the detailed creative development of the regional marketing

campaigns.

COG/TPB staff will update and implement a public relations earned media plan and continuously update the SharePoint site for posting marketing and advertising materials for review by the regional Marketing Planning Workgroup members. An outbound email box has also been established at [docomments@mwkog.org](mailto:docomments@mwkog.org) for communications on reports and other work program products that require feedback by Commuter Connections committee groups. COG/TPB staff will maintain the primary Commuter Connections web site and associated social media sites.

A regional commute alternatives newsletter, *Commuter Connections*, will be published quarterly and distributed to several thousand employers. The focus of the newsletter is on federal, state, regional and local information and/or ideas employers can use to either start, expand or maintain employer-based commute benefit programs. In addition, COG/TPB staff works with the General Services Administration to produce a quarterly Employee Transportation Coordinator (ETC) newsletter insertion into the Commuter Connections newsletter, for distribution to more than 100 Federal ETC's.

COG/TPB staff will continue to maintain and update all Commuter Connections collateral materials and Web based information. The regional Resource Guide and Strategic Marketing Plan will also be updated with input from member agencies.

**Cost Estimate:** \$2,466,187

***Consultant/Contractor Costs as Part of Estimate:***

<i>(Advertising and Marketing Contractor)</i>	\$ 505,000
<i>(Media Buy)</i>	\$1,160,892
<i>(Postage/Printing)</i>	\$ 250,000

**Products:**

SharePoint postings for marketing and advertising materials for review by workgroup members and all other Commuter Connections committees. *(COG/TPB staff)*

Earned media plan. *(COG/TPB staff in conjunction with consultant)*

Quarterly employer newsletter and Federal agency Employee Transportation Coordinator newsletter. *(COG/TPB staff in conjunction with consultant)*

Mass Marketing material updates and re-prints. *(COG/TPB staff in conjunction with consultant)*

Commuter Connections Web Site and social media page updates. *(COG/TPB staff in consultation with consultant as needed)*

Creative materials for regional TDM marketing campaigns. *(COG/TPB staff in conjunction with consultant)*

Bus and rail advertising development and placement. *(COG/TPB staff in conjunction with consultant)*

Special event advertising development and placement. *(COG/TPB staff in conjunction with consultant)*

Marketing Communications Plan and schedule. *(COG/TPB staff in conjunction with consultant)*

2017 Strategic Marketing Plan and Resource Guide. *(COG/TPB staff in conjunction with consultant)*

**Services:**

Placement of advertisements including, but not limited to: Web site advertisement through banner ads and social media sites, placement of keyword search engine sponsorships, radio, print, and television, and value-added spots, as needed. *(Consultant)*

Placement of advertisements in printed and electronic telephone directories. *(COG/TPB staff)*

Staff the Regional TDM Marketing Group. *(COG/TPB staff)*

Track the effectiveness of advertising campaigns through call volumes, internet and social media hits. *(COG/TPB staff)*

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

Monitor and adjust the implementation of regional marketing campaigns. *(COG/TPB staff)*

Attend and participate in commuter promotional events and special events, as needed. *(COG/TPB staff)*

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

**Schedule:** July 1, 2017 - June 30, 2018

Marketing Communications Plan and Schedule:  
September 2017

2017 Strategic Marketing Plan and Resource Guide:  
December 2018

**Oversight:** Regional TDM Marketing Group

- Provide input and feedback on marketing plan, collateral materials, and recommendations made by the Marketing Planning Work Group.
- Provide information on current regional TDM marketing efforts by local, state, and regional agencies to establish and coordinate continuous year round marketing for regional TDM.

## B. BIKE TO WORK DAY

A major marketing activity is the annual Bike to Work day event. Participation in this event has grown steadily each year and includes bicyclists from all jurisdictions in the region. This event is co-sponsored by the Washington Area Bicyclists Association (WABA) and is supported by COG/TPB staff, the state funding agencies and local jurisdictions, and individual sponsoring companies and organizations. Some of the costs of the event are off-set by business and interest-group sponsors who receive publicity for their financial support.

Commuter Connections participation in Bike to Work day includes support for the planning and promotion of the event, the maintenance and management of the event web sites, and assistance at the various “pit stops” on the day of the event, development of promotional materials and advertising, and earned media. An “Employer Challenge” is also held which identifies the top five employers with the most registered participants in the event. A drawing is then held with the five employers to select a winner. The winning employers’ registered participants receive a free lunch event sponsored by Commuter Connections.

COG/TPB staff will continue to support and implement a regional Bike To Work Day event and promote the event to employers. This will be accomplished through management and oversight of the event web site, media placements and marketing coordination activities with the marketing/advertising/public relations contractor.

**Cost Estimate:** \$174,990

***Consultant/Contractor Costs as Part of Estimate:***

<i>(Advertising and Marketing Contractor)</i>	\$ 75,000
<i>(Media Buy)</i>	\$ 60,000
<i>(Postage/Printing)</i>	\$ 13,042

**Products:** Earned media plan. *(COG/TPB staff in conjunction with consultant)*

Creative materials for Bike To Work Day Event which may include, but is not limited to logo update, poster, take-away brochure, transit signage, t-shirts, custom banners for each pit stop, radio ad, writing copy for live radio reads, print ad, internet ads, HTML e-mail blasts, and public service announcements. *(COG/TPB staff in conjunction with consultant)*

Regional Proclamation. *(COG/TPB staff)*

**Services:** Coordinate regional pit stops for Bike To Work Day event in May 2018. *(COG/TPB staff)*

Coordination and management of event web site *(COG/TPB staff in conjunction with WABA staff and consultant)*

Design and distribute event collateral materials to employers and the general public. *(COG/TPB staff in conjunction with consultant).*

Placement of advertisements; including, but not limited to: Web site advertisement through banner ads, placement of keyword search engine sponsorships, radio, and print, as needed. Activities include negotiation of value-added media. *(Consultant)*

Bike to Work Day web site and social media page updates *(COG/TPB staff in conjunction with consultant)*

Solicitation of corporate sponsors. *(COG/TPB staff in conjunction with consultant).*

Media outreach and coordination of interviews.  
*(COG/TPB staff in conjunction with consultant)*

Coordination of Employer Challenge. *(COG/TPB staff)*

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

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

Staff regional Bike To Work Day Steering Committee.  
*(COG/TPB staff)*

**Schedule:** July 1, 2017 - June 30, 2018

**Oversight:** Bike To Work Day Steering Committee

- Provide input and feedback on marketing collateral materials, radio advertisements and event logistics.

### C. EMPLOYER RECOGNITION AWARDS

COG/TPB staff will coordinate the annual Commuter Connections Employer Recognition Awards for employers showing commitment towards voluntarily implementing commute alternative programs and telecommuting at their respective worksite(s). COG/TPB staff will also explore additional public relations opportunities for the award winning agencies to be profiled or highlighted. During FY 2009, a review of the program occurred and recommended changes that were adopted were implemented in FY 2010. An Employer Recognition Awards work group will continue to provide input to the collateral material developed for the awards program.

Coordination activities will include developing and distributing an awards nomination packet and soliciting nominations from employers through local jurisdictions, Chambers of Commerce and from the employers themselves. Staff will also work with the marketing contractor to review and classify the award submissions. A selection committee of objective transportation industry professionals will be recruited for the awards selection committee. The selection committee will be chaired by a member of the TPB.

The marketing contractor will work with COG/TPB staff to validate nomination entries and obtain and clarification needed from nominees. The marketing contractor will facilitate the selection committee process and tally the voting ballots for each nominee.

Once the selection committee makes its recommendations, the award winners will be notified and a short video will be produced on each winning category. An awards booklet, giveaway, and short video briefs of each of the award winners will be produced for the awards ceremony. The awards ceremony will be held towards the end of the fiscal year. Staff will coordinate all logistics for the event including, but not limited to: securing speakers, writing remarks, securing event venue, and staffing the event. Additionally, COG's Office of Public Affairs along with the marketing contractor will identify media opportunities to highlight the winners.

**Cost Estimate:** \$112,504

**Consultant/Contractor Costs as Part of Estimate:**

<i>(Advertising and Marketing Contractor)</i>	\$65,000
<i>(Media Buy)</i>	\$ 7,238
<i>(Postage/Printing/Video)</i>	\$22,000

**Products:**

Awards nomination packet. *(COG/TPB staff in conjunction with consultant).*

Awards invitations *(COG/TPB staff in conjunction with consultant).*

Awards Booklet. *(COG/TPB staff in conjunction with consultant).*

Award Trophies. *(COG/TPB staff)*

Giveaway Item. *(COG/TPB staff in conjunction with consultant).*

Video Briefs. *(COG/TPB staff in conjunction with consultant).*

Event Photos. *(Consultant)*

Print Ad. *(Consultant in conjunction with COG/TPB staff)*

**Services:**

Coordinate award submissions with local jurisdictions. *(COG/TPB staff)*

Coordinate logistics for awards selection committee. *(COG/TPB staff in conjunction with consultant)*

Facilitate selection committee meeting *(Consultant)*

Identify and coordinate earned media opportunities.  
(COG/TPB staff in conjunction with consultant)

Placement of print ad. (Consultant)

Process media placement invoices. (COG/TPB staff)

Coordinate event logistics including recruitment of speakers, writing speaker remarks, securing event venue, and staffing the event. (COG/TPB staff)

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

**Schedule:** July 1, 2017 - June 30, 2018

**Oversight:** Commuter Connections Subcommittee

- Provide input and feedback on project and recommendations made by Employer Recognition Awards work group.

#### 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 \$100 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)
	\$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 participation guidelines as needed (COG/TPB staff)

Design and distribute collateral materials for distribution to employers and the general public (COG/TPB staff)

**Schedule:** July 1, 2017 - June 30, 2018

**Oversight:** Commuter Connections Subcommittee

- Provide input and feedback on project recommendations for program continuation and/or expansion.

#### E. CAR-FREE DAY

During FY 2018, COG/TPB staff will coordinate with local jurisdictions to implement the regional Car Free Day campaign that will encourage residents to leave their cars behind or to take alternative forms of transportation such as public transit, carpools, vanpools, telework, bicycling or walking.

Car Free Day was first held in FY 2009. In FY 2012, evaluation results showed that there were over 11,700 individuals that pledged to go "car-free" for this event, a 70% increase over the previous year. In addition, there were approximately 5,500 vehicle trips reduced and 272,000 vehicle miles of travel reduced as a result of participation in this event. During FY 2013, the event was held on a Saturday and the participation rate was about half of that in FY 2012 (6,572 pledges). In FY 2014, the event date fell on a Sunday; however, the region expanded the event to Car Free Days to include Friday and Saturday; and the participation rate fell sharply to 4,168. In FY 2015, pledges climbed back up to 4,656, a 13% increase over FY 2014. In FY 2016, pledges fell back to 3,442 due to a number of factors including a papal visit that commenced in the afternoon of Car Free Day. In FY2017, there was a 30% increase in pledges to 4,497.

This event will be held on September 22<sup>nd</sup> and is in tandem with the World Car Free Day event. In FY 2018, the event will fall on a weekday which should be a plus for robust participation. Evaluation results of the project will include participation and transportation and emission impacts which will be used to make improvements to the annual event. A marketing campaign along with public outreach efforts will be developed to coincide with this worldwide celebrated event.

<b>Cost Estimate:</b>	\$109,391
<b><i>Consultant/Contractor Costs as Part of Estimate:</i></b>	
<i>(Advertising and Marketing Contractor)</i>	\$ 30,000
<i>(Media Buy)</i>	\$ 45,000
<i>(Postage/Printing)</i>	\$ 18,492

**Products:** Marketing collateral which can include, but is not limited to development and printing of posters, transit signage, bus shelter signage and other related advertising collateral that will need to be printed. *(COG/TPB staff in conjunction with consultant)*

Development and production of radio, internet, and social media ads, and text messages, and HTML e-mail blasts. *(COG/TPB staff in conjunction with consultant)*

Earned media plan development and implementation. *(COG/TPB staff in conjunction with consultant)*

Update of web site and social media pages. *(COG/TPB staff in conjunction with consultant)*

**Services:** Implement regional Car Free Day event prior to and after Friday, September 22, 2017 and promote event to the general public, employers and to the media. *(COG/TPB staff in conjunction with consultant).*

Media Placements, including the negotiation of value-added placements. *(Consultant)*

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

Staff regional Car Free Day Steering Committee. *(COG/TPB staff)*

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

- Schedule:** July 1, 2017 - June 30, 2018
- Oversight:** Car Free Day Steering Committee
- Provide input and feedback on marketing collateral materials, radio advertisements and event logistics.

#### **IV. MONITORING AND EVALUATION**

The Monitoring and Evaluation program will provide overall program and individual project results when appropriate for the various projects in the CCWP that will be used to track progress for the regionally adopted Transportation Emission Reduction Measures (TERMS). One project will solely focus on those activities directly related to data collection and analysis for the TERMS. Data collection and analysis for the TERMS occurs over a three year period. Results from this project will directly impact the FY 2018 – FY 2020 TERM Analysis report for Commuter Connections and the final results will be used to update the regional TERM tracking report. Cost effectiveness results are also calculated every three years. Impact and cost effectiveness results will also be used by the State TDM Work Group to make any necessary recommendations for changes to the TERMS being operated through Commuter Connections.

The second project area will include the ongoing tracking and monitoring activities for each of the CCWP program areas, including the Commuter Operations Center, Guaranteed Ride Home, Employer Outreach, and Marketing. A direct customer satisfaction survey will be performed to gauge the level of satisfaction for Guaranteed Ride Home. Monthly data collection and quarterly progress reports and an annual progress report will also be produced by COG/TPB staff.

The Monitoring and Evaluation program is a regional program and consists of the two project areas outlined below. The total annual project cost for the program tasks is \$490,000.

##### **A. TERM DATA COLLECTION AND ANALYSIS**

Data collection analysis for the Commuter Connections TERMS occurs over a three-year period. The current cycle will begin this fiscal year FY 2018 (July 1, 2018) and will conclude in FY 2020 (June 30, 2017).

During FY 2015, the previous data collection cycle’s TERM Analysis Report was finalized and published and the Placement Rate Study for the new data collection period was completed. In FY 2016, the Framework Methodology Document was updated and published, and data collection activities occurred for the 2016 State of the Commute Report, the 2016 GRH Applicant Survey, and the 2016 Retention Rate Survey. Draft Technical reports were produced for these data collection activities.

During FY 2017, the final year in the data collection cycle, COG/TPB staff conducted an evaluation of the regional Employer Outreach database as specified in the FY 2015 –

2017 TDM Evaluation Framework Methodology Document. An employer telework survey was also conducted with Maryland employers to gauge the effectiveness of assistance provided to employers to start and expand a telework program. A Bike To Work Day survey of the FY 2013 program participants was conducted and the 2013 State of the Commute Survey Technical Report was finalized and a public report was prepared for printing. The 2013 Guaranteed Ride Home Applicant Survey Report was finalized and the draft FY 2014 TERM Analysis report was prepared.

During FY 2016, the Framework Methodology Document was updated and published, and data collection activities occurred for the 2016 State of the Commute Report and 2016 GRH Applicant Survey. Draft Technical reports were produced for both data collection activities. A Retention Rate survey was also conducted for Commuter Connections and Guaranteed Ride Home applicants.

During FY 2017, the final year in the data collection cycle, COG/TPB staff conducted an evaluation of the regional Employer Outreach database as specified in the FY 2015–2017 TDM Evaluation Framework Methodology Document. An employer telework survey was also conducted to gauge the effectiveness of assistance provided to employers to start and expand a telework program in Maryland. Results from a separate survey funded by the Virginia Department of Transportation of employers participating in Northern Virginia’s Telework!VA program, which is a separately funded program outside of the Commuter Connections Work Program, was also made available. Results from both surveys will be used in the FY 2015 – FY 2017 TERM Analysis Report.

During FY2017, A Bike To Work Day survey of the FY 2016 program participants was conducted and the 2016 State of the Commute Survey Technical Report was finalized and a general public report was prepared for printing. The 2016 Guaranteed Ride Home Applicant Survey Report and the 2016 Retention Rate Survey Report were finalized. The draft FY 2017 TERM Analysis report was also prepared.

During FY 2018, the 2016 State of the Commute general public report will be printed and distributed along with additional “pull-out sections that provide quick insights and infographics, the FY 2015 – 2017 TERM Analysis report will be finalized and results will be incorporated into the TPB’s regional TERM tracking sheet, and the FY 2018 Placement Rate Study will be completed for the new data collection period.

Various presentations on the data collection instruments and reports will be prepared and given to the Commuter Connections TDM Evaluation Group, the Commuter Connections Subcommittee, the TPB Technical Committee, and the TPB, if warranted. The evaluation contractor will also be fulfilling data requests that are received or needed by COG/TPB staff during the course of the fiscal year.

During FY 2018, data collection activities from local sales territories will continue as will the review of employer database records and the classification of employer records into levels of participation.

COG/TPB staff will also provide day to day management and monitoring of evaluation contract services and will report results through monthly data collection activities and quarterly progress reports and an annual progress report.

**Cost Estimate:** **\$217,287**

**Consultant Costs as Part of Estimate:**  
(TDM Evaluation Project Consultant) \$65,000

- Products:**
- 2016 State of the Commute printing and distribution of general public report and pull-out sections. *(COG/TPB staff in conjunction with consultant).*
  - Completion of FY 2015 – FY 2017 TERM Analysis Report *(COG/TPB staff in conjunction with consultant).*
  - FY 2018 Placement Rate Study data collection activities and report. *(COG/TPB staff in conjunction with consultant).*
  - Review of Employer Database Records and Classification into Levels of Participation in ACT! Database *(COG/TPB staff)*
- Services:**
- Fulfillment of data requests. *(COG TPB Staff)*
  - Collect monthly Employer Outreach data from ten local sales territories. *(COG TPB Staff)*
  - Employer Site Survey Coordination *(COG TPB Staff)*
  - Management and oversight of TDM Evaluation contract. *(COG/TPB staff)*
- Schedule:**
- July 1, 2017 - June 30, 2018
  - 2016 State of the Commute Survey General Public Report: August 2017
  - 2015 - 2017 TERM Analysis Report: January 2018
  - FY 2018 Placement Rate Study Report: May 2018
- Oversight:**
- TDM Evaluation Group
    - Provide input and feedback on data collection activities, survey methodology, and draft reports.

## B. PROGRAM MONITORING AND TRACKING ACTIVITIES

COG/TPB staff will collect monthly program statistics, produce quarterly progress reports, monthly Executive Summary reports, and produce a FY 2017 annual summary of program statistics of the number and type of commuter traveler requests filled by COG and other client member program sites. Staff will collect and analyze data from the monthly customer satisfaction survey for all GRH program users, and produce a customer satisfaction survey report based on the findings. Survey results will be used to change program guidelines and/or policies as needed.

COG/TPB staff will assist local Employer Outreach sales representatives to conduct employer site surveys. A contractor will be used to provide technical assistance for the electronic surveying process and analysis of results, and data entry assistance for those employers using a paper copy of the survey. Survey tabulation and reporting will be provided by COG/TPB staff. Results from the employer database tabulated surveys are used to estimate the participation rates and impacts for employer-based TDM programs reported from the local sales jurisdictions. COG/TPB staff will also maintain and update the archived Employer Commute Survey database.

COG/TPB staff will also monitor monthly progress for local Employer Outreach sales jurisdictions based on their approved Scopes of Work and contract project goals. Local jurisdiction contract performance monitoring for Employer Outreach goals will also be a part of this activity. COG/TPB staff will oversee a regional monitoring and evaluation program for Employer Outreach which includes data collection activities from local employer outreach sales territories. Quarterly Employer Outreach level of effort verification statements will be produced and distributed by COG/TPB staff. An annual detailed snapshot of overall progress will be provided to appropriate state funding agencies for their respective jurisdictions. COG/TPB staff will conduct the annual Employer Customer Satisfaction Survey and report every five years.

Results from local employer telework sales calls and outreach services will be documented in terms of level of effort and progress and shown in quarterly progress reports. Quarterly documentation will also be provided on level of participation and effectiveness and results from sales and outreach activities for employer-based telework programs. Overall monitoring and evaluating employer-based telework programs throughout the region will continue.

Staff will also evaluate effectiveness of advertising campaigns through call volumes, internet hits, and the annual placement rate study. Marketing campaigns will be monitored through lead analysis and detailed campaign summary results. Campaign summary documents will be produced that will outline campaign specifics such as direct mail distribution points (i.e. zip codes), radio stations, internet and social media advertising outlets used, etc. An event summary report will also be produced for the FY 2017 regional Bike To Work Day event.

Monthly program statistics will be collected and quarterly progress reports will be provided for all program areas in the FY 2018 CCWP and an annual progress report for FY 2017 will be produced.

<b>Cost Estimate:</b>	<b>\$272,713</b>
<b>Consultant Costs as Part of Estimate:</b>	
<i>(Employer Survey Project Consultant)</i>	<b>\$ 30,000</b>

**Products:**

- Collect monthly program data and produce quarterly progress reports and monthly Executive Summary reports for the Commuter Operations Center, Guaranteed Ride Home, Employer Outreach, Marketing, Evaluation, and GRH Baltimore programs. *(COG/TPB staff)*
- Produce FY 2017 annual progress report. *(COG/TPB staff)*
- Collect and analyze data from monthly GRH customer satisfaction survey for FY 2017 program users, and produce a report showing results. *(COG/TPB staff)*
- Quarterly Employer Outreach sales contact data and conformity verification statement *(COG/TPB staff)*
- Annual Employer Outreach Snapshot Analysis and Project Recommendations *(COG TPB Staff)*
- FY 2017 Bike to Work Day Event Report *(COG/TPB staff)*
- Survey reports to Employer Outreach representatives from Employer Commute Survey results. *(COG/TPB staff)*
- 1<sup>st</sup> Half of the Fiscal Year Regional TDM Marketing Campaign Summary and Lead Analysis Document. *(COG/TPB staff in conjunction with consultant)*
- 2<sup>nd</sup> Half of the Fiscal Year Regional TDM Marketing Campaign Summary and Lead Analysis Document. *(COG/TPB staff in conjunction with consultant)*

**Services:**

- Updating and Maintaining Employer Commute Survey archived database. *(COG/TPB staff)*



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

Data documentation from monthly Employer Outreach activity Reports from ten local sales territories. *(COG/TPB staff)*

Staff the TDM Evaluation Group *(COG/TPB staff)*

**Schedule:**

July 1, 2017 - June 30, 2018

FY 2017 4<sup>th</sup> Quarterly Progress Report: July 2017

FY 2017 Annual Progress Report: September 2017

FY 2018 1st Quarter Progress Report: October 2017

FY 2017 2<sup>nd</sup> Half of the Fiscal Year Regional TDM Marketing Campaign Summary Document: December 2017

FY 2018 2<sup>nd</sup> Quarter Progress Report: January 2018

FY 2018 3<sup>rd</sup> Quarter Progress Report: April 2018

FY 2018 1<sup>st</sup> Half of the Fiscal Year Regional TDM Marketing Campaign Summary Document June 2018

Employer Outreach Snapshot Analysis: May 2018

**Oversight:**

Commuter Connections Subcommittee

- Provide input and feedback on data collection activities for GRH customer satisfaction survey, monthly, quarterly, and annual progress reports.

Regional TDM Marketing Group

- Provide input and feedback on campaign lead analysis reports.

Employer Outreach Committee

- Provide input and feedback on quarterly employer outreach verification statement reports and Employer

commute survey process, reports and survey result archives.

## V. EMPLOYER OUTREACH

The Employer Outreach program provides and supports outreach efforts in ten jurisdictions located in the region's MSA. This program contains regional and jurisdictional components. COG/TPB's Commuter Connections staff provides overall administration and arranges for sales training and support for the jurisdictional components of the program and technical training on the regional sales contact management database. The local jurisdictions provide outreach to employers and work with employers to develop and implement new, or expand existing employer-based alternative commute programs.

The following local jurisdictions provide employer outreach services:

District of Columbia
Frederick County
Montgomery County
Tri-County Council for Southern Maryland
Prince George's County
City of Alexandria
Arlington County
Fairfax County
Loudoun County
Prince William County

Most employers who promote commute alternatives do so for practical reasons associated with the operation of their businesses. But the community as a whole benefits from commute alternatives programs, which improve air quality, reduce traffic congestion, and support economic development. For this reason, many local governments in the region continue to offer programs that encourage commute options at the employment site. These programs range from marketing efforts and incentive programs conducted through ridesharing programs to "adequate public facilities ordinances" that have trip reduction requirements for affected employers. Additionally, the Virginia Department of Transportation administers funds directly to the local jurisdictions in Northern Virginia to implement the Employer Outreach TERM and has also allocated funding to the Telework!VA program for employers to either start or expand a telework program. The District Department of Transportation is using the pass-thru dollars for the TERM to hire a contractor directly. Results from these activities are reported and analyzed under the regional Monitoring and Evaluation program.

The Commuter Connections program's ongoing goal has been to weave existing local employer and government programs into a coherent, voluntary regional network, and to promote ways in which worksite commute alternatives programs may grow, without imposing burdensome mandates upon employers.

Regional Components of the Employer Outreach Program include:

- 1) Maintaining and updating a web-based regional employer/employee sales contact database to facilitate local efforts and avoid duplication.
- 2) Coordination with WMATA's SmartBenefits program sales staff, and/or their assigned consultant(s).
- 3) Review of individual local sales contact databases on a continuing basis to ensure quality control.
- 4) Providing bicycling information to area employers to help and support bicycling to work by their employees.
- 5) Coordinating technical training for the regional sales database on an as needed basis.
- 6) Supporting the Employer Outreach Committee of the Commuter Connections Subcommittee which provides guidance to the program.
- 7) COG/TPB staff support for updating and printing customized sales materials and employer case studies both in hard copy and for inclusion on the Commuter Connections Web site.
- 8) Providing coordinated marketing materials for the program including; but not limited to, customized sales portfolio's, employer case studies, Live Near Your Work, Alternative Work Schedule, Climate Change Carbon Footprint, LEED, and Emergency Commute Preparedness information.
- 9) Providing customized information on voluntary commuting actions that can be taken by employers and the general public to reduce mobile source emissions, particularly on Air Quality Action days, through the Clean Air Partners program.
- 10) Offering sales training for the sales and service representatives in each of the participating jurisdictions.

The regional components of the program are listed in the two project tasks below. The total annual cost for the regional components of the Employer Outreach program is \$86,733.

Jurisdictional Components of the Employer Outreach Program include:

- 1) Contacting individual employers in each locality, (carried out by the local sales and service representatives) through the regional contact sales database which Commuter Connections maintains and updates.
- 2) Accomplishing local program goals in Maryland jurisdictions via staff, contractors, TMA's, or other entities. A scope of work is submitted to COG to expedite an annual program contract for each locality, and funding is allocated to localities based upon guidance to COG from the state funding agencies.

- 3) COG/TPB support for overseeing pass-thru funding to local sales jurisdictions for the implementation of voluntary transportation demand management strategies at private sector employment sites.
- 4) Providing sales support for the sales and service representatives in DC and Maryland.

The jurisdictional components of the program are outlined in the two project tasks below. The total annual costs for the jurisdictional components of the Employer Outreach program are \$609,787.

### **Regional Component Project Tasks**

#### **A. REGIONAL EMPLOYER DATABASE MANAGEMENT AND TRAINING**

During FY 2018, COG/TPB staff will continue to maintain and update the hardware and software for the computerized regional employer outreach database and monitor the regional web-based database upgrade installed during FY 2017. In addition, COG/TPB staff will coordinate training and provide technical assistance to local sales jurisdictions upon request.

**Cost Estimate:** \$71,733

**Services:** Management and monitoring of Employer Outreach regional database and provision of sales representative database training as needed. *(COG/TPB staff)*

Maintenance and update of regional contact management database. *(COG/TPB staff)*

**Schedule:** July 1, 2017 - June 30, 2018

**Oversight:** Employer Outreach Committee

- Provide input and feedback on technical issues regarding the regional Employer Outreach database.

#### **B. EMPLOYER OUTREACH FOR BICYCLING**

The Employer Outreach for Bicycling program provides information to area employers to help support and encourage bicycling to work by their employees. This information is included in the Employer Outreach materials provided to employers under the Employer Outreach Program.

Specific activities under the Employer Outreach for Bicycling Program include the

update of a guide on biking to work (“Biking to Work in the Washington Area: A Guide for Employers and Employees), and incorporation of WABA bike mentors into the ridematching database. (WABA’s Web site now provides users with 24-hour matching to WABA bike mentors, automating a service that previously consumed considerable staff time, and which was available only during office hours). In FY 2016, a presentation entitled “Walk Wise” was developed to incorporate safe practices for employers to promote both bicycling and walking to the worksite.

COG/TPB staff also provides support and facilitation for other bike-to-work outreach activities including lunch time seminars, association meetings and strategic mailings.

**Cost Estimate:** \$15,000

**Printing as Part of Estimate \$7,054**

**Products:** Regional Bicycling to Work Guide updates.  
(COG/TPB staff)

**Services:** Employer assistance and seminars. (COG/TPB staff)

**Schedule:** July 1, 2017 - June 30, 2018

**Oversight:** Employer Outreach Committee

- Provide input and feedback on bicycling issues or outreach activities at employment sites.

**Jurisdictional Component Project Tasks**

**A. MARYLAND LOCAL AGENCY FUNDING AND SUPPORT**

Local jurisdictions work with employers to develop and implement new, or expand existing employer-based commuter benefit programs such as transit and vanpool benefits, preferential parking for carpools and vanpools, carpool and vanpool formation, and telework and flexible work schedules. Results from these efforts are recorded in the regional employer database.

Maryland jurisdictions will also provide general telework information to the general public, local agencies, and employers. Employer Outreach representatives will also work with employers in Maryland to establish new or expand existing telework programs.

**Cost Estimate:** Pass-thru to Local Jurisdictions: \$410,250  
**Telework component of pass-thru:** \$81,063

**Total Project Budget: \$491,313**

**Services:** New or expanded employer-based TDM programs in Maryland. (*local jurisdictions*).

New or expanded employer telework programs in Maryland. (*local jurisdictions*).

**Schedule:** July 1, 2017 - June 30, 2018

## B. DC, MARYLAND, AND VIRGINIA PROGRAM ADMINISTRATION

This project task includes the management and monitoring of pass-thru funding by COG/TPB staff to local sales jurisdictions in DC and Maryland for contract compliance. It also includes support to DC and Maryland jurisdictions, consultants, or TMA staff in implementing voluntary transportation demand management strategies at private and/or non-profit sector employment sites. This task involves the review and approval of an annual Scope of Work by COG/TPB staff for each of the Maryland sales jurisdictions and day to day contract management. This task also includes COG/TPB staff support for updating and printing employer specific regional employer-based marketing materials as well as providing training opportunities.

**Cost Estimate:** \$118,474

**Products:**

Electronic and printed updates of customized sales portfolio materials, employer specific regional marketing materials (General Commuter Connections brochure, Alternative Work Schedules brochure, Emergency Commute Preparedness brochure, Live Near Your Work brochure, LEED brochure, Climate Change brochure), and case studies for DC, Maryland and Virginia. (*COG/TPB staff*)

**Services:**

Sales training offered for sales and service representatives in the region for DC, Maryland and Virginia. (*COG/TPB staff/sales training professionals*).

Oversight to local sales jurisdictions in DC and Maryland to implement voluntary transportation demand management strategies at private sector employment sites. (*COG/TPB staff*)

Bi-annual sales support conference calls to DC and Maryland jurisdictions. Employer site visits by COG/TPB staff as requested or needed by DC and Maryland jurisdictions. (*COG/TPB staff*)

Staff the regional Employer Outreach Committee for DC, Maryland and Virginia. (COG/TPB staff)

**Schedule:** July 1, 2017 - June 30, 2018

**Oversight:** Employer Outreach Committee

- Provide input and feedback on administrative items such as training, employer-based collateral materials, and case studies.

## **VI. GUARANTEED RIDE HOME BALTIMORE**

A regional Guaranteed Ride Home (GRH) program was implemented in the Baltimore metropolitan region and in St. Mary's County beginning in FY 2011. The GRH Baltimore program will help to eliminate a major barrier to using transit, carpooling, vanpooling, bicycling or walking to work. Studies have shown that a commuter's fear of being "stranded" at work if they or a family member become ill, or if they must work unexpected overtime, is one of the most compelling reasons commuters do not rideshare or use transit to travel to work. The GRH Baltimore program eliminates this barrier by providing a free ride home in the event of an unexpected personal emergency or unscheduled overtime.

The GRH Baltimore is similar to the Washington metropolitan region's GRH program in offering a free ride home to commuters that carpool, vanpool, use transit, bicycle, or walk to work at least two days per work week. As a result of the GRH program, some single occupant vehicle drivers will switch to a ridesharing or transit commuting alternatives, and current ridesharing and transit users will increase the usage of these alternative commute modes. The program will be able to demonstrate both transportation and emission impacts that could be used as part of the Baltimore region's air quality conformity process. The GRH program is an insurance program for those commuters who do not drive alone to their worksite.

The budget for the Guaranteed Ride Home program includes two projects outlined below, and with a budget of \$200,000.

### **A. GENERAL OPERATIONS AND MAINTENANCE**

Commuter Connections staff at the Metropolitan Washington Council of Governments (COG) will process all GRH applications received by mail, fax, and the Commuter Connections Web site. Using the GRH software system, COG registers qualifying applicants, produces GRH registration ID cards, and sends ID card and participation guidelines to new registrants. Commuters can obtain information about the GRH program and complete an application on the Commuter Connections Web site, [www.commuterconnections.org](http://www.commuterconnections.org). Commuters may also call COG's Commuter Connections 800 telephone number, 1-800-745-RIDE, to ask questions about the GRH

program and/or request information and an application. The 800 number is equipped with a menu so that callers can choose the menu item that best fits their needs. All GRH questions and requests for information and applications are taken by COG/TPB staff.

COG staff also mails GRH applications to GRH users who have used the GRH program without formally registering. GRH guidelines permit a commuter to use the GRH service one time as a “one-time exception” before they register. Also, COG staff mails transit vouchers to GRH users who used transit as part of their GRH trip. All vouchers and invoices from transportation service providers are processed by COG staff.

In the event the commuter has not supplied their e-mail address, COG/TPB staff mails a re-registration notice to commuters who could not be contacted by telephone. The notice contains an application which the commuter can complete and send to COG to re-register. The commuter can also call Commuter Connections or visit the Commuter Connections Web site to re-register.

COG/TPB staff will assist the Commuter Connections Subcommittee in reviewing the GRH participation guidelines for any recommended changes. These recommendations will be presented to the Commuter Connections Subcommittee for their final review and approval. In the past, recommendations have been made to modify and add participation guidelines to better convey the GRH trip authorization, GRH re-registration, and one-time exception rules and restrictions.

COG/TPB staff will respond to the general public and to GRH applicants for registrations and re-registrations to the program. Registered commuters will be notified when their GRH registration is about to expire. Staff will continue to prepare and send new and re-registration GRH ID cards, registration letters, and participation guidelines on a weekly basis. Staff will also continue to monitor and maintain the GRH applicant database and server. COG/TPB staff will continue to update and maintain program participation guidelines, and provide annual customer service training to the daily operations contractor and COG/TPB staff assigned to the project.

During FY 2018, data collection activities will continue for a GRH Baltimore Customer satisfaction survey. The purpose of the survey will be to gauge the level of satisfaction from those who have used the program. A report will be developed and finalized from the FY 2017 data collected.

During FY 2018, COG/TPB staff and its contractor will continue the implementation of a marketing and advertising media campaign to promote the GRH Baltimore program which will be targeted to commuters working in the Baltimore metropolitan region. The media advertising campaign materials developed for the Washington DC region will be adapted for the Baltimore metropolitan region.

**Cost Estimate:**

**\$89,784**



**Consultant Costs as Part of Estimate:**

(Advertising) \$1,250

**Direct Costs as part Of Estimate:**

(Media Buy) \$50,000

(Telephone/Copies, etc) \$ 2,249

**Products:**

GRH new and re-registration ID cards and registration letters  
(COG/TPB staff)

GRH Participation Guidelines (COG/TPB Staff)

Final 2017 GRH Customer Satisfaction Survey Report. (COG/TPB  
staff).

Creative materials for regional TDM marketing campaigns.  
(COG/TPB staff in conjunction with consultant)

**Services:**

Process application requests from the general public for registration  
and re-registration to the program. (COG/TPB Staff)

Notify commuters when registration is about to expire. (COG/TPB  
staff)

Monitor and update GRH applicant database. (COG/TPB staff)

**Schedule:**

July 1, 2017 – June 30, 2018

2017 GRH Customer Satisfaction Survey Report: November 2017

**Oversight:**

Commuter Connections Subcommittee

- Provide input and feedback on GRH program participation guidelines and policies.

**B. PROCESS TRIP REQUESTS AND PROVIDE TRIPS**

GRH transportation service will be provided by several taxi companies, a rental car company, and a paratransit company, all under contract with COG. Commuters make their GRH trip request through a menu option provided on COG's Commuter Connections 800 telephone number. This menu option transfers calls for GRH trips directly to an operations contractor. This contractor reviews and assesses the trip request and approves or denies the request based on the GRH Participation Guidelines.

The contractor then arranges the approved trips with the appropriate transportation contractor.

The operations contractor contacts, by telephone, GRH registrants without e-mail addresses whose registration is near expiration and re-registers the qualifying commuters. While the system of calling commuters has been successful, many messages left on commuters' voice mail are not returned. In such cases, re-registration is facilitated by COG staff as described in the previous section.

COG/TPB staff will continue management and monitoring of contract services for day-to-day operations services. Day to day operations include confirming ride request eligibility, dispatching rides through the ride service providers, tracking ride requests in the GRH database, processing invoices for payment for ride service providers, the daily operations contractor and for the general public for transit vouchers.

Customer service training will be provided to all Guaranteed Ride Home call center agents as needed.

**Cost Estimate:** **\$110,216**

***Consultant/ Contractor Costs as Part of Estimate:***

(Daily Operations): \$42,500  
(Cab and Car Rental Companies) \$52,375

**Services:** Process GRH trip requests, approve/deny requests, and arrange rides. *(Daily Operations Contractor)*

Management and monitoring of contract services for day-to-day operations, and ride service providers. This includes processing invoices for payment for contractors and for the general public for transit vouchers. *(COG/TPB staff)*

Provide GRH Rides *(Cab and Car Rental Companies)*

Customer service training for GRH call center agents. *(COG/TPB staff and contractor)*

**Schedule:** July 1, 2017 – June 30, 2018

**Oversight:** Commuter Connections Subcommittee

- Provide input and feedback on GRH program participation guidelines and policies.



# COMMUTER CONNECTIONS FY 2018 WORK PROGRAM

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Nicholas Ramfos  
Transportation Operations Programs Director

National Capital Region Transportation Planning Board  
February 15, 2017



## Definition from Strategic Plan

- Network of public and private transportation organizations, including COG, state funding agencies, and local organizations, that work together to assist and encourage people in the Washington region to use alternatives to the single-occupant automobile.

# Commuter Connections Benefits

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## ➤ Jurisdictions

- Helps reduce and manage commuter congestion, goods movement, tourist travel
- Helps reduce emissions
- Supports local efforts to attract and retain employers

## ➤ Employers

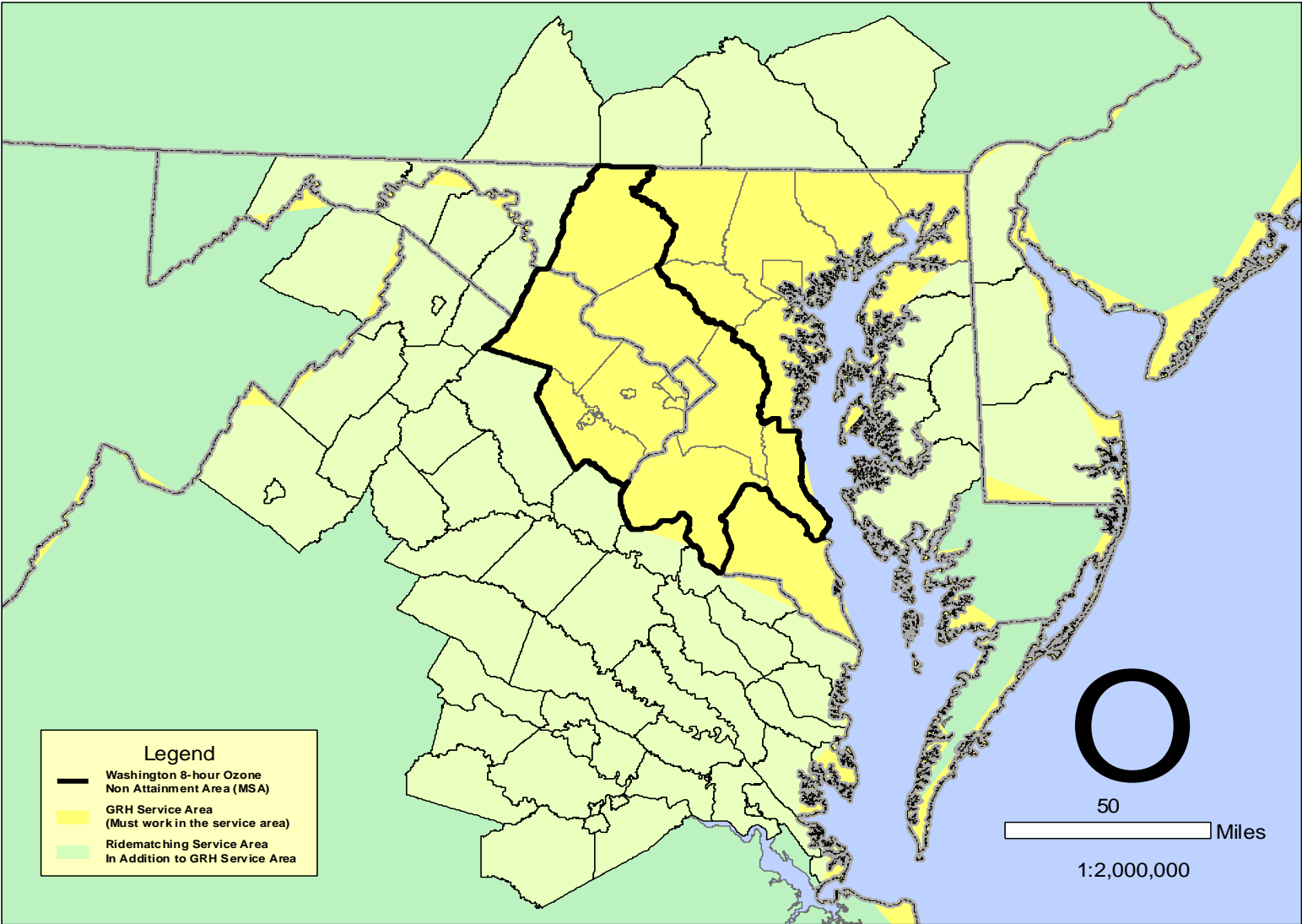
- Recruitment/Retention

## ➤ Workers

- More commute options
- Reduced stress/costs/time
- Improved quality of life



# Geographic Areas Serviced by Commuter Connections



# MSA Rankings for Carpooling and Transit Use

Metropolitan Statistical Area	Total Workers	% Carpool	% Transit
NYC/Long Island/N NJ/PA	8,719,316	7.4%	30.3%
LA/Long Bch/Santa Ana	5,816,255	11.4%	6.1%
Chicago/Naperville/Joliet	4,422,844	9.1%	11.5%
Dallas/Ft. Worth/Arlington	2,945,976	11.4%	1.6%
<b>Washington DC Metro</b>	<b>2,795,375</b>	<b>11.1%</b>	<b>13.9%</b>
Philadelphia Metro Area	2,751,491	8.9%	9.2%
Houston Metro Area	2,581,559	12.6%	2.7%
Atlanta Metro Area	2,494,475	10.9%	3.6%
Miami Metro Area	2,479,021	10.1%	3.8%
Boston Metro Area	2,277,958	8.1%	11.9%
San Francisco-Oakland	2,056,454	10.4%	14.5%



# Commuter Connections Daily Program Impacts

<b>Measure</b>	<b>Reductions</b>
Vehicle Trips	132,000
Vehicle Miles of Travel	2,500,000
Nitrogen Oxides (NOx)	1.0 Tons
Volatile Organic Compounds (VOC)	0.5 Tons





# Commuter Connections' Role in the Regional Planning Process

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- ▶ The TPB is required by Federal regulations to approve a congestion management process which includes TDM as part of the metropolitan transportation plan.
  - ▶ Commuter Connections constitutes the major demand management component of the region's congestion management process.



# Commuter Connections' Role in the Regional Planning Process

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- ▶ Commuter Connections also provides transportation emission reduction measure (TERM) benefits for inclusion in the air quality conformity determination approved by the TPB. This is part of the annual update of the region's Constrained Long Range Plan (CLRP) and Transportation Improvement Program (TIP).
- ▶ Commuter Connections also documents Green House Gas emission impacts in the region.



# Commuter Connections' Role in the Regional Planning Process

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- ▶ Commuter Connections' results may also help contribute to new performance measures and goals that will be set by the region under FAST Act requirements.



# Cost Effectiveness of Commuter Connections

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- ▶ Cost per Vehicle Trip Reduced \$0.16
- ▶ Cost per Vehicle Mile of Travel Reduced \$0.01
- ▶ Cost per ton of NOx Reduced \$20,000
- ▶ Cost per ton of VOC Reduced \$41,000

# Proposed FY 2018 CCWP Budget

<b>Program</b>	<b>Cost FY17</b>	<b>Cost FY18</b>
Commuter Operations	\$563,095	\$584,250
GRH	\$760,537	\$790,958
Mass Marketing	\$2,960,270	\$3,099,304
Program Evaluation	\$475,000	\$490,000
Employer Outreach	\$666,771	\$696,520
GRH Baltimore	\$200,000	\$200,000
<b>TOTAL</b>	<b>\$5,625,673</b>	<b>\$5,861,032</b>



# Proposed FY 2018 CCWP Budget

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- ▶ Overall 3.4% increase from FY 2017
- ▶ Budget Breakdown: **\$5,861,032**
  - ▶ **COG/TPB Staff & Overhead: \$1,977,049 or 34% of the overall budget**
  - ▶ **Private Sector Services: \$2,988,562 or 51% of the overall budget**
  - ▶ **Local Jurisdiction Pass-Thru: \$491,313 or 8% of the overall budget**
  - ▶ **Direct Costs: \$404,108 or 7% of the overall budget**



# What's New In FY 2018 CCWP

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- ▶ Marketing
  - ▶ 'Pool Rewards – Transform 66 Incentive
- ▶ Monitoring and Evaluation
  - ▶ 2016 State of the Commute General Public Report publication
  - ▶ 2017 TERM Analysis Report will be completed
  - ▶ FY 2018 Placement Rate Survey



# Next Steps

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- ▶ State funding agencies approved the document provided comments and approved the Draft FY 2017 CCWP on January 10th.
- ▶ Commuter Connections Subcommittee reviewed draft CCWP on November 15<sup>th</sup> and a comment period was established. The document was endorsed for release on January 17<sup>th</sup>.





# Next Steps

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- ▶ Tech Committee received a briefing of the Work Program on February 3rd and will be briefed again on March 3rd.
- ▶ TPB will received draft of the FY 2018 CCWP at its meeting today and the document was released for public comment. The TPB will be asked to approve at its March meeting.
- ▶ TIP adjustments, if any, will be made and funding commitments secured by June.
- ▶ Program begins July 1.





## Nicholas Ramfos

Transportation Operations Programs Director

(202) 962-3313

[nramfos@mwkog.org](mailto:nramfos@mwkog.org)

[mwkog.org/tpb](http://mwkog.org/tpb)

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Metropolitan Washington Council of Governments  
777 North Capitol Street NE, Suite 300  
Washington, DC 20002



National Capital Region  
**Transportation Planning Board**

**ITEM 13 –Notice**

February 15, 2017

Notice to Amend the FY 2017-2022 (TIP)  
To Include Project and Funding Updates for the  
Northern Virginia Section of the TIP, As Requested  
By the Virginia Department of Transportation (VDOT)

**Staff**

**Recommendation:** Approval for an amendment.

**Issues:** None

**Background:**

VDOT has requested an amendment to include project and funding updates for projects in the Northern Virginia section of the TIP. These projects are already included in the Air Quality Conformity Analysis of the 2016 CLRP Amendment and the FY 2017-2022 TIP or are exempt from the air quality conformity requirement. The board will be asked to approve this amendment at the March 15, 2017 meeting.



TPB RXX-2017  
March 15, 2017

**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 PROJECT AND FUNDING UPDATES FOR THE NORTHERN VIRGINIA SECTION, AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)**

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

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

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

**WHEREAS**, in the attached letter of February 8, 2017, VDOT has requested that the FY 2017-2022 TIP be amended to include project and funding updates for the Northern Virginia section, as described in the attached materials, and

**WHEREAS**, the TIP is available online at [mwcog.org/tip](http://mwcog.org/tip) in both a searchable database and PDF formats and is updated as necessary to reflect amendments and administrative modifications; and

**WHEREAS**, notice was provided at the TPB Citizens Advisory Committee (CAC) meeting on February 9, 2017 that VDOT had requested an amendment to the FY 2017-2022 TIP to comprehensively update project and funding information in the Northern Virginia section to be consistent with VDOT's proposed FY 2018-2021 State Transportation Improvement Program (STIP), as described in the attached materials; and

**WHEREAS**, copies of the proposed TIP update document were available at the February 15 and March 15 TPB meetings and on the web at [mwcog.org/tip](http://mwcog.org/tip); and

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

**NOW, THEREFORE, BE IT RESOLVED THAT** the National Capital Region Transportation Planning Board amends the FY 2017-2022 TIP to include project and funding updates for the Northern Virginia section, as described in the attached materials.





# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive  
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.  
COMMISSIONER

February 8, 2017

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

RE: Update of Virginia Projects in the National Capital Region FY 2017-2022 Transportation Improvement Program

Dear Ms. Newton:

The Virginia Department of Transportation (VDOT) requests amendments to the FY 2017-2022 Transportation Improvement Program (TIP) to add transportation projects and funding that will be included in Virginia's FY 2018-2021 State Transportation Improvement Program (STIP). These projects are already included in the 2016 Constrained Long Range Plan (CLRP).

A prerequisite to adopting the STIP is having the Transportation Planning Board's TIP reflect the planned federal funding obligations listed in the proposed STIP. Given the substantive nature of the TIP update, VDOT requests the TPB to release the proposed update for a 30 day public comment period at the February 9<sup>th</sup>, 2017 Citizens Advisory Committee meeting and to take action on the update at the Board's March 15<sup>th</sup>, 2017 meeting.

The proposed funds are included in recent allocations by the Commonwealth Transportation Board as part of Virginia's FY 2017-2022 Six Year Improvement Program. While the proposed funds are new to the TIP, they are part of the total federal and state funding estimates included in the financial plan for the 2014 CLRP update. The proposed TIP amendment will not impact the currently approved regional air quality conformity analysis of the 2016 CLRP since the projects that are regionally significant for air quality conformity have already been included in the air quality conformity analysis for the CLRP.

The attached Northern Virginia TIP Report tables provide detailed funding information about the individual included in the TIP update.

VDOT requests that this TIP update be considered and acted upon by the Transportation Planning Board at the Board's meeting on March 15<sup>th</sup>, 2017. VDOT's representatives will attend the meeting and 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. Wendy Thomas, VDOT  
Ms. Larrice Henley, VDOT  
Ms. Rene'e Hamilton, VDOT-NoVA  
Ms. Maria Sinner, P.E., VDOT-NoVA  
Mr. Norman Whitaker, AICP, VDOT-NoVA



**NORTHERN VIRGINIA  
FY 2017-2022 TIP PROJECT TYPE INDEX**

**VDOT**

**Interstate**

**Boundary Chanel Drive Modifications**

5965 Agency ID: 104323 Title: Boundary Chanel Drive Modifications

**Congestion Management Plan**

5541 Agency ID: 86527 Title: NoVA GEC Mega Project Administration

**I-395/ Seminary Road New Reversible Lane Ramp**

6029 Agency ID: 96261 Title: I-395/ Seminary Rd Reversible lane ramp

**I-495 Capital Beltway Auxiliary Lanes**

6280 Agency ID: 94611 Title: GEC Design Services I495/DAAH Interchange Improvements

**I-495 HOT Lane Support**

6272 Agency ID: 68805 linked with Title: BUILD 4-HOT LANES FROM SPRINGFIELD TO N OF DULLES TOLL RD

**I-495 HOT Lanes- South of GW Pkwy to South of Old Dominion Drive**

6361 Agency ID: 106025 Title: I-495 Northern Section Shoulder Use Debt Service

**I-495 HOT/HOV Lanes**

6275 Agency ID: 84742 Title: HOT LANES PAVEMENT REHABILITATION AND OTHER CONSTRUCTION

6287 Agency ID: 103581 Title: I-495 HOT Lanes Final Landscaping Phase II

6276 Agency ID: 87771 linked with Title: I-495 Hot Lanes Project

**I-66 - Additional Lanes, HOV Lanes**

6566 Agency ID: 70043 Title: I66 WIDEN TO 8-LANES FROM RT 234 BYPASS TO RT 29/GAINESVILLE

6350 Agency ID: 93577 Title: I-66 Widening to Route 15 (1 HOV + 1 SOV ea. direction)

6565 Agency ID: 69113 Title: RTE 66 - ADDITIONAL LANE & HOV LANES

**I-66 @ Route 28 Interchange Improvements**

6208 Agency ID: 103317 Title: I-66 @ Route 28 Interchange Improvements

**I-66 and US 29 Interchange, Widen and Construct US 29 and VA 55**

4794 Agency ID: 52326 Title: I-66 - Reconstruction of Interchange at Rte 29 (Gainesville) Phase IV

**I-66 Corridor Improvements Project**

6568 Agency ID: 105500 Title: I-66 Tier II

6540 Agency ID: 108826 Title: Transform 66 Outside of Beltway

6549 Agency ID: 110496 Title: TRANSFORM I-66 OVERSIGHT PROJECT

**I-66 Multimodal Improvement Project, inside the Beltway**

6544 Agency ID: 108424 Title: I-66 Inside of the Beltway Initiatives

6545 Agency ID: 110392 Title: I-66 Inside of the Beltway Initiatives GARVEE DEBT SERVICES

6513 Agency ID: 107371 Title: I-66 Inside the Beltway Tolling Infrastructure

6512 Agency ID: 108337 Title: I-66 Inside the Beltway Tolling Systems Integration

**I-66 Spot Improvements Inside the Beltway**

6206 Agency ID: 78827 Title: I-66 Spot Improvements 3

6577 Agency ID: 78826 Title: Westbound Accel/Decel Lane from Geo Mason Dr to Sycamore St

4303 Agency ID: 78828 Title: Westbound ACCEL/DECEL LN Westmoreland to Haycock Rd

**I-66 Study / Access Improvements(Outside the Beltway)**

2/9/2017

## NORTHERN VIRGINIA FY 2017-2022 TIP PROJECT TYPE INDEX

6347	Agency ID: 54911,	Title: I 66 Preliminary Engineering for EIS
6348	Agency ID: 105239	Title: I-66 PPTA Study

### I-95 HOT/HOV Lanes Construction

6562	Agency ID: 110527	Title: Fred Ex - 1-95 Express Lanes Extension Exit 160 to Exit 133
6567	Agency ID: 77616	Title: I-95 - PE STUDIES (HOT LANES)
6264	Agency ID: 103106	Title: I-95 HOV/HOT Lanes Construction
6265	Agency ID: 103222 [T11619]	Title: I-95 HOV/HOT Lanes Debt Service

### I-95 Interchange Improvements Phase VIII Support

6552	Agency ID: 90159	Title: I-95 Interchange Improvements Phase VIII Support
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### I-95 NB DIRECTIONAL OFF RAMP TO NB FAIRFAX COUNTY PARKWAY

6221	Agency ID: 93033	Title: I-95 Directional Off Ramp to NB Fairfax County Parkway
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### NB I-395 Auxiliary Lane (Duke St. to Seminary Road)

5966	Agency ID: 102437	Title: NB I-395 Auxiliary Lane (Duke St. to Seminary Road)
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### Reconstruction of I-66/ Rte. 15 Interchange

5930	Agency ID: 100566	Title: I-66 / Route 15 IINTERCHANGE RECONSTRUCTION
6543	Agency ID: 110376	Title: I-66 / Route 15 IINTERCHANGE RECONSTRUCTION GARVEE DEBT SERVICES

### Transit Service Improvements

4152	Agency ID: 81009	Title: I-66 Vienna Metrorail Accessibility and Capacity Improvements
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## Primary

### Construct Interchange at Rte 1/123 Phase 1 (CN Only)

6309	Agency ID: 14693	Title: Route 123/ Route 1 Interchange in PWC
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### Construct Interchange at Rte. 7 and Rte 659 - Belmont Ridge Road

5926	Agency ID: 99481	Title: Rte 7/ Rte 659 Interchange
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### Dulles Air Cargo, Passenger and Metro Access Highway

6311	Agency ID: 103929	Title: Dulles Air Cargo, Pass Metro Access HWY (DACPMA) - PE ONLY
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### FAIRFAX COUNTY PARKWAY - CONSTRUCT 4 LANES

6569	Agency ID: 14719	Title: FAIRFAX COUNTY PARKWAY - CONSTRUCT 4 LANES
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### Manassas National Battlefield Park Bypass

6304	Agency ID: 103319	Title: RT 29 Manassas National Battlefield Bypass - PE Only
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### Nokesville Road Widening

6302	Agency ID: 92080	Title: RT 28 Widen to Four Lanes Including RT 215 Re-alignment
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### Route 1 Improvements

6446	Agency ID: 104303	Title: Route 1 Widening from Featherstone Road to Mary's Way
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### Route 234 Bypass Extension

6355	Agency ID: 52405	Title: PROPOSED TRI-COUNTY PARKWAY - 4-LANE - EIS STUDY ONLY
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### Route 7 (Leesburg Pike) Widening (VA 267 to Reston Ave.)

6546	Agency ID: 110377	Title: #HB2.FY17 RTE 7 CORRIDOR IMPROVEMENTS - PH 1 GARVEE DEBT SERVICE
6519	Agency ID: 99478	Title: #HB2.FY17 RTE 7 CORRIDOR IMPROVEMENTS - PHASE 1
6547	Agency ID: 110378	Title: HB2.FY17 RTE 7 CORRIDOR IMPROVEMENTS - PHASE 2 GARVEE DEBT SERVICES
6300	Agency ID: 52328	Title: RT 7- Wident to Six Lanes PE Only

2/9/2017

## NORTHERN VIRGINIA FY 2017-2022 TIP PROJECT TYPE INDEX

### RTE 123 - WIDEN FROM 2 TO 4 LANES ON 6-LANE R/W□

6574 Agency ID: 51135 Title: RTE 123 - WIDEN FROM 2 TO 4 LANES ON 6-LANE R/W

### Rte 123 Widen Roadway to 4 Lanes

6555 Agency ID: 16622 Title: RTE 123 - WIDENING FROM 2 LANES TO 4 LANES ON 6 LANE R/W

### Rte. 28 Widening

6298 Agency ID: 96721 Title: Route 28 Widening

### US 1 Construct 6-Lane divided roadway

6353 Agency ID: 16422 Title: REPLACE AND WIDEN BRIDGE AND APPROACHES AT NEABSCO CREEK

### US 1, Widen, Reconstruct Interchange, Study

6443 Agency ID: 107187 Title: Richmond Highway Multimodal Improvements

### US 1/ VA 123 Interchange, Widen

6310 Agency ID: 94102 Title: US 1/RT 123 Interchange Construction Phase-I (Route 1 Widening only)

### US 15 South King Street Widening

6257 Agency ID: 17687 Title: Widen US 15 Phase I

### US 29, Construct, Widen

6324 Agency ID: 88600 Title: Water Main Relocaitons and Water System Upgrades

### US 50 Interchange

6305 Agency ID: 13531 Title: Arlington Blvd, RT 50 10th St. and Courthouse Rd. Interchanges

6308 Agency ID: 95552 linked to 93 Title: ARRA C Arlington Blvd. RT 50 , 10th and Courthouse Interchanges

### VA 235 Mt Vernon Memorial Hwy, Reconstruct, Study

6314 Agency ID: 77404 Title: Mulligan Rd Realign Rt. 235 and Widen Rt. 619

### VA 27, Reconstruct Interchange at VA 244

4344 Agency ID: 13528 Title: VA 27 - Interchange Modifications

### VA 28 Centreville Road

6450 Agency ID: 108720 Title: VA Route 28 Widening (Prince William County Line to Route 29)

### VA 28 PPTA, Upgrade, Construct

6457 Agency ID: 106652 Title: Route 28 Widening (SB from the Dulles Toll Road to Route 50)

### VA 7

6301 Agency ID: 99478 Title: Route 7 - Widen to Six Lanes

6299 Agency ID: 52327 Title: RT 7 - Widen to Six Lanes

### VA 7, Widen, Upgrade

6539 Agency ID: 106917 Title: #HB2.FY17 RTE 7 CORRIDOR IMPROVEMENTS - PHASE 2

### VA Route 28 Study

6205 Agency ID: 105482 Title: VA Route 28 Study

### VINT HILL RD WIDENING TO 4 LANES (VDOT Oversight)□

6575 Agency ID: 104554 Title: VINT HILL RD WIDENING TO 4 LANES (VDOT Oversight)

### Widen Rte 1 from Telegraph Rd (Fairfax County) to Annapolis Way (Prince William Cnty)

6557 Agency ID: 12906 Title: RTE 1 - WIDENING

6352 Agency ID: 103073 Title: Widening of US 1 to 6 lanes between Telegraph Rd and Rt 235

## Secondary

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## NORTHERN VIRGINIA FY 2017-2022 TIP PROJECT TYPE INDEX

### Expanding Rolling Road/Franconia-Springfield Parkway/Fairfax County Parkway Ramp to two lanes

5924 Agency ID: 100391 Title: Rolling Road Loop Road

### Fairfax County Parkway Improvements

6339 Agency ID: 95549 Title: ARRA-C Route 286 (Formerly 7100 )Fairfax Cty Pkwy at Fair Lakes Interchange

6520 Agency ID: UPC 107937 Title: Fairfax County Parkway widen from 4 to 6 lanes

6337 Agency ID: 52404 Title: RTE 7100 - FAIRFAX COUNTY PRKWY - CONSTR INTRCHNG-PE/RW ONLY

### Jones Branch Dr. Connector

6080 Agency ID: 103907 Title: Jones Branch Drive Connector

### Loudoun County Pkwy

6202 Agency ID: 97529 Title: Route 606 Loudoun CountyParkway / Old Ox Rd.Reconstruction

### Minnieville Road Construct 4-Lane Divided Roadway

5392 Agency ID: 103484 Title: Minnieville Road Construct 4-Lane Divided Roadway

### Neabsco Mills Road

6541 Agency ID: 107947 Title: NEABSCO MILLS ROAD - Widen to 4 lanes

### Possum Point Road Drainage Improvements

6560 Agency ID: 104056 Title: Possum Point Road Drainage Improvements

### Purcell Rd Realignment & added capacity

5890 Agency ID: 90499 Title: Purcell Rd Realignment & added capacity

### Reconstruct and widen Rte. 659 - Belmont Ridge Road

6447 Agency ID: -16861 Title: Belmont Ridge Road (Route 659), South of the Dulles Greenway

### Rogues Road Reconstruction

6429 Agency ID: 104300 Title: Rogues Road Reconstruction

### Rolling Road Widening

6248 Agency ID: 102905 Title: Rolling Road Widening

### Route 7 George Washington Boulevard Overpass

6553 Agency ID: 105584 Title: ROUTE 7/GEORGE WASHINGTON BLVD OVERPASS

### Rte 659 - Belmont Ridge Road Reconstruction to four lanes

6335 Agency ID: 76244 Title: VA 659 Reconstruct to 4 Lanes

### Telegraph Road

6336 Agency ID: 104802 Title: TELEGRAPH RD - RTE 611- WIDEN TO 4 LANES (PE Only)

### University Boulevard Extension

6559 Agency ID: 104816 Title: RTE 840 UNIVERSITY BOULEVARD WIDENING AND EXTENSION -PE ONLY

### VA 1036 Pacific Boulevard, Construct

6359 Agency ID: 93144 Title: Pacific Blvd construction

### VA 638 Rolling Road Widening

6247 Agency ID: 5559 Title: Rolling Road

### VA 7100 Fairfax County Parkway, Construct

6317 Agency ID: 88556 Title: VA 7100 Fairfax Co Pkwy at EPG Phase I & II Construction

## Urban

### Battlefield Parkway, Construct

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## NORTHERN VIRGINIA FY 2017-2022 TIP PROJECT TYPE INDEX

6561	Agency ID: 18992	Title: BATTLEFIELD PARKWAY - 4 LANES ON 6 LANE R/W
6407	Agency ID: 100518	Title: Battlefield Parkway Extension

### Eisenhower Valley Access and Circulation Improvements

6445	Agency ID: 52175	Title: Clermont Avenue Connector - PE Only for NEPA Study
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### Evergreen Mill Road Widening

6256	Agency ID: 104380	Title: Evergreen Mill Road Widening
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### Spring Street

6537	Agency ID: 105521	Title: Widen East Spring Street
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### Sycolin Road

6203	Agency ID: 102895	Title: Sycolin Road
6204	Agency ID: 90339	Title: Widen US Route 1

### Wellington Rd. Overpass Phase III

6332	Agency ID: 104374	Title: Wellington rd. Overpass Phase II
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### Widen Liberia Avenue

6550	Agency ID: 102903	Title: Widen Liberia Avenue - PE Only
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## Bike/Ped

### HOT Lanes Bicycle/Pedestrians Facilities Phase II

6273	Agency ID: 104005	Title: HOT Lanes Bicycle/Pedestrian Facilities - Phase II
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### Project Grouping for Construction: Recreational Trails

6485	Agency ID:	Title: Project Grouping: Construction: Recreational Trails
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## Bridge

### Construction: Bridge Rehabilitation/Replacement/Reconstruction

5503	Agency ID: TIPGRP001	Title: Construction: Bridge Rehabilitation/Replacement/Reconstruction
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### Frontier Drive Extension plus Braided Ramps

6449	Agency ID: 106742	Title: Frontier Dr Extension
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### RTE 28 - BRIDGE REPLACEMENT OVER BROAD RUN

6554	Agency ID: 68627	Title: RTE 28 - BRIDGE REPLACEMENT OVER BROAD RUN
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### TIP Grouping for Preventive Maintenance for Bridges

5525	Agency ID: TIPGRP006	Title: TIP Grouping for Preventive Maintenance for Bridges
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## Enhancement

### Colechester Road

6316	Agency ID: 76256	Title: Colchester Road - RTE 612
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### TIP Grouping project for Construction: Transportation Enhancement Byway Non-Traditional

5523	Agency ID: TIPGRP004	Title: TIP Grouping project for Construction: Transportation Enhancement Byway Non-Tra
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## ITS

### TIP Grouping project for Maintenance: Traffic and Safety Operations

5526	Agency ID: TIPGRP007	Title: TIP Grouping project for Maintenance: Traffic and Safety Operations
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## Other

### BRAC/Economic Development

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## NORTHERN VIRGINIA FY 2017-2022 TIP PROJECT TYPE INDEX

5768 Agency ID: 81738 linked with Title: BRAC -Economic Development

### Embark Richmond Highway (Study)

6542 Agency ID: Title: Embark Richmond Highway Comprehensive Plan Amendment

### Evaluation of Significant Projects that can ease Congestion

6074 Agency ID: 103910 Title: Evaluation of Significant Projects that can ease Congestion

### I-95/395 HOT Lanes - Arlington Lawsuit Support

6271 Agency ID: 95382 Title: I-95/395 HOT Lanes - Arlington Lawsuit Support

### TIP Grouping project for Construction: Safety/ITS/Operational Improvements

6548 Agency ID: 110375 Title: #HB2.FY17 Const Inter AT RTE 15/17/29 BUS GARVEE DEBT SERVICES

5506 Agency ID: TIPGRP003 Title: TIP Grouping project for Construction: Safety/ITS/Operational Improvements

### Virginia Statewide Vehicle Fuel Conversion Program

6041 Agency ID: T11802 Title: Virginia Statewide Vehicle Fuel Conversion Program

## CMAQ

### FAIRFAX COUNTY PARKWAY - ROUTE 7 INTERCHANGE

6558 Agency ID: 15292 Title: FAIRFAX COUNTY PARKWAY - ROUTE 7 INTERCHANGE

### Fairfax County Parkway Extension

6297 Agency ID: 4700 Title: Fairfax County Parkway Extension

### RTE 66 - CONSTRUCT COMMUTER LOT

6551 Agency ID: 16003 Title: RTE 66 - CONSTRUCT COMMUTER LOT

## Federal Lands Highway Program

### Construction : Federal Lands Highway

6441 Agency ID: Title: Project Grouping: Constuction : Federal Lands Highway

### I-95 NB HOV - Direct Access Ramps into Fort Belvoir EPG

6223 Agency ID: 96259 Title: Engineering Studies for I-95 NB Ramps and Rolling Road Loop Ramp

6222 Agency ID: 96256 Title: I 95 DAR Ramps into Ft. Belvoir

## Maintenance

### TIP Grouping project for Preventive Maintenance and System Preservation

5524 Agency ID: TIPGRP005 Title: TIP Grouping project for Preventive Maintenance and System Preservation

## Transit

### CSX RF &P Rail Corridor Third Track

6402 Agency ID: VRE0018 Title: Phase II - Work related potomac shores station

### Dulles Corridor Metrorail Extension Phase II

6362 Agency ID: 102891 and FFX0 Title: Route 28 Metrorail Station (Innovation Station)

### Dulles Corridor Metrorail Project

4272 Agency ID: DUL0002 Title: Dulles Corridor Metrorail Project - Phase 2

### Eisenhower Valley Transit Improvements

6573 Agency ID: 77378 Title: EISENHOWER AVENUE WIDENING AND REMOVE TRAFFIC CIRCLE

### Franconia-Springfield Parkway Park-and-Ride Lots

6281 Agency ID: 106274 Title: Springfield CBD Commuter Parking Garage

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## NORTHERN VIRGINIA FY 2017-2022 TIP PROJECT TYPE INDEX

### Loudoun County Park and Ride Lots, Construct

4216 Agency ID: 79679 Title: Loudoun County Park-and-Ride Lot (Loves Island)

### PRTC - Bus Acquisition / Replacement Program

4506 Agency ID: PRTC0005 Title: PRTC - Bus Acquisition / Replacement Program

### PRTC - Captial Cost of Contracting

5601 Agency ID: PRTC0004 Title: PRTC - Preventive Maintenance

### PRTC Security Enhancements

5707 Agency ID: PRTC0006 Title: PRTC Security Enhancements

### TIP Grouping for Transit Vehicles

6331 Agency ID: Title: Transit : Vehicles

### TIP Grouping project for Construction: Rail

6306 Agency ID: Title: Rail Construction

### TIP Grouping project for Transit Access

6333 Agency ID: Title: Transit : Access

### TIP Grouping project for Transit Amenities

6328 Agency ID: Title: Amenities

### Transit: Ridesharing

6330 Agency ID: Title: Transit Ridesharing

### VRE - Administration / Studies / Training

4802 Agency ID: VRE0002 Title: Fare Collection System/Comm. Improvements

4489 Agency ID: VRE0008 Title: Grant and Project Management

4277 Agency ID: VRE0003 Title: Security Enhancements Systemwide

### VRE - Rolling Stock Acquisition

4534 Agency ID: VRE0009 Title: Rolling Stock Acquisition

4818 Agency ID: VRE0001 Title: Rolling Stock Modifications and Overhauls

### VRE - Stations and Facilities

6320 Agency ID: T10671 Title: VRE Rippon Platforms

6404 Agency ID: Title: VRE Stations and Facilities

4310 Agency ID: VRE0011 Title: VRE Stations and Facilities

### VRE - Tracks and Storage Yards

4070 Agency ID: VRE0007 Title: VRE Storage Yards Improvements

### VRE Track Lease Improvements

5489 Agency ID: VRE0012 Title: VRE Track Lease Improvements





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

			Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
<b>TIP ID: 4070</b>			<b>Agency ID: VRE0007</b>			<b>Title: VRE Storage Yards Improvements</b>			<b>Complete: 2030</b>			<b>Total Cost: \$44,801</b>	
Facility:			Sect. 5307	62/34/4	8,048 c	5,100 c	4,636 c					9,736	
From: Systemwide													
To:			Sect. 5309	62/34/4	262 c								
			Sect. 5337-SGR	62/34/4	33,971 c	18,794 c						18,794	
											<b>Total Funds:</b>	<b>28,530</b>	

Description: As additional cars are added to accommodate ridership demand, storage yards and maintenance facilities must be obtained and/or upgraded. Improvements to the yards and maintenance facilities will allow additional maintenance to be performed by VRE contractors and additional vehicles to be stored.

<b>TIP ID: 4152</b>			<b>Agency ID: 81009</b>			<b>Title: I-66 Vienna Metrorail Accessibility and Capacity Improvements</b>			<b>Complete: 2016</b>			<b>Total Cost: \$3,207</b>	
Facility: I			AC	100/0/0	14,747 c								
From: Transit Ramps- from EB & to WB													
To: @ Vaden Drive			CMAQ	80/20/0	29,033 c								
			RSTP	80/20/0	-705 a		-711 a						
					1,500 b								
					40,723 c								
			STP	80/20/0	583 c								

Description: Construction of a transit access ramp from I-66 to the Vaden Drive bridge, adjacent to the Vienna Metrorail Station. The proposed ramps would access Vaden Drive from the center of I-66 providing for bus access from the HOV/leftmost lane east bound and to the HOV/leftmost lane west bound. The ramps would be operational 24/7.

<b>TIP ID: 4216</b>			<b>Agency ID: 79679</b>			<b>Title: Loudoun County Park-and-Ride Lot (Lowes Island)</b>			<b>Complete:</b>			<b>Total Cost: \$425</b>	
Facility: Park and Ride Lot			AC	80/20/0	179 c								
From: Lowes Island													
To:			AC Conversion	80/20/0	130 c								
			CMAQ	80/20/0	56 c		61 c					61	
											<b>Total Funds:</b>	<b>61</b>	

Description: Lease commuter parking spaces at Great Falls Plaza

This lot is served by the County's Commuter Bus Service. This project will enable funding for several years while a permanent, non-leased site is located.

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 4272 Agency ID: DUL0002 Title: Dulles Corridor Metrorail Project - Phase 2			Complete: 2018 Total Cost: \$2,937,421						
Facility: Local	0/0/100	856,129 c	24,699 c	13,175 c					37,874
From: Wiehle Avenue									
To: VA	State	0/100/0	300,000 c						
	TIFIA	0/0/100	1,875,697 c						
<b>Total Funds:</b>									<b>37,874</b>

Description: Continue the extension of the Metrorail system for another 11.5 miles to Route 772 in Loudoun County with additional stations at Reston Parkway, Monroe Street (Herndon), VA 28, Dulles Airport and VA 606. Direct access will be provided to Dulles Airport terminal.

TIP ID: 4277 Agency ID: VRE0003 Title: Security Enhancements Systemwide			Complete: 2040 Total Cost: \$2,100						
Facility: Sect. 5307	80/16/4	405 c	105 c	105 c	105 c	105 c	105 c		420
From: Systemwide									
To:									<b>Total Funds: 420</b>

Description: Grantees must certify that at least 1% of 5307 funding received each fiscal year is being used for transit security projects

TIP ID: 4303 Agency ID: 78828 Title: Westbound ACCEL/DECEL LN Westmoreland to Haycock Rd			Complete: Total Cost: \$15,424						
Facility: I	AC	80/20/0	135 a	159 a					159
From: Westmoreland Dr. / Washington Blvd Exit			3,166 c						
To: Haycock Rd /Dulles Access Highway Ramp	Earmark	80/20/0	2,142 a						
			15,720 c						
	NHPP	80/20/0	11,191 c						
<b>Total Funds:</b>									<b>159</b>

Description: Construct Spot Improvement Phase II within cited limits.

TIP ID: 4310 Agency ID: VRE0011 Title: VRE Stations and Facilities			Complete: Total Cost: \$4,612						
Facility: VRE Stations and Facilities	Sect. 5307	80/20/0	957 c						
From: Districtwide									
To:	Sect. 5309	80/20/0	500 c						
	Sect. 5337-SGR	80/16/4	7,266 c	3,930 c	946 c	946 c	946 c		6,768
<b>Total Funds:</b>									<b>6,768</b>

Description: Involves the addition of second platforms, canopy and platform extensions, replacement of signage and other related improvements at various VRE stations in order to keep the stations in good repair. This work will be done at various stations including Fredericksburg, Leeland Road, Brooke, Manassas, Manassas Park, Woodbridge, Rippon, Rolling Road, Broad Run, Burke and other stations to be determined.

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 4344 Agency ID: 13528 Title: VA 27 - Interchange Modifications			Complete:		Total Cost:		<b>\$43,244</b>		
Facility: VA Washington Blvd Interchange	AC	100/0/0		1,122 a					2,561
From: I North of 0.31 mile				1,439 c					
To: VA North of 0.29 mile									
AC 1	80/20/0	997 c							
AC Conversion	80/20/0	2,760 a 1,615 b							
AC Conversion 1	100/0/0	-9,693 c							
BR	80/20/0	1,508 a -2,254 b 747 c		-2,254 b					
EB/MG	80/20/0	-164 b 164 c							
STP	80/20/0			331 a -4,357 b					331
<b>Total Funds:</b>									<b>2,892</b>

Description: Rehabilitate Washington Blvd. Interchange (Rte 27 & 244). Rehabilitate the existing grade-separated Washington Boulevard Interchange at Columbia Pike to eliminate existing safety hazards and provide geometric improvements.

TIP ID: 4489 Agency ID: VRE0008 Title: Grant and Project Management			Complete:		Total Cost:		<b>\$2,450</b>		
Facility: System Wide	Sect. 5307	80/20/0	2,546 a	650 a	650 a	650 a	650 a		2,600
From: Northern Virginia									
To:									
<b>Total Funds:</b>									<b>2,600</b>

Description: The costs of grants and project management, as well as staff participation in federal grants management seminars, will be capitalized to the grants, reserving operating funds for service provision.

TIP ID: 4506 Agency ID: PRTC0005 Title: PRTC - Bus Acquisition / Replacement Program			Complete:		Total Cost:		<b>\$10,338</b>		
Facility: PRTC - Bus Acquisition	Sect. 5309	80/16/4	572 a						
From: NOVA Districtwide									
To:	Sect. 5339	80/16/4		10,338 c					10,338
<b>Total Funds:</b>									<b>10,338</b>

Description: Replacement of sixteen commuter buses manufactured in 2002 that have reached the end of their useful life.

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 4534 Agency ID: VRE0009 Title: Rolling Stock Acquisition</b>			Complete:			Total Cost:			<b>\$58,761</b>
Facility: VRE Rolling Stock	Sect. 5307	80/16/4	2,726 c	2,726 c	2,726 c	2,726 c			10,904
From: Systemwide									
To:	Sect. 5337-SGR	80/16/4	3,878 c	3,878 c	3,878 c	3,878 c			15,512
<b>Total Funds:</b>									<b>26,416</b>

Description: VRE has purchased from Sumitomo 11 cab cars (base order), 50 cab and trailers (option order) and an additional 10 cars. This project includes funding for a new procurement of up to 42 railcars with of base order of eight cars and option orders of seven, five and nine cars.

<b>TIP ID: 4794 Agency ID: 52326 Title: I-66 - Reconstruction of Interchange at Rte 29 (Gainesville) Phase IV</b>			Complete:			Total Cost:			<b>\$211,942</b>
Facility: I Interchange	AC	80/20/0	1,086 a						
From: US Virginia Oaks Drive Intersection			31,848 b						
To: 0.033 mile west of WB I-66			1,960 c						
	AC Conversion	80/20/0	1,086 a						
			31,848 b						
			5,840 c						
	Earmark	80/20/0	254 b						
			457 c						
	NHPP	100/0/0		147 a					3,193
				3,046 c					
	NHPP 1	80/20/0		-3,842 b					
<b>Total Funds:</b>									<b>3,193</b>

Description: Reconstruct the existing I-66/US 29 interchange in Gainesville. Reconstruction may include the addition of exclusive HOV access ramps within the interchange or in close proximity to the interchange.

Due to high traffic volumes, existing and projected traffic operational problems, and land use issues in the vicinity of the I-66/US 29 interchange; the design/evaluation of this interchange will include, but not necessarily be limited to, the following components:

- \* a grade separation of US 29 and the Southern Railroad tracks,
- \* an interchange between US 29/Relocated VA 55/Relocated VA 619 (Linton Hall Road),
- \* widening of US 29 to six lanes from the vicinity of Virginia Oaks Drive to the interchange,
- \* relocation/widening of VA 55 to four lanes from the vicinity of the Gainesville United Methodist Church to US 29,
- \* relocation/widening of VA 619 in the vicinity of US 29,
- \* a four-lane East-West Connector link bridging over I-66 between Route 29 (opposite Conway Robinson Memorial State Forest) to Route 674 (Wellington Road),
- \* improvements on US 29 north of the I-66 interchange between the interchange and the Connector Link.

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP ID: 4802 Agency ID: VRE0002 Title: Fare Collection System/Comm. Improvements			Complete: 2030						Total Cost:	\$18,728

Facility: Sect. 5307 80/16/4 1,200 c 1,200

From: Systemwide

To:

Total Funds: 1,200

Description: Ongoing maintenance of the fare collection equipment and the next generation of fare equipment. Fare Collection III

TIP ID: 4818 Agency ID: VRE0001 Title: Rolling Stock Modifications and Overhauls			Complete:						Total Cost:	\$35,765
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Facility: Sect. 5307 80/16/4 3,388 c

From: Systemwide

To:

Sect. 5309 80/16/4 2,283 c

Sect. 5337-SGR 80/16/4 8,800 c 4,900 c 4,900

Total Funds: 4,900

Description: Technological developments and safety mandates from the Federal Railroad Administration (FRA), may require ongoing improvements to the VRE fleet. Projects that bring VRE into compliance with future federal mandates will be given the highest funding priority. Implementing PTC as required by FRA.

TIP ID: 5392 Agency ID: 103484 Title: Minnieville Road Construct 4-Lane Divided Roadway			Complete: 2020						Total Cost:	\$40,000
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Facility: VA Minnieville Road AC 100/0/0 12,000 c 12,000

From: VA Spriggs Road

To: VA Dumfries Road

BD 0/0/100 3,275 b  
13,552 c

Local 0/0/100 18,040 c

REVSH 0/50/50 1,750 a  
3,830 b  
4,420 c

State/Local 50/50/0 2,500 a 28,000  
3,000 b  
22,500 c

Total Funds: 40,000

Description: Minnieville Road Construct 4-Lane Divided Roadway within cited limits.

TIP ID: 5489 Agency ID: VRE0012 Title: VRE Track Lease Improvements			Complete:						Total Cost:	\$229,971
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Facility: VRE Track STP 50/34/16 60,500 c 17,024 c 17,490 c 18,190 c 52,704

From: NoVA and District of Columbia

To:

Total Funds: 52,704

Description: Provides capitalized access fees in the form of long term and related capital improvements on the railroad systems that VRE operates on, railroad systems owned by Amtrak, CSX, and Norfolk Southern.

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

Source		Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5503 Agency ID: TIPGRP001		Title: Construction: Bridge Rehabilitation/Replacement/Reconstruction				Complete:		Total Cost:		\$184,923
Facility: District-wide Bridges	AC	89/11/0			3,267 a		530 a			3,797
From:	AC 1	100/0/0			13,997 c					13,997
To:	AC 2	85/15/0		9,714 c						9,714
	AC Conversion	80/20/0			15 a 62 b 423 c	125 c	4,384 c			5,009
	BR	80/20/0			90 a -1,197 c					90
	BR 1	90/10/0		1,752 c						1,752
	RSTP	80/20/0						125 a		125
	STP	80/20/0					74 a			74
<b>Total Funds:</b>										<b>34,558</b>

Description: TIP Grouping project for Construction: Bridge Rehabilitation/Replacement/Reconstruction. See CLRP for the derivation of STIP Grouping and how they are part of the TIP. Individual projects within STIP Group are shown on Appendix A.

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5506 Agency ID: TIPGRP003 Title: TIP Grouping project for Construction: Safety/ITS/Operational Improve			Complete:		Total Cost:		\$975,536		
Facility: Safety/ITS/Operational Projects	AC	100/0/0		1,180 b					1,180
From: Districtwide	AC 1	95/5/0	507 a 711 b 15,070 c						16,288
To:	AC 2	91/9/0		3,438 c	8,055 c	11,815 c	78 c		23,386
	AC 3	86/14/0	649 a						649
	AC 4	85/15/0	189 a						189
	AC 5	83/17/0	1,008 b	14,354 a	1,057 a	20,941 a	16,950 a		54,310
	AC Conversion	80/20/0	700 a	386 c	878 a 445 c	1,203 a 437 c	1,301 a 283 c		5,633
	AC Conversion 1	81/19/0	1,209 c						1,209
	BR	80/20/0	769 b						769
	CMAQ	81/19/0	11,263 c						11,263
	CMAQ 1	80/20/0		3,203 a 398 c	400 a 2,306 c	1,822 a	2,530 a 911 c		11,570
	CMAQ 2	75/25/0	107 a						107
	CMAQ 3	74/26/0	108 a						108
	DEMO	80/20/0		1,450 b	1,073 c				2,523
	EB/MG	81/19/0	840 c						840
	EB/MG 1	84/16/0	109 c						109
	EB/MG 2	80/20/0	387 b						387
	HSIP	90/10/0		22 b 1,250 c	690 a 605 b	111 a 278 b 376 c	89 b		3,421
	HSIP 1	100/0/0	999 b						999

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
HSIP 2	98/2/0		9,379 c						9,379
HSIP 3	52/48/0		96 a						96
IM	94/6/0		3,581 c						3,581
NHPP	80/20/0			313 b	781 c	4,987 a			6,081
NHPP 1	100/0/0		47 c						47
RSTP	80/20/0		2,601 b 2,148 c	2,206 a 1,344 c	5 a 875 b 3,430 c	150 a 3,125 c	1,291 a 600 c		17,775
RSTP 1	79/21/0		1,957 a						1,957
State/Local	0/80/20			44 b	688 c	63 a			795
STP	80/20/0		22,334 c		1,313 b 4,854 c	1,270 c			29,771
STP 1	83/17/0		31 a						31
STP 2	84/16/0		967 b						967
STP 3	98/2/0		835 c						835
STP 4	100/0/0		40 b 2,627 c						2,667
STP/E	80/20/0		41 b						41
<b>Total Funds:</b>									<b>209,054</b>

Description: TIP Grouping project for Construction: Safety/ITS/Operational Improvements. See Appendix A for specific projects and UPC information.



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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5523 Agency ID: TIPGRP004 Title: TIP Grouping project for Construction: Transportation Enhancement Byway Non-Tra			Complete:			Total Cost:			\$176,344
Facility: Transportation Enhancement Byway Non-Tra	AC	100/0/0		631 b	10 b		330 b		971
From: NoVA District	AC 1	92/8/0		3,676 c	11,779 c	6,537 c	718 c		22,710
To:	AC 2	80/20/0	496 c	50 a	139 a	292 a	425 a		1,402
	AC Conversion	80/20/0	79 c		63 a 238 c	166 a	285 a 669 c		1,500
	BR	80/20/0	380 c						380
	CMAQ	80/20/0	559 c	200 a 808 b	2,084 a 5,802 c	313 a 2,081 c	13 a 688 c		12,548
	DEMO	80/20/0			196 c				196
	NHPP	80/20/0		250 a	188 b	500 c			938
	RSTP	80/20/0	1,000 a 151 b 4,564 c		398 a 1,567 c	745 a 403 c	200 a 721 c		9,749
	State	0/100/0	100 a						100
	State/Local	0/50/50	100 a						100
	STP	80/20/0	1 c		1,331 c				1,332
	TAP	80/20/0		401 b 4,467 c	403 c				5,271
<b>Total Funds:</b>									<b>57,197</b>

Description: TIP Grouping project for Construction: Transportation Enhancement Byway Non-Traditional. See CLRP for the derivation of STIP Grouping and how they are part of the TIP. See Appendix A to see individual projects within this STIP Group.

TIP ID: 5524 Agency ID: TIPGRP005 Title: TIP Grouping project for Preventive Maintenance and System Preservati			Complete:			Total Cost:			\$20,654	
Facility: Preventive Maintenance and System Preserv	STP	100/0/0	17,265 c	19,132 c	16,242 c	20,571 c	20,654 c		93,864	
From: NoVA District									<b>Total Funds:</b>	<b>93,864</b>
To:										

Description: This listing covers a number of projects/programs throughout Northern Virginia District. The nature/scope of these projects are Preventive Maintenance and System Preservation. These projects have been determined to be exempt from conformity requirements and are eligible for a Categorical Exclusion (CE) under NEPA and hence may be grouped as per April 9, 2008 MOA between FHWA, FTA, VDOT & VDRPT which was subsequently adopted by the NCR-TPB. Individual projects within the STIP Group are found in Appendix A.

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 5525 Agency ID: TIPGRP006 Title: TIP Grouping for Preventive Maintenance for Bridges</b>			Complete:			Total Cost:			<b>\$3,476</b>
Facility: Bridges	STP	100/0/0		3,220 c	2,734 c	3,462 c	3,476 c		12,892
From: NoVA District									
To:	STP/E	100/0/0	2,905 c						2,905
<b>Total Funds:</b>									<b>15,797</b>

Description: TIP Grouping for Preventive Maintenance for Bridges. See CLRP for the derivation of STIP Grouping and how they are part of TIP. See Appendix A for listing of individual STIP Grouped projects.

<b>TIP ID: 5526 Agency ID: TIPGRP007 Title: TIP Grouping project for Maintenance: Traffic and Safety Operations</b>			Complete:			Total Cost:			<b>\$4,618</b>
Facility: Traffic and Safety Operations	STP	100/0/0	4,047 c	4,278 c	3,632 c	4,600 c	4,618 c		21,175
From: NoVA District									
To:									
<b>Total Funds:</b>									<b>21,175</b>

Description: TIP Grouping project for Maintenance: Traffic and Safety Operations. See CLRP for the derivation of STIP Grouping and how they are part of TIP. Individual projects within the STIP Group are found in Appendix A.

<b>TIP ID: 5541 Agency ID: 86527 Title: NoVA GEC Mega Project Administration</b>			Complete:			Total Cost:			<b>\$63,939</b>
Facility:	AC	90/10/0	10,200 c						
From:									
To:	NHPP	80/20/0	4,390 a	-4,390 a					
	State	0/100/0	1,564 c						

Description: Provide Project Administration for NoVA Mega Projects. This is a breakout of UPC 87396.

<b>TIP ID: 5601 Agency ID: PRTC0004 Title: PRTC - Preventive Maintenance</b>			Complete: 2040			Total Cost:			
Facility:	Sect. 5307	80/0/20	10,015 c	1,513 c	1,600 c	1,650 c	1,700 c	1,750 c	8,213
From:									
To:	Sect. 5337-SGR	80/0/20	3,933 c	1,157 c	1,300 c	1,450 c	1,600 c	1,650 c	7,157
	Sect. 5339	80/0/20		161 c	177 c	194 c	213 c	234 c	979
	STP	80/16/4		938 c					938
<b>Total Funds:</b>									<b>17,287</b>

Description: Maintenance of the Omniride and Omnilink fleet.

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 5707 Agency ID: PRTC0006 Title: PRTC Security Enhancements</b>			Complete:			Total Cost:			<b>\$846</b>
Facility: PRTC Transit Center	Sect. 5307	80/16/4	15 c	16 c	17 c	17 c	18 c		83
From:									
To:									<b>Total Funds: 83</b>
Description: Ongoing Improves safety and security at the PRTC Transit Center. Grantees must certify that at least 1% of Formula funding received each fiscal year is being used for transit security projects. Projects include cameras, additional lighting, drills, communications systems, facility access, System Safety Security Plan, etc.									

<b>TIP ID: 5768 Agency ID: 81738 linked Title: BRAC -Economic Development</b>			Complete:			Total Cost:			<b>\$30,173</b>
Facility:	AC	100/0/0		575 a					575
From:									
To:	AC Conversion	90/10/0	1,499 a						
	AC Conversion 1	100/0/0	1,522 a						
	NHPP	100/0/0		1,590 a					1,590
									<b>Total Funds: 2,165</b>

Description: Program is to finance BRAC State Administration.

<b>TIP ID: 5890 Agency ID: 90499 Title: Purcell Rd Realignment &amp; added capacity</b>			Complete:			Total Cost:			<b>\$8,051</b>
Facility:	AC	100/0/0	3,193 c	366 c					366
From: VA 234 Rte 234									
To: 0.3 Mi East of Vista Brooke Drive	AC Conversion 1	80/20/0	935 b						
	EB/MG	80/20/0	41 c						
	HSIP	90/10/0	617 c						
	HSIP 1	100/0/0	1,311 c						
	Local	0/0/100	735 c						
	RSTP	80/20/0	1,434 a						
			1,075 b						
			2,277 c						
	STP	80/20/0	702 c						
	STP/E	80/20/0	703 c						
									<b>Total Funds: 366</b>

Description:

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

Source		Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5924 Agency ID: 100391		Title: Rolling Road Loop Road				Complete:		Total Cost:		\$13,716
Facility: VA	AC	100/0/0			39 b					593
From: Fairfax County Parkway					554 c					
To: VA Rolling Road										
	AC 1	80/20/0	7,000 c							
	AC Conversion	80/20/0	1,500 a							
			13,816 c							
	RSTP	80/20/0	970 a							
			3,213 b							
			2,000 c							
<b>Total Funds:</b>										<b>593</b>

Description: Expand to two lanes existing single-lane loop ramp in north-east quadrant of Rolling Road/Franconia-Springfield Pkwy/Fairfax County Pkwy.

TIP ID: 5926 Agency ID: 99481		Title: Rte 7/ Rte 659 Interchange				Complete:		Total Cost:		\$77,297
Facility: VA John Mosby Highway	AC	100/0/0	13,305 b		55,842 c					55,842
From: Route 659 Belmont Ridge Road			115,253 c							
To:										
	AC Conversion	80/20/0	6,500 b							
	DEMO	80/20/0	-6,500 a							
	STP	100/0/0	495 b		0 a					7,621
					7,621 c					
	STP	80/20/0	495 b		0 a					7,621
					7,621 c					
<b>Total Funds:</b>										<b>63,463</b>

Description: Construct interchange at Rte 7 and Rte 659 to alleviate congestion and reduce accidents at one of Loudoun County's most dangerous interchanges.

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

Source		Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5930 Agency ID: 100566		Title: I-66 / Route 15 INTERCHANGE RECONSTRUCTION				Complete:		Total Cost:		\$59,058
Facility: i-66	AC	100/0/0	5,000 b	-59 b	6,914 b					45,130
From: Rte. I-66/Rte 15 Interchange			45,383 c	-21,693 c	38,216 c					
To:	AC Conversion	100/0/0	5,000 b 57,148 c	1,172 c						1,172
	IM	90/10/0	3,400 a							
	NHPP	90/10/0			-257 a					
<b>Total Funds:</b>										<b>46,302</b>

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

TIP ID: 5965 Agency ID: 104323		Title: Boundary Chanel Drive Modifications				Complete: 2020		Total Cost:		\$9,335
Facility:	AC	0/100/0		5,537 c						5,537
From:	Local	0/0/100	8,000 c							
To:	NVTA-PAYGO	0/73/27			1,440 a 900 b					2,340
	NVTA-PAYGO 1	80/20/0			6,995 c					6,995
	REVSH	0/50/50	1,440 a 900 b	1,458 c						1,458
<b>Total Funds:</b>										<b>16,330</b>

Description: This project involves modifications to the intersection of Boundary Channel Drive and Old Jefferson Davis Highway immediately off of the I-395/Boundary Channel Drive Interchange. The project is part of the County's Long Bridge Park redevelopment initiative which includes the construction of a large regional aquatic Center.

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

Source		Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5966 Agency ID: 102437		Title: NB I-395 Auxiliary Lane (Duke St. to Seminary Road)				Complete:		Total Cost:		\$15,794
Facility: I 395	AC	100/0/0	13,005 c		843 a					8,222
From: Duke street					7,379 c					
To: Seminary Road										
	AC Conversion	100/0/0	1,699 a 224 b 29,377 c							
	NHPP	100/0/0			556 a					556
	NHS	80/20/0	1,000 a 500 b							
<b>Total Funds:</b>										<b>8,778</b>

Description: The project involves the construction of an auxiliary lane on I-395 from the Duke Street on-ramp to the Sanger Avenue Bridge.

TIP ID: 6029 Agency ID: 96261		Title: I-395/ Seminary Rd Reversible lane ramp				Complete:		Total Cost:		\$60,071
Facility: I	AC	100/0/0	1,000 b		15,492 c					15,492
From: Seminary Road Interchange			70,400 c							
To:										
	AC Conversion	100/0/0	9,088 a 1,730 b 58,888 c							
	IM	90/10/0	4,699 a							
	NHPP	100/0/0			12,817 c					12,817
	NHPP 1	80/20/0			-56 a					
	NHS	80/20/0	463 a							
	PRIV	0/0/0							0 a	
<b>Total Funds:</b>										<b>28,309</b>

Description: Project constructs new single lane, reversible HOV ramp on I-395 HOV lanes to the third level of the Seminary Road Interchange. The project adds ramp capacity to accommodate HOV and transit for the additional 6,400 employees of the Department of Defense - Washington Headquarters Services locating to Mark Cengter as part of the 2005 Base Realignment and Closure. An operational study is underway and a draft Interchange Modification Report will begin later this year. Environmental Reviews are expected to be underway in 2011. Project funding will be included in VDOT's FY12-17 Six Year Improvement Program scheduled to be adopted by the Commonwealth Transportation Board in June, 2011.

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

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
<b>TIP ID: 6041</b>	<b>Agency ID: T11802</b>	<b>Title: Virginia Statewide Vehicle Fuel Conversion Program</b>					<b>Complete:</b>	<b>Total Cost:</b>		<b>\$25,740</b>	
Facility:	AC	80/20/0	21,094 c		16,740 c					16,740	
From:											
To:	AC Conversion	80/20/0		1,227 c						1,227	
	CMAQ	80/20/0	2,818 c		3,516 c	600 c	1,000 c	2,754 c		7,870	
<b>Total Funds:</b>										<b>25,837</b>	

Description: The project is for implementing the Statewide Vehicle Fuel Conversion Program.

<b>TIP ID: 6074</b>	<b>Agency ID: 103910</b>	<b>Title: Evaluation of Significant Projects that can ease Congestion</b>					<b>Complete:</b>	<b>Total Cost:</b>		<b>\$4,500</b>	
Facility: N/A	AC	100/0/0	1,500 a		1,117 a					1,117	
From:											
To:	IM	90/10/0	1,500 a								
<b>Total Funds:</b>										<b>1,117</b>	

Description: Chapters 768 and 825 of the 2012 Acts of Assembly amended the Code of Virginia by adding §33.1-13, 03:1, which directs VDOT to work with the Commonwealth Transportation Board, the Department of Rail and Public Transportation, and the Northern Virginia Transportation Authority to evaluate and rate all significant transportation projects in and near the NOVA district. Each transportation project's evaluation and rating are to be based primarily on the project's expected impact on reducing congestion. To the extent possible, the evaluation and rating will also be based on the project's expected improvement in mobility during a homeland security emergency.

<b>TIP ID: 6080</b>	<b>Agency ID: 103907</b>	<b>Title: Jones Branch Drive Connector</b>					<b>Complete:</b>	<b>Total Cost:</b>		<b>\$57,836</b>	
Facility: Scotts Crossing Rd	AC	100/0/0			14,468 c					14,468	
From: Dolly Madison Blvd											
To: Jones Branch Dr	AC 1	93/7/0	22,226 c								
	AC 2	80/20/0	387 a								
	AC Conversion	80/20/0	387 a	7,594 c						7,594	
	REVSH	0/50/50	20,000 c								
	RSTP	80/20/0	5,913 a		-2,000 b					1,431	
			5,000 b		1,431 c						
			2,474 c								
	State/Local	0/50/50			27,000 c					27,000	
<b>Total Funds:</b>										<b>50,493</b>	

Description: The proposed connector is intended to provide a connection between Route 123 and the I-495 Express Lane (HOV/HOT lanes) ramps. By building this connection, the project will connect ROute 123 via the extended Scotts Crossing Rd, ultimately to Jones Branch Dr since the segment between i-495 Express lane (HOV/HOT lanes) ramps and Jones Branch Dr is currently being built as part of the I-495 Express lane (HOV/HOT lanes) project.

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

Source		Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6202 Agency ID: 97529		Title: Route 606 Loudoun County Parkway / Old Ox Rd.Reconstruction				Complete:		Total Cost:		\$82,700
Facility: VA 606 Loudoun County Parkway		AC	100/0/0	150 a	2,492 b					56,011
From: VA 621 Evergreen Mills Road				13,000 b	53,519 c					
To: VA 267 Dulles Greenway				65,257 c						
BR		100/0/0		750 a						
RSTP		80/20/0			1,202 a					3,273
					2,071 b					
STP		100/0/0			3,688 b					3,688
<b>Total Funds:</b>										<b>62,972</b>

Description: Reconstruct and widen Route 606 to a four lane divided roadway with a continuous shared-use path along its north side between Route 621 (Evergreen Mills Road) and Route 267 (Dulles Greenway). Other major elements include: reconstruction of Route 606 and Loudoun County Parkway intersection at Route 842, Arcola Road, and a bridge that carries Old OX Road over the Horsepen dam emergency spillway.

TIP ID: 6203 Agency ID: 102895		Title: Sycolin Road				Complete:		Total Cost:		\$15,450
Facility: Sycolin Road		AC	100/0/0		4,062 c					4,062
From: Tolbert lane		REVSH	0/50/50	1,000 a						
To: Leesburg S Corporate Limits				1,500 b						
RSTP		80/20/0		2,019 c	387 b					2,406
State/Local		0/50/50			1,106 b					10,000
					8,894 c					
<b>Total Funds:</b>										<b>16,468</b>

Description: Widen Sycolin Road from two to four lanes between the above cited limits. This segment is part of a larger project included in the regional air quality conformity analysis (VU33: Widen Sycolin Rd. between VA 7/US 15 Bypass and Leesburg SCL).



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

			Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 6204 Agency ID: 90339</b>			<b>Title: Widen US Route 1</b>			Complete:			Total Cost:			<b>\$7,490</b>
Facility: US 1			AC	100/0/0	1,110 a		6,910 a					6,910
From: Brady's Hill Road 0.1 miles south of			EB/MG	80/20/0	182 a							
To: Dumfries Road 02. miles north of			NHPP	100/0/0	125 a							
			RSTP	80/20/0		30 a	16 a	21 a	23 a			90
			STP	80/20/0	183 a		182 a					182
											<b>Total Funds:</b>	<b>7,182</b>

Description: Widen US Route 1 from 4 to 6 lanes between the above cited limits. This segment is part of a larger project included in the regional air quality conformity analysis (VP1ad: Widen US 1 between Brady's Hill Rd. and Cardinal Drive)

<b>TIP ID: 6205 Agency ID: 105482</b>			<b>Title: VA Route 28 Study</b>			Complete:			Total Cost:			<b>\$2,510</b>
Facility: VA 28			AC	100/0/0			9 a					9
From: VA 234 Sudley Road			EB/MG	80/20/0	1,143 a							
To: I 66			STP	80/20/0	1,359 a		1,143 a					1,143
											<b>Total Funds:</b>	<b>1,152</b>

Description: VDOT will evaluate a seven mile corridor along Route 28 from Sudley Road to I-66 to determine short and long term solutions to the transportation congestion and access issues in this area.

<b>TIP ID: 6206 Agency ID: 78827</b>			<b>Title: I-66 Spot Improvements 3</b>			Complete:			Total Cost:			<b>\$25,037</b>
Facility: I 66 I 66 Spot Improvements 3			AC	80/20/0	14,536 c		900 a					900
From: rt 120 .045 E. of Glebe Rd												
To: US 29 .095 W. of Lee Highway												
Description: New construction roadway												
											<b>Total Funds:</b>	<b>900</b>

<b>TIP ID: 6208 Agency ID: 103317</b>			<b>Title: I-66 @ Route 28 Interchange Improvements</b>			Complete:			Total Cost:			<b>\$50,000</b>
Facility:			AC	100/0/0			1,990 a					1,990
From:												
To:			AC Conversion 1	100/0/0	13,000 b							
					25,000 c							
											<b>Total Funds:</b>	<b>1,990</b>

Description: The purpose of this project is to design segments of the interchange at Interstate 66 and Route 28 (Sully Road), remove four traffic signals on Route 28 to enhance safety, and improve capacity to accommodate the area's forecasted traffic demand. PE for entire project and estimate for PH1 of RW,CN.

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 6221 Agency ID: 93033 Title: I-95 Directional Off Ramp to NB Fairfax County Parkway</b>			Complete:			Total Cost:			<b>\$5,207</b>
Facility: I-95	AC	0/100/0	4,582 a						
From: FXCO Pkwy Exit 166 to									
To: 0.6 mi. W. of Exit 166	DEMO	90/10/0	4,800 a	-46 a					
	NHS	80/20/0	32 a						

Description:

<b>TIP ID: 6222 Agency ID: 96256 Title: I 95 DAR Ramps into Ft. Belvoir</b>			Complete:			Total Cost:			<b>\$4,221</b>
Facility: I 95	DEMO	100/0/0	486 a	-69 c					
From: Heller Rd.			-491 b						
To: I-95 HOV Lanes (approx. 3500 ft N. of FFXC	NHPP	80/20/0		-130 a					
				-10 b					

Description: Add direct access ramps from I-95 into Ft. Belvoir

<b>TIP ID: 6223 Agency ID: 96259 Title: Engineering Studies for I-95 NB Ramps and Rolling Road Loop Ramp</b>			Complete:			Total Cost:			<b>\$2,111</b>
Facility: I-95	AC	100/0/0		1,900 a					1,900
From: Rolling Road									
To:									<b>Total Funds: 1,900</b>

Description:

<b>TIP ID: 6247 Agency ID: 5559 Title: Rolling Road</b>			Complete: 2019			Total Cost:			<b>\$35,149</b>
Facility: VA 638 Rolling Road	AC	100/0/0				2,410 c			2,410
From: VA 286 Fairfax Co. Pkwy (0.369 mi N. of Pkw	CMAQ	80/20/0	560 a				561 c		561
To: VA 644 Old Keene Mill Road	NVTA-BOND	0/100/0	5,000 a						
	NVTA-PAYGO	50/50/0		3,389 a			13,534 c		19,999
				3,076 b					
	REVSH	0/100/0	941 a						
			4,856 b						
	RSTP	80/20/0		3,500 b	1,500 b	1,457 b	3,142 c		9,599
									<b>Total Funds: 32,569</b>

Description: Widening to 4 lanes - PE Only

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 6248 Agency ID: 102905 Title: Rolling Road Widening</b>			Complete:			Total Cost:			<b>\$25,500</b>

Facility: VA 638 Rolling Road RSTP 80/20/0 3,500 a 3,500  
 From: VA 5297 Delong Dr.  
 To: VA 4502 Fullerton Rd. **Total Funds: 3,500**  
 Description: Widen to 4 lanes - total of 1.12 miles  
 Between Delong Rd. and 0.01 mi N. of Fullerton Rd.

<b>TIP ID: 6256 Agency ID: 104380 Title: Evergreen Mill Road Widening</b>			Complete:			Total Cost:			<b>\$11,300</b>
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Facility: VA 621 Evergreen Mill Road State/Local 0/98/2 351 a 649 a 1,000  
 From: US S. King Street  
 To: City Corp. Limits **Total Funds: 1,000**  
 Description: Widening Evergreen Mill Road to 4 Lanes

<b>TIP ID: 6257 Agency ID: 17687 Title: Widen US 15 Phase I</b>			Complete:			Total Cost:			<b>\$8,568</b>
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Facility: US 15 S. King Street AC 100/0/0 1,184 c 1,184  
 From: Masons Lane  
 To: VA 621 Evergreen Mill Road RSTP 80/20/0 694 c 4 a 379  
 375 c  
 STP 80/20/0 1 c 1  
**Total Funds: 1,564**

Description: Widen US 15 (Phase I)

<b>TIP ID: 6264 Agency ID: 103106 Title: I-95 HOV/HOT Lanes Construction</b>			Complete:			Total Cost:			<b>\$785,756</b>
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Facility: I 95 I-95 AC 100/0/0 -54,332 c  
 From: Garrisonville Rd.  
 To: 1 mi. N. of Edsall Rd. AC Conversion 1 100/0/0 -25,378 a

Description:

<b>TIP ID: 6265 Agency ID: 103222 [T1161 Title: I-95 HOV/HOT Lanes Debt Service</b>			Complete:			Total Cost:			<b>\$112,940</b>
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Facility: I 95 Interstate 95 AC 100/0/0 97,879 c  
 From: Garrisonville Rd.  
 To: 1 mi. N. of Edsall Rd. AC Conversion 1 100/0/0 11,431 c 7,808 c 7,458 c 15,266  
**Total Funds: 15,266**

Description: Debt service

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

		Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 6271</b>		<b>Agency ID: 95382</b>		<b>Title: I-95/395 HOT Lanes - Arlington Lawsuit Support</b>				<b>Complete:</b>		<b>Total Cost: \$153</b>	
Facility: I 395		NHPP	80/20/0			45 a					45
From:											
To:		NHS	80/20/0	-3,456 a							
<b>Total Funds:</b>											<b>45</b>

Description: GEC Staff support to VDOT and the OAG office in the development of the Administrative Record for the pending I-95/395 HOT Lanes Arlington lawsuit.  
Linked with UPC 70849

<b>TIP ID: 6272</b>		<b>Agency ID: 68805 linked wi</b>		<b>Title: BUILD 4-HOT LANES FROM SPRINGFIELD TO N OF DULLES TOLL RD</b>				<b>Complete:</b>		<b>Total Cost: \$56,633</b>	
Facility:		AC Conversion	100/0/0	-15,389 a							
From:				16,017 c							
To:		IM	80/20/0	100 c							
		NHPP	100/0/0	3,829 c							
		NHS	100/0/0	5,098 c							
		State/Local	100/0/0			-26,741 a					

Description:

<b>TIP ID: 6273</b>		<b>Agency ID: 104005</b>		<b>Title: HOT Lanes Bicycle/Pedestrian Facilities - Phase II</b>				<b>Complete:</b>		<b>Total Cost: \$7,622</b>	
Facility:		AC	100/0/0	1,800 c		1,800 c					1,800
From: VA 123 Leesburg Pike											
To: VA Idylwood		CMAQ	80/20/0	200 a		1,600 b					2,205
				1,600 b		605 c					
				2,014 c							
		NHPP	100/0/0			1,227 c					1,227
<b>Total Funds:</b>											<b>5,232</b>

Description: HOT Lanes Bicycle/Pedestrian Facilities

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

Source		Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6275 Agency ID: 84742		Title: HOT LANES PAVEMENT REHABILITATION AND OTHER CONSTRUCTIO				Complete:		Total Cost:		\$63,100
Facility: I 495		AC Conversion 1	100/0/0	1 a						
From: Fairfax County										
To:		IM	90/10/0	1,211 a						
				-1,211 c						
		NHPP	90/10/0		1,212 a					4,123
					2,911 c					
<b>Total Funds:</b>										<b>4,123</b>

Description: Pavement Rehabilitation

TIP ID: 6276 Agency ID: 87771 linked w		Title: I-495 Hot Lanes Project				Complete:		Total Cost:		\$1,617,400
Facility: I 495		AC Conversion 1	100/0/0	1,328,629 a						
From:				230,756 b						
To:		BR	90/10/0		-14,056 c					
		IM	90/10/0	4,897 b						
		NHS	100/0/0	8,902 b						

Description: Roadway improvements--High Occupancy/Toll lanes

TIP ID: 6280 Agency ID: 94611		Title: GEC Design Services I495/DAAH Interchange Improvements				Complete:		Total Cost:		\$54,591
Facility: I 495		AC	100/0/0		49,203 c					49,203
From: .1 mi. E. of Spring Hill Rd.										
To: I-495		NHPP	80/20/0		-15,411 a					
		NHS	80/20/0	6,571 a						
				700 b						
				-15,100 c						
<b>Total Funds:</b>										<b>49,203</b>

Description: To improve access at the Dulles Airport Access Highway/Interstate 495 interchange

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

Source		Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6281 Agency ID: 106274		Title: Springfield CBD Commuter Parking Garage				Complete:		Total Cost:		\$63,810
Facility: 644 Old Keene Mill Road	AC	100/0/0			16,086 c					16,086
From:										
To:	CMAQ	80/20/0	5,500 a		5,200 a					47,424
			3,110 b		3,110 b					
					39,114 c					
<b>Total Funds:</b>										<b>63,510</b>

Description: Springfield CBD Commuter Parking Garage

TIP ID: 6287 Agency ID: 103581		Title: I-495 HOT Lanes Final Landscaping Phase II				Complete:		Total Cost:		\$2,613
Facility:	NHPP	100/0/0			80 c					80
From:										
To:	NHS	100/0/0	1,009 c							
<b>Total Funds:</b>										<b>80</b>

Description: Landscaping

TIP ID: 6297 Agency ID: 4700		Title: Fairfax County Parkway Extension				Complete:		Total Cost:		\$56,449
Facility: VA 286 Fairfax Co Pkwy	AC	100/0/0	20,400 a		20,400 a					35,466
From: VA Fullertron Rd			14,938 b		15,066 b					
To: VA 638 Rolling Road										
	EB/MG	80/20/0	5,448 b							
	NHPP	80/20/0			8,104 b					8,104
	NHS	80/20/0	8,104 b							
	STP	80/20/0			6,032 b					6,032
	STP/E	80/20/0	714 b							
<b>Total Funds:</b>										<b>49,602</b>

Description: UPC 4700 will include PE & RW only. CN will be covered under other UPC's for Phase 1-4.

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP ID: 6298 Agency ID: 96721 Title: Route 28 Widening			Complete: 2017						Total Cost:	\$13,778
Facility: VA 28 Nokesville Rd	AC	80/20/0	488 c						488	
From: Godwin Drive	AC 1	100/0/0		3,157 c					3,157	
To: City Southern Corporate Limits	NVTA-BOND	0/100/0	3,294 c						3,294	
	NVTA-PAYGO	100/0/0		2,029 c					2,029	
	REVSH	50/50/0	2,538 c						2,538	
	RSTP	80/20/0	650 a 2,500 b	2,908 c	662 a 2,500 b 3,942 c	128 c	170 c	187 c	10,497	
<b>Total Funds:</b>									<b>22,003</b>	

Description: Widen to six lanes

TIP ID: 6299 Agency ID: 52327 Title: RT 7 - Widen to Six Lanes			Complete:						Total Cost:	\$33,497
Facility: RT 7 Leesburg Pike	AC	100/0/0		1,348 a					26,690	
From: Rolling Holly Dr. (mm. 50.5)				1,280 b						
To: .15 mi. E of Reston Ave.				24,062 c						
	AC Conversion 1	100/0/0	800 a 1,197 b							
<b>Total Funds:</b>									<b>26,690</b>	

Description: Widen RT 7 from 4 lanes divided to six lanes divided, with 10 ft, shared use path in both directions.

TIP ID: 6300 Agency ID: 52328 Title: RT 7- Wident to Six Lanes PE Only			Complete:						Total Cost:	\$12,000
Facility: RT 7 Leesburg Pike	AC	100/0/0		2,668 a					2,668	
From: Jarrett Valley Dr. (mm 51.4)	AC Conversion	100/0/0	18,386 a							
To: Reston Ave. (mm. 51.4)	RSTP	80/20/0		57 a					57	
<b>Total Funds:</b>									<b>2,725</b>	

Description: PE only -- widen RT 7 from Jarrett Valley Dr /RT 267 to Reston Ave. Increase capacity and safety by by widening to six lanes. Improve mobility by adding pedestrian and bicycle facilities.

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 6301 Agency ID: 99478 Title: Route 7 - Widen to Six Lanes</b>						Complete:	Total Cost:		<b>\$11,000</b>
Facility: RT 7 Leesburg Pike	RSTP	80/20/0	1,200	b					1,200
From: Reston Ave. (mm 51.5)									
To: Reston Parkway (mm 52)									<b>Total Funds: 1,200</b>
Description: Increase capacity and safety by widening Route 7 to six lanes and correcting existing profile deficiencies. Increase mobility by providing pedestrian and bicycle facilities.									

<b>TIP ID: 6302 Agency ID: 92080 Title: RT 28 Widen to Four Lanes Including RT 215 Re-alignment</b>						Complete:	Total Cost:		<b>\$43,945</b>
Facility: VA 28 Nokesville Rd.	RSTP	80/20/0	43,163	c	-1,049				
From: Linton Hall Rd.									
To: Fitzwater Dr.									
Description: Widen to 6 lanes within 6 lane ROW from Linton Hall Rd to VInt Hill Rd. Widen to 4 lanes within 4 lane ROW between Vint Hill Rd. and Fitzwater Dr.									

<b>TIP ID: 6304 Agency ID: 103319 Title: RT 29 Manassas National Battlefield Bypass - PE Only</b>						Complete:	Total Cost:		<b>\$4,000</b>
Facility: US 29 Lee Highway	AC	100/0/0	4,500	a	4,000				
From: I 66									
To: VA 621									<b>Total Funds: 4,000</b>
Description: Construct new road (bypass). \$500,000 of PE is for mitigation easements.									

<b>TIP ID: 6305 Agency ID: 13531 Title: Arlington Blvd, RT 50 10th St. and Courthouse Rd. Interchanges</b>						Complete:	Total Cost:		<b>\$10,326</b>
Facility:	AC	100/0/0	750	a					
From:									
To:	EB/MG	80/20/0	-225	b					
	STP	80/20/0			728	a			728
									0 b
									<b>Total Funds: 728</b>
Description: Proposed improvements involve adding collector distributor roads to both eastbound and westbound Arlington Blvd. These improvements will replace the 10th St. and Courthouse Rd. interchanges.									

<b>TIP ID: 6306 Agency ID: Title: Rail Construction</b>						Complete:	Total Cost:		<b>\$1,077</b>
Facility:	AC	100/0/0	4	c	60				
From:									
To:	STP	90/10/0	547	c	600				
									<b>Total Funds: 660</b>
Description: Grouped Rail Construction Projects									



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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 6308 Agency ID: 95552 linked t Title: ARRA C Arlington Blvd. RT 50 , 10th and Courthouse Interchanges</b>			Complete:			Total Cost:			<b>\$10,104</b>
Facility: US 50 Arlington Blvd.	AC	100/0/0		3,250 c					3,250
From:									
To:									
Description: Linked to UPC 93526. Project set up to capture non-ARRA funds.									<b>Total Funds: 3,250</b>

<b>TIP ID: 6309 Agency ID: 14693 Title: Route 123/ Route 1 Interchange in PWC</b>			Complete:			Total Cost:			<b>\$97,824</b>
Facility: VA 123 Gordon Blvd.	AC	100/0/0		32,172 b					32,172
From: .50 miles south of existing Rte 123									
To: .40 miles North of existing Rte 123	DEMO	80/20/0		2,462 b					2,462
	RSTP	80/20/0		3,887 b					3,887
	STP	80/20/0		2,987 a					2,987
									<b>Total Funds: 41,508</b>

Description: Construct new interchange To improve the flow of traffic, reduce accidents, and support traffic demand from the planned development in the area. Linked to UPC 100938.

<b>TIP ID: 6310 Agency ID: 94102 Title: US 1/RT 123 Interchange Construction Phase-I (Route 1 Widening ony)</b>			Complete:			Total Cost:			<b>\$56,414</b>
Facility: US 1	AC	100/0/0	51,306 c	25,443 c					25,443
From: 0.50 miles South of existing Rte 123									
To: 0.40 miles North of existing Rte 123	NHPP	100/0/0	4,500 c	3,939 c	3,291 c	8,128 c	1,484 c		16,842
	RSTP	80/20/0	525 c						
	STP	100/0/0	83 c		3,800 c				3,800
									<b>Total Funds: 46,085</b>

Description: Wide Route 1 in association with the US-1/RT 123 Interchange project.. Purpose: improve the flow of traffic, reduce accidents, and support traffic demand from the planned development in the area.

<b>TIP ID: 6311 Agency ID: 103929 Title: Dulles Air Cargo, Pass Metro Access HWY (DACPMA) - PE ONLY</b>			Complete:			Total Cost:			<b>\$5,500</b>
Facility: 234 Dulles Air Cargo, Pass Metro Access H	AC	100/0/0		5,116 a					5,116
From: US 50									
To: VA 606									
Description: PE only for DACPMA Highway									<b>Total Funds: 5,116</b>

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: <b>6314</b> Agency ID: <b>77404</b> Title: <b>Mulligan Rd Realign Rt. 235 and Widen Rt. 619</b>			Complete:			Total Cost:			<b>\$41,983</b>
Facility: 235 Mt. Vernon Highway / Mulligan Rd. From: MOUNT VERNON HIGHWAY/ROUTE 1 To: VA 611 TELEGRAPH ROAD	AC	100/0/0	31,896 c	5,265 a					40,511
				35,246 c					
	DEMO	80/20/0	437 a						
	NHPP	80/20/0		373 a					373
	RSTP	80/20/0	5,200 a 3,350 c						
<b>Total Funds:</b>									<b>40,884</b>

Description:

TIP ID: <b>6316</b> Agency ID: <b>76256</b> Title: <b>Colchester Road - RTE 612</b>			Complete:			Total Cost:			<b>\$445</b>
Facility: VA 612 Colchester Road From: VA 641 Chapel Road To: VA 641 0.24 Mile N. W. Of VA 641	AC	100/0/0		60 a					60
<b>Total Funds:</b>									<b>60</b>

Description: Reconstruct & Pave Gravel Road

TIP ID: <b>6317</b> Agency ID: <b>88556</b> Title: <b>VA 7100 Fairfax Co Pkwy at EPG Phase I &amp; II Construction</b>			Complete:			Total Cost:			<b>\$75,112</b>
Facility: VA 286 Fairfax Co. Pkwy From: VA Chancelor Road To: VA Fulerton Road	AC	100/0/0	70,263 c	70,262 c					70,262
	NHPP	80/20/0	4,850 c	4,849 c					4,849
<b>Total Funds:</b>									<b>75,111</b>

Description: Phase 1 CN only - Construct 4 lanes on 6 lane RW from Chancelor Rd to Fullerton Rd and Interchange at EPG. Linked to UPC 4700.

TIP ID: <b>6320</b> Agency ID: <b>T10671</b> Title: <b>VRE Rippon Platforms</b>			Complete:			Total Cost:			<b>\$10,890</b>
Facility: US 1 From: Farm Creek Drive To: Rippon Blvd.	AC	100/0/0	3,034 c	4,256 c					7,290
	CMAQ	80/20/0	2,100 a	5,755 c	2,100 a	4,534 c			12,389
<b>Total Funds:</b>									<b>19,679</b>

Description: Project includes additional funding for environmental review, PE/final desing and construction to lengthen the existng platform at the VRE Rippon station from 400 feet to 650 feet and extend the canopy by 100 feet and desing and construction of a second, 650 platform, canopy and elevator.

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: <b>6324</b> Agency ID: <b>88600</b> Title: <b>Water Main Relocaitons and Water System Upgrades</b>			Complete:			Total Cost:			<b>\$9,185</b>
Facility: US 29 Lee Highway	AC	100/0/0		4,849 c					4,849
From: 70' W. of Merrilee Dr.									
To: 97'E. of Hartland Rd.	State	0/100/0	-1,061 c						
<b>Total Funds:</b>									<b>4,849</b>

Description: To be constructed in advance of VDOT roadway construction project 0029-029-119, C508 to accelerate widening construction.

TIP ID: <b>6328</b> Agency ID:			Title: <b>Amenities</b>			Complete:			Total Cost:	<b>\$13,661</b>
Facility:	AC	80/20/0	4,700 c							
From:										
To:	AC Conversion	90/10/0	2,222 c	958 c					958	
	AC Conversion 1	80/20/0			580 c	226 c			806	
	CMAQ	85/15/0	2,374 c							
<b>Total Funds:</b>									<b>1,764</b>	

Description:


TIP ID: <b>6330</b> Agency ID:			Title: <b>Transit Ridesharing</b>			Complete:			Total Cost:	<b>\$23,508</b>
Facility:	AC	100/0/0	20,554 a					47 c	47	
From:										
To:	AC Conversion	85/15/0	4,739 a	4,850 a					4,850	
	AC Conversion 1	80/20/0			5,300 a	6,215 a	5,492 a	6,419 a	23,426	
	CMAQ	80/20/0	5,143 a					35 c	35	
<b>Total Funds:</b>									<b>28,358</b>	

Description:

TIP ID: <b>6331</b> Agency ID:			Title: <b>Transit : Vehicles</b>			Complete:			Total Cost:	<b>\$34,474</b>
Facility:	AC	80/20/0	28,926 c							
From:										
To:	AC Conversion	85/15/0	8,533 c	1,317 c					1,317	
	AC Conversion 1	80/20/0				2,655 c			2,655	
	CMAQ	80/20/0	1,315 c							
	RSTP	80/20/0	210 c		21,719 c				21,719	
<b>Total Funds:</b>									<b>25,691</b>	

Description:

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: <b>6332</b> Agency ID: <b>104374</b> Title: <b>Wellington rd. Overpass Phase II</b>			Complete:			Total Cost:			<b>\$60,000</b>
Facility: Wellington Rd.	AC	100/0/0	1,000 a						1,000
From: Dean Drive									
To: Dean Park Dr.									
Description: Improve emergency response times, increase capacity and safety and facilitate pedestrian and bicycle access. See also CLRP# 1951.									
<b>Total Funds:</b>									<b>1,000</b>

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: <b>6333</b> Agency ID:			Title: <b>Transit : Access</b>			Complete:			Total Cost: <b>\$24,205</b>
Facility:	AC	95/5/0	14,255 c	16,780 c					16,780
From:									
To:	AC Conversion	80/20/0		127 a	202 c	4,183 c			4,512
	CMAQ	80/20/0		4,901 c					4,901
	RSTP	80/20/0		220 c					220
<b>Total Funds:</b>									<b>26,413</b>

Description:

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: <b>6335</b> Agency ID: <b>76244</b> Title: <b>VA 659 Reconstruct to 4 Lanes</b>			Complete: <b>2015</b>			Total Cost: <b>\$61,031</b>			
Facility: VA 659 Belmont Ridge Rd.	AC	100/0/0	1,600 a	39,200 c					39,200
From: Va Hay Rd			28,394 c						
To: VA Gloucester Pkwy	Local	0/0/100	2,100 a						
			26,000 c						
	NVTA-BOND	0/100/0	3,660 b	13,805 c					13,805
			13,340 c						
	STP	80/20/0	1,477 a						
			1,771 b						
<b>Total Funds:</b>									<b>53,005</b>

Description: Reconstruct VA 659 (Belomnt Ridge Rd) to 4 lanes Urban Collector

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: <b>6336</b> Agency ID: <b>104802</b> Title: <b>TELEGRAPH RD - RTE 611- WIDEN TO 4 LANES (PE Only)</b>			Complete:			Total Cost: <b>\$2,921</b>			
Facility: Telegaph Rd.	State	0/100/0	928 a	1,992 a					2,920
From: Prince William Parkway									
To: Minnieville Rd.									
<b>Total Funds:</b>									<b>2,920</b>

Description: WIDEN TELEGRAPH RD TO 4 LANE DIVIDED SECTION WITH BIKE/PED FACILITIES. Associatated with CLRP project numbers 1931 and 1837.

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

			Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 6337 Agency ID: 52404</b>			<b>Title: RTE 7100 - FAIRFAX COUNTY PRKWY - CONSTR INTRCHNG-PE/RW O</b>			Complete:			Total Cost:			<b>\$11,210</b>
Facility: VA 286 Fairfax County Parkway			AC	100/0/0	2,980 a		2,629 a					2,629
From: Fairlakes												
To:			RSTP	80/20/0	1,586 b		-1,550 b					
											<b>Total Funds:</b>	<b>2,629</b>

Description: To improve traffic and congestion by providing free flow conditions on the fairfax County Pkwy, Fair lakes Vlv and Monument Dr. The project will consist of 3 bridhges, Ramps, Signals, Lights and trails.

<b>TIP ID: 6339 Agency ID: 95549</b>			<b>Title: ARRA-C Route 286 (Formerly 7100 )Fairfax Cty Pkwy at Fair Lakes Inter</b>			Complete:			Total Cost:			<b>\$15,385</b>
Facility: VA 286 Fairfax County Parkway			RSTP	80/20/0	-13,183 c		-1,970 c					
From: 0.64 MI. South of EBL I-66												
To: 0.16 MI. North of Route 750 (Rugby Road) (3												
Description: Child project of UPC 93528 to capture NON-ARRA funding												

<b>TIP ID: 6347 Agency ID: 54911,</b>			<b>Title: I 66 Preliminary Engineering for EIS</b>			Complete: 2017			Total Cost:			<b>\$8,622</b>
Facility: I 66			AC	100/0/0	37,106 a		573 a					573
From: I 495												
To: VA 15			AC Conversion	100/0/0	2,685 a							
											<b>Total Funds:</b>	<b>573</b>

Description: I-66 Study/Preliminary Engineering for EIS

<b>TIP ID: 6348 Agency ID: 105239</b>			<b>Title: I-66 PPTA Study</b>			Complete:			Total Cost:			<b>\$11,500</b>
Facility: I 66			AC	100/0/0	500 a		6,862 a					6,862
From: I 95												
To: VA 15			NHPP	100/0/0			3,138 a					3,138
			NHS	80/20/0	1,000 a							
											<b>Total Funds:</b>	<b>10,000</b>

Description: Develop additional information for procurement. Break out of UPC 54911

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

Source		Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6350 Agency ID: 93577		Title: I-66 Widening to Route 15 (1 HOV + 1 SOV ea. direction)				Complete:		Total Cost:		\$64,487
Facility: I 66	AC	100/0/0	44,066 c		12,847 c					12,847
From: 1.2 mi. W. of Route 15 (mp 39.6)										
To: .8 mi. E. of Route 15 (mp 44.1)	NHPP	100/0/0	70 a -70 b		-768 b					
	NHPP 1	80/20/0			3,110 a 4,401 c					7,511
<b>Total Funds:</b>										<b>20,358</b>

Description: RTE 66 ADDITIONAL LANES (HOV PEAK) - Omnibus Act of 2009

TIP ID: 6352 Agency ID: 103073		Title: Widening of US 1 to 6 lanes between Telegraph Rd and Rt 235				Complete:		Total Cost:		\$53,900
Facility:	AC	100/0/0			600 a					53,900
From:					52,500 b					
To:					800 c					
<b>Total Funds:</b>										<b>53,900</b>

Description: Widen Route 1 to 6 lanes with raised median

TIP ID: 6353 Agency ID: 16422		Title: REPLACE AND WIDEN BRIDGE AND APPROACHES AT NEABSCO CRE				Complete:		Total Cost:		\$37,798
Facility: US 1	AC	100/0/0	1,116 a 846 b 209 c		3,771 c					3,771
From: Featherstone Rd										
To: Neabsco Mills Rd	BR	80/20/0			1,441 a 846 b 2,750 c					5,037
<b>Total Funds:</b>										<b>8,808</b>

Description: Replace the existing bridge over Neabsco Creek with a six lane divided facility that includes pedestrian and bicycle facilities.

TIP ID: 6355 Agency ID: 52405		Title: PROPOSED TRI-COUNTY PARKWAY - 4-LANE - EIS STUDY ONLY				Complete:		Total Cost:		\$6,600
Facility:	AC	100/0/0			1,950 a					1,950
From: 234										
To: 620										
<b>Total Funds:</b>										<b>1,950</b>

Description: Environmental Impact Study for Tri County Parkway

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

Source			Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: <b>6359</b> Agency ID: <b>93144</b> Title: <b>Pacific Blvd construction</b>									Complete:	Total Cost:	<b>\$10,882</b>
Facility: VA	AC	100/0/0				2,691 c					2,691
From: VA 775 Relocation Drive											
To: Dresden Street	RSTP	80/20/0				302 c					302
<b>Total Funds:</b>											<b>2,993</b>

Description: The purpose of the project is to complete a missing link of the western collector road corridor for the Route 28 corridor in Loudoun County.

TIP ID: <b>6361</b> Agency ID: <b>106025</b> Title: <b>I-495 Northern Section Shoulder Use Debt Service</b>									Complete:	Total Cost:	<b>\$21,418</b>
Facility: I-495	AC	100/0/0	20,704 c			9,289 c					9,289
From: South of Old Dominion Drive Overpass											
To: George Washington Memorial Highway	AC Conversion	100/0/0	2,829 c		1,428 c						1,428
	NHPP	100/0/0	714 c			2,143 c	1,427 c	1,427 c	1,426 c		6,423
<b>Total Funds:</b>											<b>17,140</b>

Description: Debt service line item for I-495 Northern Section Shoulder Use. Associated with construction project UPC 105130.

TIP ID: <b>6362</b> Agency ID: <b>102891 and F</b> Title: <b>Route 28 Metrorail Station (Innovation Station)</b>									Complete: <b>2018</b>	Total Cost:	<b>\$83,000</b>
Facility: 28 Innovation Station	CMAQ	80/20/0			2,085 c	7,166 c	1,773 c	45 c			11,069
From: Silver Line at Route 28											
To:	NVTA-BOND	0/100/0	48,000 c								
	NVTA-PAYGO	0/100/0	21,000 c								
<b>Total Funds:</b>											<b>11,069</b>

Description: This metrorail station, part of PH II of the Silver Line extension, is vital to support the increase in development that has been approved. It will include pedestrian and bicycle improvements, bus bays and bus stop improvements, and park-and-ride and kiss-and-ride facilities. There is \$69 million in prior years (FY 2014) NVTA funding allocated to this project.

TIP ID: <b>6402</b> Agency ID: <b>VRE0018</b> Title: <b>Phase II - Work related potomac shores station</b>									Complete:	Total Cost:	
Facility: CSX RF&P Rail Corridor	State/Local	0/50/50	90 c		10,000 c	10,800 c	10,000 c				30,800
From: CF 557 Hamilton Interlocking (HA)											
To: CF 1063 Control Point Slaters Lane (CP)											
<b>Total Funds:</b>											<b>30,800</b>

Description: Track, Signal and Switch work and second platforms that support capacity expansion, operational flexibility and service expansion for the VRE Potomac Shores Station

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

Source		Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: <b>6404</b> Agency ID:		Title: <b>VRE Stations and Facilities</b>				Complete:		Total Cost:		
Facility:	AC	80/20/0	25,039 c							
From:										
To:	AC Conversion	80/15/0	3,823 c	4,923 c						4,923
	CMAQ	80/20/0	20,912 c							
<b>Total Funds:</b>										<b>4,923</b>

Description: Additions of 2nd platforms, signage, related improvements at various VRE stations

TIP ID: <b>6407</b> Agency ID: <b>100518</b>		Title: <b>Battlefield Parkway Extension</b>				Complete: <b>2015</b>		Total Cost: <b>\$13,500</b>		
Facility:	Rt Battlefield Parkway Extension	AC	100/0/0		11,500 c					11,500
From:	Rt 15 South King Street									
To:	Rt 267 Dulles Greenway	BD	0/100/0	1,000 a 650 b 9,075 c						
		State	0/100/0	274 c						
		State/Local	50/50/0		1,100 a 400 b 500 c					2,000
<b>Total Funds:</b>										<b>13,500</b>

Description: Completion of the last missing segment of the Battlefield Parkway corridor .

TIP ID: <b>6429</b> Agency ID: <b>104300</b>		Title: <b>Rogues Road Reconstruction</b>				Complete: <b>2020</b>		Total Cost: <b>\$9,391</b>		
Facility:	Rogues Road	AC	100/0/0				5,901 c			5,901
From:	Fauquier/Prince William County Line									
To:	RT 605	STP	80/20/0	767 a	1,250 b		1,473 c			2,723
<b>Total Funds:</b>										<b>8,624</b>


Description: Reconstruction without added capacity. Reconstruct and widen travel lanes and shoulders, improve drainage and safety of road and minimize maintenance.




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

		Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP ID: <b>6441</b> Agency ID:		Title: <b>Project Grouping: Constuction : Federal Lands Highway</b>					Complete:		Total Cost:		<b>\$10,807</b>	
Facility:	AC	100/0/0						4,428 a			4,428	
From:												
To:	FLAP	100/0/0		765 a								
				848 c								
<b>Total Funds:</b>											<b>4,428</b>	

Description: Grouping for federally funded transportation improvements on federal lands.  
TIP AMD to add Federal Lands grouping - add \$163,363 (PB - FLAP) FFY15 CN phase (lco 05/27/15)

TIP ID: <b>6443</b> Agency ID: <b>107187</b>		Title: <b>Richmond Highway Multimodal Improvements</b>					Complete: <b>2022</b>		Total Cost:		<b>\$214,773</b>	
Facility:	US 1 Richmond Highway	AC	100/0/0					3,500 a			3,500	
From:	VA 235 Mount Vernon Memorial Highway											
To:	VA 5255 Napper Road	NVTA-BOND	0/100/0	1,000 a								
		RSTP	80/20/0	9,000 a								
<b>Total Funds:</b>											<b>3,500</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.

TIP ID: <b>6445</b> Agency ID: <b>52175</b>		Title: <b>Clermont Avenue Connector - PE Only for NEPA Study</b>					Complete: <b>2016</b>		Total Cost:		<b>\$250</b>	
Facility:	Clermont Ave.	STP	80/20/0	500 a				-225 a				
From:	I-95 Interchange											
To:	Eisenhower Ave	STP	96/4/0	500 a				-225 a				

Description: Plans to extend Clermont Avenue to an interchange with I-95 as part of the Eisenhower Valley Access and Circulation Improvements project were changed and the Clermont connector road was not built. This TIP amendment will provide funding for The City of Alexandria to move forward with a final study to close out the environmental process.

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

Source		Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6446 Agency ID: 104303		Title: Route 1 Widening from Featherstone Road to Mary's Way				Complete: 2019		Total Cost:		\$96,391
Facility: US 1 Route 1	AC	100/0/0				27,641 c				27,641
From: Featherstone Road	AC 1	95/5/0			59,793 b					59,793
To: Mary's Way	AC Conversion	87/13/0				10,218 b	9,474 b	4,674 b		24,366
	NHPP	100/0/0	2,500 b		3,473 b					3,473
	NVTA-PAYGO	0/100/0	4,100 a 51,479 b							
	RSTP	80/20/0	300 a		4,100 a 1,086 b					5,186
<b>Total Funds:</b>										<b>120,459</b>

Description: Widen from a 4 lane undivided highway to a 6 lane divided highway

TIP ID: 6447 Agency ID: -16861		Title: Belmont Ridge Road (Route 659), South of the Dulles Greenway				Complete: 2018		Total Cost:		\$19,500
Facility: VA 659 Belmont Ridge Road	Local	0/0/100		1,080 a						16,963
From: VA 625 Truro Parish Road				1,283 b						
To: VA 645 Croson Road				14,600 c						
	NVTA-BOND	0/100/0		19,500 c						19,500
<b>Total Funds:</b>										<b>36,463</b>

Description: Widen from a substandard 2-lane rural section to a 4-lane arterial standard with the appropriate auxiliary turn lanes and signalization

TIP ID: 6449 Agency ID: 106742		Title: Frontier Dr Extension				Complete: 2016		Total Cost:		\$90,130
Facility: Frontier Dr	AC	100/0/0	1,000 a		6,000 a					6,000
From: VA 289 Franconia-Springfield Parkway	NVTA-BOND	0/100/0	2,000 a							
To: VA 789 Loisdale Rd	NVTA-PAYGO	100/0/0			2,000 a					2,000
<b>Total Funds:</b>										<b>8,000</b>

Description: Extend Frontier Drive from Franconia-Springfield Parkway to Loisdale Road.

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: <b>6450</b> Agency ID: <b>108720</b> Title: <b>VA Route 28 Widening (Prince William County Line to Route 29)</b>			Complete: <b>2020</b>			Total Cost: <b>\$68,829</b>			
Facility: VA 28 Centreville Road	NHPP	100/0/0	5,859 a	7,660 a					8,229
From: PW County Line				569 b					
To: Old Centreville Road									
NVTA-PAYGO	50/50/0	5,000 a		5,855 b					5,855
REVSH	0/50/50	1,800 a							
<b>Total Funds:</b>									<b>14,084</b>

Description: Widen from 4 to 6 lanes including intersection improvements and pedestrian/bicycle facilities.

TIP ID: <b>6457</b> Agency ID: <b>106652</b> Title: <b>Route 28 Widening (SB from the Dulles Toll Road to Route 50)</b>			Complete: <b>2017</b>			Total Cost: <b>\$20,000</b>			
Facility: VA 28 Sully Road	NVTA-BOND	0/100/0	14,785 c	5,215 c					5,215
From: VA 267 Dulles Toll Road									
To: US 50 Lee Jackson Memorial Highway									
<b>Total Funds:</b>									<b>5,215</b>

Description: Widening from 3 to 4 lanes

TIP ID: <b>6485</b> Agency ID:			Title: <b>Project Grouping: Construction: Recreational Trails</b>			Complete:		Total Cost: <b>\$4,833</b>	
Facility:	AC	100/0/0			736 c				736
From:									
To:	RSTP	80/20/0		2,188 b	2,830 c				5,018
<b>Total Funds:</b>									<b>5,754</b>

Description: Project Grouping for construction of recreational trails that do not impact the Air Quality Conformity Analysis.

TIP ID: <b>6512</b> Agency ID: <b>108337</b> Title: <b>I-66 Inside the Beltway Tolling Systems Integration</b>			Complete: <b>2017</b>			Total Cost: <b>\$25,000</b>			
Facility: I-66	AC	100/0/0		5,000 a					25,000
From: I-495				20,000 c					
To: Route 29 Near Roslyn, Arlington County									
<b>Total Funds:</b>									<b>25,000</b>

Description: Design, build, operate, & maintain rush hour tolling systems to manage traffic in I-66 Corridor

TIP ID: <b>6513</b> Agency ID: <b>107371</b> Title: <b>I-66 Inside the Beltway Tolling Infrastructure</b>			Complete: <b>2017</b>			Total Cost: <b>\$43,391</b>			
Facility: I-66	AC	0/100/0	5,000 a	1,000 b					1,000
From: I-495									
To: Route 29 Near Roslyn, Arlington County									
<b>Total Funds:</b>									<b>1,000</b>

Description: Construct tolling gantries, signage, and related on I-66 inside the Beltway

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: <b>6519</b> Agency ID: <b>99478</b> Title: <b>#HB2.FY17 RTE 7 CORRIDOR IMPROVEMENTS - PHASE 1</b>			Complete: <b>2022</b>			Total Cost: <b>\$135,872</b>			
Facility: RT 7 Leesburg Pike	AC	100/0/0		16,156 b		106,472 c			122,628
From: Reston Ave									
To: Jarrett Valley Drive	AC 1	0/100/0	2,400 a	27,000 b					133,472
				106,472 c					🚲
	AC Conversion	100/0/0					5,248 b		5,248
	NHPP	100/0/0		670 a					670
	RSTP	80/20/0			2,400 a				13,244
					10,844 b				
<b>Total Funds:</b>									<b>275,262</b>

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

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

TIP ID: <b>6520</b> Agency ID: <b>UPC 107937</b> Title: <b>Fairfax County Parkway widen from 4 to 6 lanes</b>			Complete: <b>2025</b>			Total Cost: <b>\$82,431</b>			
Facility: 286 Fairfax County Parkway	NVTA-PAYGO	80/20/0	10,000 a		10,000 a				10,000
From: 123 Ox Road									
To: 29 2,000 ft. north of Lee Highway									<b>Total Funds: 10,000</b>
Description: Widen Fairfax County Parkway from 4 lanes to 6									🚲

TIP ID: <b>6537</b> Agency ID: <b>105521</b> Title: <b>Widen East Spring Street</b>			Complete: <b>2019</b>			Total Cost: <b>\$6,705</b>			
Facility: Spring Street	AC	100/0/0	705 a	2,000 b	705 a				2,705
From: Herndon Parkway									
To: Fairfax County Parkway	AC 2	94/6/0		2,000 b					2,000
	AC Conversion	80/20/0				90 b	415 b		🚲 505
<b>Total Funds:</b>									<b>5,210</b>

Description: Widen Spring Street from 4 lanes to 6 lanes, FXCO PKWY ramp improvements, intersection improvements, sidewalk

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: <b>6539</b> Agency ID: <b>106917</b> Title: <b>#HB2.FY17 RTE 7 CORRIDOR IMPROVEMENTS - PHASE 2</b>			Complete: <b>2024</b>				Total Cost: <b>\$98,000</b>		
Facility: VA 7 Leesburg Pike	AC	100/0/0	296 a				17,634 b		52,930
From: Reston Avenue			35,000 b						
To: 500 ft. E of Colvin Forest Drive									
AC 1	0/100/0		957 a						957
AC 2	85/15/0		62,000 c						62,000
NHPP	100/0/0		704 a						704
RSTP	80/20/0		43 a	1,000 a			17,366 b		18,409
<b>Total Funds:</b>									<b>135,000</b>

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

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

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

child project of UPC 99478

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

TIP ID: <b>6540</b> Agency ID: <b>108826</b> Title: <b>Transform 66 Outside of Beltway</b>			Complete: <b>2021</b>				Total Cost: <b>\$600,000</b>		
Facility: I 66	AC	0/100/0	300,000 c						300,000
From: US 15 Haymarket									
To: I 495 Beltway									
<b>Total Funds:</b>									<b>300,000</b>

Description: The Transform 66 Outside the Beltway Project is a multimodal project which will provide 2 Express Lanes & 3 general purpose lanes in each direction, with a median width designed to accommodate future high quality transit.

TIP ID: <b>6541</b> Agency ID: <b>107947</b> Title: <b>NEABSCO MILLS ROAD - Widen to 4 lanes</b>			Complete: <b>2018</b>				Total Cost: <b>\$26,300</b>		
Facility: Neabsco Mills Road	AC	80/20/0	453 b						453
From: Smoke Court	REVSH	50/50/0	2,000 b						2,000
To: US 1 Jefferson Davis Highway	RSTP	80/20/0	1,700 a	1,700 a					8,057
			1,848 b	2,809 b					
State/Local	0/50/50			1,491 b					1,491
<b>Total Funds:</b>									<b>12,001</b>

Description: Widen Neabsco Mills Road to 4 lanes between Smoke Ct (S. of Dale Blvd) and Route 1.

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: <b>6542</b> Agency ID:			Title: <b>Embark Richmond Highway Comprehensive Plan Amendment</b>			Complete:	Total Cost:		<b>\$800</b>
Facility: US 1 Richmond Highway	Sect. 5309	50/25/25	800 d						800
From:									
To:									
Description:									<b>Total Funds: 800</b>


TIP ID: <b>6543</b> Agency ID: <b>110376</b>			Title: <b>I-66 / Route 15 INTERCHANGE RECONSTRUCTION GARVEE DEBT SE</b>			Complete:	Total Cost:		<b>\$17,543</b>
Facility: I 66	AC	100/0/0	16,322 a	1,963 a					18,285
From: Rte. I-66/Rte 15 Interchange									
To: NHPP	100/0/0		1,221 a						1,221
Description:									<b>Total Funds: 19,506</b>

TIP ID: <b>6544</b> Agency ID: <b>108424</b>			Title: <b>I-66 Inside of the Beltway Initiatives</b>			Complete:	Total Cost:		<b>\$125,000</b>
Facility: I 66	AC	100/0/0	12,000 a	-5,031 a	9,000 b	108,000 c			117,000
From: I 495									
To: US 29 Near Rosslyn, Arlington	AC Conversion	100/0/0	1,031 a	8,000 a					9,031
Description: From: Exit 67 DULLES AIRPORT ACCESS ROAD TO: 71 N. GEORGE MASON DRIVE (4.0000MI)									<b>Total Funds: 126,031</b>

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

TIP ID: <b>6546</b> Agency ID: <b>110377</b>			Title: <b>#HB2.FY17 RTE 7 CORRIDOR IMPROVEMENTS - PH 1 GARVEE DEBT</b>			Complete: <b>2022</b>	Total Cost:		<b>\$250,009</b>
Facility: VA 7	AC	100/0/0	24,311 a						24,311
From: Reston Avenue									
To: Jarrett Valley Drive	AC Conversion	100/0/0		1,017 a					1,017
	NHPP	100/0/0	698 a						698
Description:									<b>Total Funds: 26,026</b>

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 6547 Agency ID: 110378 Title: HB2.FY17 RTE 7 CORRIDOR IMPROVEMENTS - PHASE 2 GARVEE DE</b>			Complete: 2022				Total Cost:		<b>\$14,931</b>
Facility: VA 7	AC	100/0/0	14,197 a						14,197
From: Reston Avenue	AC Conversion	100/0/0		1,137 a					1,137
To: Jarrett Valley Drive	NHPP	100/0/0	734 a						734 
<b>Total Funds:</b>									<b>16,068</b>

Description:

<b>TIP ID: 6548 Agency ID: 110375 Title: #HB2.FY17 Const Inter AT RTE 15/17/29 BUS GARVEE DEBT SERVICES</b>			Complete:				Total Cost:		<b>\$9,037</b>
Facility: US 15 INTERCHANGE	AC	100/0/0	8,609 a						8,609
From: US 29	AC Conversion	100/0/0	428 a	1,022 a					1,450
To: VA 17									
<b>Total Funds:</b>									<b>10,059</b>

Description:

<b>TIP ID: 6549 Agency ID: 110496 Title: TRANSFORM I-66 OVERSIGHT PROJECT</b>			Complete:				Total Cost:		<b>\$100,000</b>
Facility: I 66	AC	100/0/0	15,000 a						15,000
From: I 495 Beltway									
To: US 15									
<b>Total Funds:</b>									<b>15,000</b>

Description: TIP AMD - add \$15,000,000 (AC-Other Concession Funds) FFY17 PE Phase (SB 1/18/17)

<b>TIP ID: 6550 Agency ID: 102903 Title: Widen Liberia Avenue - PE Only</b>			Complete:				Total Cost:		<b>\$1,554</b>
Facility: Liberia Avenue	RSTP	80/20/0		911 a	643 a				1,554
From: VA 28									
To: Quarry Road									
<b>Total Funds:</b>									<b>1,554</b>

Description: Reconstruction w/ Added Capacity

<b>TIP ID: 6551 Agency ID: 16003 Title: RTE 66 - CONSTRUCT COMMUTER LOT</b>			Complete:				Total Cost:		<b>\$7,734</b>
Facility: I 66 @ Stringfellow Road	AC	100/0/0		77 a					1,403
From:				333 b					
To:				993 c					
<b>Total Funds:</b>									<b>1,403</b>

Description:

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

			Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 6552 Agency ID: 90159</b>			<b>Title: I-95 Interchange Improvements Phase VIII Support</b>			Complete:			Total Cost:			<b>\$4,000</b>
Facility: I 495 Beltway			AC	80/20/0		2,600	c					2,600
From:												
To:			NHPP	80/20/0		-100	a					
											<b>Total Funds:</b>	<b>2,600</b>

Description: HOV Roadways Between Routes i-95/I-395/I-495 (1.3000 MI)

<b>TIP ID: 6553 Agency ID: 105584</b>			<b>Title: ROUTE 7/GEORGE WASHINGTON BLVD OVERPASS</b>			Complete:			Total Cost:			<b>\$28,000</b>		
Facility: VA 7 Harry Bird Highway			AC	100/0/0				3,661	c			3,661		
From: Overpass @ G.W. Blvd														
To:			RSTP	80/20/0		3,500	b	2,723	c	8,223	c	8,526	c	22,972
											<b>Total Funds:</b>	<b>26,633</b>		

Description: FROM: 0. 25 MI. S. OF RESEARCH PLACE TO: CENTER LINE OF RESEARCH PLACE (0.2500 MI)

<b>TIP ID: 6554 Agency ID: 68627</b>			<b>Title: RTE 28 - BRIDGE REPLACEMENT OVER BROAD RUN</b>			Complete:			Total Cost:			<b>\$12,761</b>
Facility: VA 28			DEMO	100/0/0		-1	b					
From: 0.280 MILE WEST BROAD RUN												
To: 0.302 MILE EAST BROAD RUN			RSTP	80/20/0		-1	c					

Description: FROM: 0.280 MILE WEST BROAD RUN TO: 0.302 MILE EAST BROAD RUN (0.5820 MI)

<b>TIP ID: 6555 Agency ID: 16622</b>			<b>Title: RTE 123 - WIDENING FROM 2 LANES TO 4 LANES ON 6 LANE R/W</b>			Complete:			Total Cost:			<b>\$21,850</b>
Facility: VA 123			NHPP	80/20/0		101	c					101
From: Lee Chapel Road												
To: Burke Lake Road			RSTP	80/20/0		0	a					437
						136	b					
						301	c					
			STP	80/20/0		27	c					27
											<b>Total Funds:</b>	<b>565</b>

Description: FROM: 0.287 KILOMETER SOUTH LEE CHAPEL ROAD TO: 0.006 KILOMETER SOUTH BURKE LAKE ROAD (3.8520 KM)



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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 6557 Agency ID: 12906 Title: RTE 1 - WIDENING</b>			Complete:			Total Cost:			<b>\$23,834</b>
Facility: US 1 Jefferson Davis Highway	AC	100/0/0		1,938 a					4,691
From: VA 642 Lorton Road				2,753 c					
To: VA 611 Telegraph Road									
	STP	80/20/0		252 b					696
				444 c					
<b>Total Funds:</b>									<b>5,387</b>

Description: FROM: 0.448 KILOMETER SOUTH LORTON ROAD TO: 0.223 KILOMETER NORTH TELEGRAPH ROAD (1.9120 KM)

<b>TIP ID: 6558 Agency ID: 15292 Title: FAIRFAX COUNTY PARKWAY - ROUTE 7 INTERCHANGE</b>			Complete:			Total Cost:			<b>\$20,354</b>
Facility: VA 286 Fairfax County Parkway	NHPP	80/20/0		1,622 b					3,814
From: VA 7				2,192 c					
To:									
	STP	80/20/0		-896 b					
<b>Total Funds:</b>									<b>3,814</b>

Description: FROM: 0.436 MILE SOUTH OF ROUTE 7 TO: 0.279 MILE NORTH OF ROUTE 7 (0.7150 MI)

<b>TIP ID: 6559 Agency ID: 104816 Title: RTE 840 UNIVERSITY BOULEVARD WIDENING AND EXTENSION -PE O</b>			Complete:			Total Cost:			<b>\$32,985</b>
Facility: University Boulevard	RSTP	80/20/0				1,700 a			1,700
From: VA 1566 Suddly Manor Drive									
To: VA 621 Devlin Road									
<b>Total Funds:</b>									<b>1,700</b>

Description: FROM: Route 621 (Devlin Road) TO: Route 1566 (Sudley Manor Drive) (1.2900 MI)

<b>TIP ID: 6560 Agency ID: 104056 Title: Possum Point Road Drainage Improvements</b>			Complete:			Total Cost:			<b>\$2,401</b>
Facility: Possum Point Road	State/Local	0/50/50		357 a					2,402
From:				2,045 c					
To:									
<b>Total Funds:</b>									<b>2,402</b>

Description: FROM: U.S. 1 TO: Eastern Corporate Limits (1.6000 MI)

<b>TIP ID: 6561 Agency ID: 18992 Title: BATTLEFIELD PARKWAY - 4 LANES ON 6 LANE R/W</b>			Complete:			Total Cost:			<b>\$32,956</b>
Facility: Battlefield Parkway	AC	100/0/0		1,824 a					8,757
From: VA 7 East Market Street				6,933 c					
To: Kincaid Boulevard									
	NHPP	80/20/0		57 a					57
	RSTP	80/20/0		-3 b					
<b>Total Funds:</b>									<b>8,814</b>

Description: FROM: KINCAID BOULEVARD TO: ROUTE 7 (0.6500 MI)

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

Source		Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: <b>6562</b> Agency ID: <b>110527</b>		Title: <b>Fred Ex - 1-95 Express Lanes Extension Exit 160 to Exit 133</b>				Complete: <b>2019</b>		Total Cost: <b>\$12,000</b>		
Facility: I 95	AC	0/100/0		12,000 d						12,000
From: Exist 160										
To: Exit 133										<b>Total Funds: 12,000</b>
Description: P..E. to extend I-95 Express Lanes south to Exit 133 in the FAMPO planning area. Study ramp, lane and access point improvements needed for Express Lanes between Route 123 and Garrisonville exit in NC RTPB planning area..										
TIP ID: <b>6565</b> Agency ID: <b>69113</b>		Title: <b>RTE 66 - ADDITIONAL LANE &amp; HOV LANES</b>				Complete:		Total Cost: <b>\$42,516</b>		
Facility: I 66	AC	100/0/0			102 c					102
From: VA 234 Bypass										
To: VA 234 Business										<b>Total Funds: 102</b>
Description: FROM: 0.887 KILOMETER WEST SB ROUTE 234 BYPASS TO: 0.646 KILOMETER EAST NB ROUTE 234 BUSINESS (SUDLEY ROAD) (6.1100 KM)										
TIP ID: <b>6566</b> Agency ID: <b>70043</b>		Title: <b>I66 WIDEN TO 8-LANES FROM RT 234 BYPASS TO RT 29/GAINESVILLE</b>				Complete:		Total Cost: <b>\$92,092</b>		
Facility: I 66	AC	100/0/0			1,461 c					1,461
From: US 29 1.55 Km W. SB US 29										
To: US 29 3.716 Km E. SB US 29										<b>Total Funds: 1,461</b>
Description: FROM: 1.554 KILOMETERS WEST SB ROUTE 29 BASELINE TO: 3.716 KILOMETERS EAST SB ROUTE 29 BASELINE (5.2700 KM)										
TIP ID: <b>6567</b> Agency ID: <b>77616</b>		Title: <b>I-95 - PE STUDIES (HOT LANES)</b>				Complete:		Total Cost: <b>\$25,406</b>		
Facility: I 95	AC	100/0/0			218 a					218
From: VA 17										
To: 14th Street Bridge										<b>Total Funds: 218</b>
Description: FROM: ROUTE 17 SOUTH TO: 14TH STREET BRIDGE										
TIP ID: <b>6568</b> Agency ID: <b>105500</b>		Title: <b>I-66 Tier II</b>				Complete:		Total Cost: <b>\$51,539</b>		
Facility: I 66	AC	100/0/0			8,195 a					8,195
From: I 495										
To: US 15	NHPP	88/12/0			20,529 a					20,529
<b>Total Funds: 28,724</b>										
Description: FROM: I-495 Beltway TO: Rte 15										
TIP ID: <b>6569</b> Agency ID: <b>14719</b>		Title: <b>FAIRFAX COUNTY PARKWAY - CONSTRUCT 4 LANES</b>				Complete:		Total Cost: <b>\$23,874</b>		
Facility: VA 286 Fairfax County Parkway	State/Local	0/50/50			2,250 b					2,250
From: VA 611 0.23 Miles W. of Telegraph Road										
To: Newington Road										<b>Total Funds: 2,250</b>
Description: FROM: NEWINGTON ROAD TO: 0.23 MILE WEST OF TELEGRAPH ROAD										

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: <b>6573</b> Agency ID: <b>77378</b> Title: <b>EISENHOWER AVENUE WIDENING AND REMOVE TRAFFIC CIRCLE</b>			Complete:		Total Cost:		<b>\$8,136</b>		
Facility: Eisenhower Avenue	AC	100/0/0		3,730	c				3,730
From: Mill Road									
To: Holland Lane	STP	80/20/0		-194	a				1,355
				1,099	b				
				256	c				
<b>Total Funds:</b>									<b>5,085</b>

Description: FROM: WEST SIDE OF INTERSECTION WITH MILL ROAD TO: EAST SIDE OF INTERSECTION WITH HOLLAND LANE (0.4000 MI)

TIP ID: <b>6574</b> Agency ID: <b>51135</b> Title: <b>RTE 123 - WIDEN FROM 2 TO 4 LANES ON 6-LANE R/W</b>			Complete:		Total Cost:		<b>\$25,479</b>		
Facility: VA 123	NVTA-BOND	100/0/0		5,734	c				5,734
From: 0.330 KILOMETER NORTH DAVIS DRIVE									
To: 0.287 KILOMETER SOUTH LEE CHAPEL R	RSTP	80/20/0		257	a				383
				126	b				
	STP	80/20/0		122	b				122
<b>Total Funds:</b>									<b>6,239</b>

Description:

TIP ID: <b>6575</b> Agency ID: <b>104554</b> Title: <b>VINT HILL RD WIDENING TO 4 LANES (VDOT Oversight)</b>			Complete:		Total Cost:		<b>\$305</b>		
Facility: VA 215 Vint Hill Road	State/Local	0/100/0		84	a				305
From: VA 1566 Sudley Manor Drive				221	c				
To: Schaeffer Ln									
<b>Total Funds:</b>									<b>305</b>

Description:

TIP ID: <b>6577</b> Agency ID: <b>78826</b> Title: <b>Westbound Accel/Decel Lane from Geo Mason Dr to Sycamore St</b>			Complete:		Total Cost:		<b>\$15,424</b>		
Facility: 66	AC	80/20/0		3	a				212
From: Sycamore Street				209	c				
To: George Mason Drive									
<b>Total Funds:</b>									<b>212</b>

Description: Westbound Accel/Decel Lane from Geo Mason Dr to Sycamore St.



**Table 3A  
VIRGINIA  
FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM  
Financial Summary by Funding Source (in \$ Millions)**

Source	2017		2018		2019-2020		2021-2022		2017-2022
	Federal	Total	Federal	Total	Federal	Total	Federal	Total	Total
<b>Title I - FHWA</b>									
Bridge Replacement and Rehabilitation Program	2.50	2.90	4.10	5.13					8.03
Congestion Mitigation and Air Quality Improvement Program	16.00	19.88	61.21	76.52	14.58	18.23		7.49	122.11
Demonstration			3.13	3.91	1.02	1.27			5.18
Equity Balance/Minimum Guarantee	1.08	1.34							1.34
Interstate Maintenance	3.37	3.58							3.58
National Highway Freight Program			0.07	0.09					0.09
National Highway Performance Program	5.15	5.15	82.49	90.45	19.44	20.73		2.91	119.24
Regional Surface Transportation Program	17.69	22.14	64.56	80.70	22.73	28.41		33.88	165.13
Surface Transportation Program	52.77	66.11	59.11	70.88	72.39	83.55		28.75	249.29
Enhancements (STP)	2.94	2.95							2.95
Highway Safety Improvement Program (STP)	10.24	10.47	1.14	1.27	1.85	2.06		0.09	13.90
Transportation Alternatives Program			3.89	4.87	0.32	0.40			5.27
<i>Title I - FHWA Total:</i>	<i>111.73</i>	<i>134.51</i>	<i>279.72</i>	<i>333.82</i>	<i>132.33</i>	<i>154.64</i>		<i>73.12</i>	<i>696.09</i>
<b>Title III - FTA</b>									
Section 5307 - Urbanized Area Formula Pogram	8.13	11.31	6.95	9.73	8.28	10.35		1.77	33.16
Section 5309 - Capital Program	0.40	0.80							0.80
5339 - Alternatives Analysis Funding	8.40	10.50	0.14	0.18	0.33	0.41		0.23	11.32
State of Good Repair Grant Funds	22.74	32.66	4.90	6.12	10.16	12.70		1.65	53.13
<i>Title III - FTA Total:</i>	<i>39.67</i>	<i>55.27</i>	<i>11.99</i>	<i>16.03</i>	<i>18.76</i>	<i>23.45</i>		<i>3.65</i>	<i>98.40</i>
<b>State/Local Funds</b>									
Local Funds		41.66		13.18					54.84
Northern Virginia Transportation Authority		41.81	29.52	41.42				13.53	96.77
State Funds		1.03		1.99					3.02
State/Local Funds		10.45	15.00	84.94		10.75			106.14
<i>State/Local Total:</i>		<i>94.96</i>		<i>141.53</i>		<i>10.75</i>		<i>13.53</i>	<i>260.77</i>
<b>Other Funds</b>									
Advanced Construction	228.25	693.36	908.87	920.35	319.86	326.99		38.59	1,979.30
Advanced Construction Conversion	30.57	34.72	26.87	28.25	38.73	46.69		19.29	128.96
Revenue Sharing	2.27	6.00							6.00
<i>Other Total:</i>	<i>261.09</i>	<i>734.08</i>	<i>935.74</i>	<i>948.60</i>	<i>358.59</i>	<i>373.69</i>		<i>57.89</i>	<i>2,114.26</i>
<i>Virginia Total:</i>	<i>412.49</i>	<i>1,018.82</i>	<i>1,227.45</i>	<i>1,439.98</i>	<i>509.68</i>	<i>562.53</i>	<i>0.00</i>	<i>148.19</i>	<i>3,169.52</i>

**Table 3B  
VIRGINIA  
FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM  
Financial Summary (in Millions of Dollars)**

Project Type	2017		2018		2019-2020		2021-2022		2017-2022	
	Federal	Total	Federal	Total	Federal	Total	Federal	Total	Federal	Total
Interstate	74.40	394.40	263.13	272.02	119.85	119.85	1.43	1.43	458.81	787.70
Primary	134.29	288.73	420.88	438.49	166.70	169.32	42.47	46.59	764.35	943.13
Secondary	10.28	64.79	248.03	305.37	21.86	24.94	20.32	29.87	300.49	424.97
Urban	4.62	5.37	36.07	48.15	0.62	0.77	0.35	0.44	41.65	54.73
Federal Lands			1.90	1.90		4.43			1.90	6.33
Bridge	12.74	14.37	28.60	29.07	10.33	11.31	3.58	3.60	55.25	58.36
<b>Surface Transportation:</b>	<b>236.32</b>	<b>767.65</b>	<b>998.61</b>	<b>1,095.01</b>	<b>319.37</b>	<b>330.62</b>	<b>68.15</b>	<b>81.93</b>	<b>1,622.44</b>	<b>2,275.21</b>
<b>Transit:</b>	<b>67.88</b>	<b>130.05</b>	<b>137.74</b>	<b>194.50</b>	<b>44.49</b>	<b>72.43</b>	<b>8.13</b>	<b>10.15</b>	<b>258.24</b>	<b>407.13</b>
<b>Bike/Ped:</b>	<b>0.00</b>	<b>0.00</b>	<b>6.54</b>	<b>7.42</b>	<b>0.00</b>	<b>3.57</b>	<b>0.00</b>	<b>0.00</b>	<b>6.54</b>	<b>10.99</b>
CMAQ	0.00	0.00	51.23	54.82					51.23	54.82
Enhancement	5.78	7.43	9.01	10.54	30.39	35.24	3.39	4.05	48.58	57.26
ITS	4.05	4.05	4.28	4.28	8.23	8.23	4.62	4.62	21.18	21.18
Maintenance	17.27	17.27	19.13	19.13	36.81	36.81	20.65	20.65	93.86	93.86
Other	81.19	92.37	45.42	54.28	62.96	75.63	21.96	26.79	211.53	249.08
<b>Enhancements, ITS, Maintenance and Other:</b>	<b>108.28</b>	<b>121.12</b>	<b>129.08</b>	<b>143.06</b>	<b>138.39</b>	<b>155.91</b>	<b>50.62</b>	<b>56.11</b>	<b>426.37</b>	<b>476.19</b>
<b>Total Funds:</b>	<b>412.41</b>	<b>1,018.81</b>	<b>1,271.91</b>	<b>1,439.91</b>	<b>502.21</b>	<b>562.51</b>	<b>126.91</b>	<b>148.11</b>	<b>2,313.61</b>	<b>3,169.51</b>