



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Steering Committee Actions and Report of the Director  
**DATE:** March 10, 2016

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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:** March 10, 2016

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At its meeting on March 4, the TPB Steering Committee approved the following resolution:

- SR17-2016: Resolution on an amendment to the FY 2015-2020 Transportation Improvement Program (TIP) that is exempt from the air quality conformity requirement an amendment to include funding for the Widening of the US Route 1 Interchange at VA Route 123 project, and for four components of the I-66 Multimodal Improvements Inside the Beltway project (attached)

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

The Steering Committee was also briefed on the appointment by the District of Columbia of a third alternate to the Citizens Advisory Committee, and on a proposal to restructure the TPB’s Access for All Advisory Committee. Materials for both subjects are attached.



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

**RESOLUTION ON AN AMENDMENT TO THE FY 2015-2020 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY  
REQUIREMENT TO INCLUDE FUNDING FOR THE WIDENING OF THE US ROUTE 1 INTERCHANGE AT  
VA ROUTE 123, AND FOR FOUR COMPONENTS OF THE I-66 MULTIMODAL IMPROVEMENTS INSIDE THE  
BELTWAY PROJECT, 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 Act (FAST) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

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

**WHEREAS**, on October 15, 2014 the TPB adopted the FY 2015-2020 TIP; and

**WHEREAS**, in the attached letters of February 24 and 25, 2016, VDOT has requested that the FY 2015-2020 TIP be amended to add \$10.2 million in combined advanced construction (AC), National Highway Performance Program (NHPP), Surface Transportation Program (STP), and Regional Surface Transportation Program (RSTP) funds to FY 2016 for construction of the US 1/VA 123 Interchange Widening project (TIP ID 6310); \$5.136 million in AC funds to FY 2016 for planning and engineering (PE) of the I-66 Multimodal Improvements Inside the Beltway (TIP ID 6510); \$12 million in AC funds to FY 2016 for PE of the eastbound I-66 Widening Inside the Beltway (TIP ID 6511); \$5 million to FY 2016 for PE and \$20 million to FY 2017 using AC funds for construction of the I-66 Inside the Beltway Tolling Systems Integration (TIP ID 6512); and \$5 million to FY 2016 for PE, \$1 million to FY 2017 for right-of-way acquisition, and \$24 million to FY 2018 for construction using AC funds for I-66 Inside the Beltway Tolling Infrastructure (TIP ID 6513), as described in the attached materials; and

**WHEREAS**, the projects funded for construction are already included in the Air Quality Conformity Analysis of the 2015 CLRP and the FY 2015-2020 TIP, and funding for planning and engineering is exempt from the air quality conformity requirement, as defined in Environmental Protection Agency (EPA) regulations "40 CFR Parts 51 and 93 Transportation Conformity Rule Amendments: Flexibility and Streamlining; Final Rule," issued in the May 6, 2005, *Federal Register*;

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2015-2020 TIP to add \$10.2 million in combined AC, NHPP, STP, and RSTP funds to FY 2016 for construction of the US 1/VA 123 Interchange Widening project (TIP ID 6310); \$5.136 million in AC funds to FY 2016 for PE of the I-66 Multimodal Improvements Inside the Beltway

(TIP ID 6510); \$12 million in AC funds to FY 2016 for PE of the eastbound I-66 Widening Inside the Beltway (TIP ID 6511); \$5 million to FY 2016 for PE and \$20 million to FY 2017 using AC funds for construction of the I-66 Inside the Beltway Tolling Systems Integration (TIP ID 6512); and \$5 million to FY 2016 for PE, \$1 million to FY 2017 for right-of-way acquisition, and \$24 million to FY 2018 for construction using AC funds for I-66 Inside the Beltway Tolling Infrastructure (TIP ID 6513), as described in the attached materials.

**Adopted by the Transportation Planning Board Steering Committee at its regular meeting on March 4, 2016.**



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive  
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.  
COMMISSIONER

February 24, 2016

The Honorable Timothy Lovain, 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: National Capital Region FY 2015-2020 Transportation Improvement Program Amendment  
for U.S. Route 1 Widening, UPC #94102

Dear Chairman Lovain:

The Virginia Department of Transportation requests an amendment to the FY 2015-2020 Transportation Improvement Program (TIP) to add construction funding for widening Route 1 in Prince William County, VA between Mary's Way and the approach to the Occoquan River Bridge near Annapolis Way. The amendment is needed to reflect the latest planned funding obligations and cost estimates for this project.

The widening from four lanes to six will improve the flow of traffic, reduce accidents, and support traffic demand from the planned development in the area. It is the first phase of a larger project that will include construction of a US Route 1 / Route 123 interchange.

The amendment adds approximately \$10.2 million in Advance Construction, Federal NHPP, RSTP and STP, and State matching funds to the Construction phase in FY 2016. The total project cost estimate has been increased to \$56,414,000, and the project completion date will be 2019. VDOT staff has entered the proposed additional funding in the TPB's iTIP online database. While the proposed funds are new to the TIP, they are part of the total federal and state funding estimates included in VDOT's financial plan for the 2014 CLRP update. This amendment will not impact the regional air quality conformity analysis since the project is already included in the approved CLRP.

VDOT requests that this amendment be approved by the Transportation Planning Board's Steering Committee at its meeting on March 4, 2016. VDOT's representative will attend the meeting 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. Dianne Mitchell, VDOT  
Ms. Rene'e Hamilton, VDOT-NoVA  
Mr. Dic Burke, VDOT-NoVA  
Ms. Maria Sinner, P.E., VDOT-NoVA  
Mr. Norman Whitaker, AICP, VDOT-NoVA





# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive  
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.  
COMMISSIONER

February 25, 2016

The Honorable Timothy Lovain, 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: National Capital Region FY 2015-2020 Transportation Improvement Program Amendments for Transforming I-66 Inside the Beltway

Dear Chairman Lovain:

The Virginia Department of Transportation requests amendments to the FY 2015-2020 Transportation Improvement Program (TIP) to add funding for the environmental study, preliminary engineering and tolling facilities for the Transforming I-66 Inside the Beltway Multimodal Project. The amendments are needed to reflect the latest planned funding obligations and cost estimates for this major regional project.

The amendments are as follows:

1. UPC 107371, I-66 Multimodal Improvements Inside the Beltway: Add \$5.14 million in FY 2016 for preliminary engineering.
2. UPC108424, East Bound I-66 Widening Inside the Beltway: Add \$12 million in FY 2016 for preliminary engineering.
3. UPC 108337, I-66 Inside the Beltway Tolling Systems Integration: Add \$5 million in FY 2016 for Preliminary Engineering. Add \$20 million in FY 2017 for construction of tolling facilities.
4. UPC 108338, I-66 Inside the Beltway Tolling Infrastructure: Add \$5 million in FY 2016 for preliminary engineering. Add \$1 million in FY 2017 for right of way. Add \$24 million in FY 2018 for construction.

All of the funding listed above will be provided using the Advanced Construction funding technique, which will allow VDOT to undertake the work using State funds, with the option of later substituting federal funds. VDOT staff has entered the proposed additional funding in the TPB's iTIP online database. While the proposed funds are new to the TIP, they are part of the total federal and state funding estimates included in VDOT's financial plan for the 2014 CLRP update.

This amendment will not impact the regional air quality conformity analysis. The Transforming I-66 Inside the Beltway project is already in the approved 2015 CLRP and the related Air Quality Conformity Analysis.

VDOT requests that this amendment be approved by the Transportation Planning Board's Steering Committee at its meeting on March 4, 2016. VDOT's representative will attend the meeting 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. Dianne Mitchell, VDOT  
Ms. Rene'e Hamilton, VDOT-NoVA  
Ms. Amanda Baxter, VDOT-NoVA  
Ms. Maria Sinner, P.E., VDOT-NoVA  
Mr. Norman Whitaker, AICP, VDOT-NoVA

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

**FY 2015 - 2020**

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
<b>Interstate</b>										
<b>I-66 Multimodal Improvement Project, inside the Beltway</b>										
<b>TIP ID: 6510</b>		<b>Agency ID: 107371</b>		<b>Title: I-66 Multimodal Improvements Inside the Beltway</b>			<b>Project Cost: \$5,136</b>			<b>Complete:</b>
Facility: I-66	AC	0/100/0		5,136 a					5,136	
From: I-495										
To: Route 29 Near Rosslyn, Arlington County									<b>Total Funds: 5,136</b>	
Description: Study, plan, design, construct, operate and maintain multimodal improvements that connect to, access or are located in the I-66 Inside the Beltway corridor.										
<b>Amendment: Add New Project</b>								<b>Approved on: 3/4/2016</b>		
Amend project into the TIP with \$5.136 million in advanced construction funding in FY 2016 for PE.										
<b>TIP ID: 6513</b>		<b>Agency ID: 108336</b>		<b>Title: I-66 Inside the Beltway Tolling Infrastructure</b>			<b>Project Cost: \$30,000</b>			<b>Complete: 2017</b>
Facility: I-66	AC	0/100/0		5,000 a	1,000 b	24,000 c			30,000	
From: I-495										
To: Route 29 Near Rosslyn, Arlington County									<b>Total Funds: 30,000</b>	
Description: Construct tolling gantries, signage, and related on I-66 inside the Beltway										
<b>Amendment: Add New Project</b>								<b>Approved on: 3/4/2016</b>		
Amend project into the TIP with \$5 million in advanced construction funding in FY 2016 for PE, \$1 million in FY 2017 for ROW acquisition, and \$24 million in FY 2018 for construction.										
<b>TIP ID: 6512</b>		<b>Agency ID: 108337</b>		<b>Title: I-66 Inside the Beltway Tolling Systems Integration</b>			<b>Project Cost: \$25,000</b>			<b>Complete: 2017</b>
Facility: I-66	AC	0/100/0		5,000 a		20,000 c			25,000	
From: I-495										
To: Route 29 Near Rosslyn, Arlington County									<b>Total Funds: 25,000</b>	
Description: Design, build, operate, & maintain rush hour tolling systems to manage traffic in I-66 Corridor										
<b>Amendment: Add New Project</b>								<b>Approved on: 3/4/2016</b>		
Amend project into the TIP with \$5 million in advanced construction funding in FY 2016 for PE and \$20 million in advanced construction in FY 2017 for construction.										
<b>TIP ID: 6511</b>		<b>Agency ID: 108424</b>		<b>Title: EB I-66 Widening Inside the Beltway</b>			<b>Project Cost:</b>			<b>Complete: 2020</b>
Facility: I-66	AC	0/100/0		12,000 d					12,000	
From: Exit 67 Dulles Airport Access Rd.										
To: Exit 71 N. George Mason Drive									<b>Total Funds: 12,000</b>	
Description: Environmental Study of proposal to add one lane eastbound										
<b>Amendment: Add New Project</b>								<b>Approved on: 3/4/2016</b>		
Amend project into the TIP with \$12 million in advanced construction funding in FY 2016 for PE.										

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

**FY 2015 - 2020**

	Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
<b>Primary</b>										
<b>US 1/ VA 123 Interchange, Widen</b>										
TIP ID: 6310    Agency ID: 94102    Title: <b>US 1/RT 123 Interchange Construction Phase-I (Route 1 Widening)</b> Project Cost: <b>\$56,414</b> Complete:										
Facility: US 1	AC	100/0/0			51,306 c					51,306
From: 0.50 miles South of existing Rte 123	NHPP	100/0/0			4,500 c					4,500
To: 0.40 miles North of existing Rte 123	RSTP	80/20/0			525 c					525
	STP	80/20/0			83 c					83
<b>Total Funds:</b>										<b>56,414</b>

Description: Widen 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.

**Amendment: Add Funding** **Approved on: 3/4/2016**  
Move funding from FY 2015 to FY 2016 and add \$10.2 million in combined advanced construction, NHPP, RSTP, and STP funds.



## **MEMORANDUM**

**TO:** TPB Steering Committee  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** District appointment of a third alternate to the Citizens Advisory Committee  
**DATE:** February 25, 2016

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*The following is information for the Steering Committee. No action from the committee is necessary.*

A vacant position of an alternate member from the District of Columbia to the TPB's Citizens Advisory Committee (CAC) has been filled.

The term for the TPB's 2016 Citizens Advisory Committee began in February, 2016. At the TPB's January 20 meeting, the board approved nominations for the committee.

In accordance with the TPB's Participation Plan, the board approved 15 members to sit on the 2016 CAC. Six of these members—two each from the District of Columbia, Maryland, and Virginia—were designated by the 2015 CAC. The TPB officers nominated nine additional individuals—three each from the District of Columbia, Maryland and Virginia— to serve as members.

In addition to these 15 members, the TPB officers also nominated alternate members to serve on the CAC. The TPB is not required to approve alternate appointments to the CAC. In January, Mr. Lovain and Ms. Newton each named three individuals to serve as alternates, while Mr. Allen, from the District, only named two.

After reviewing all of the applications submitted from D.C. to participate in the 2016 CAC, Mr. Allen selected Jette Findsen to serve as the third alternate from the District.

The attachments include highlights from Ms. Findsen's application, and an updated list of all the 2016 CAC participants.

## **DISTRICT OF COLUMBIA**

Jette Findsen, alternate

### **5. Why are you interested in serving on the TPB's Citizen Advisory Committee?**

Because 1) I use public transportation (i.e., bike and metro) to get to work at Abt Associates in Bethesda, 2) I live in DC and work in Maryland and therefore am interested in planning for the whole metropolitan area, and 3) there are a lot of demographic changes in DC and the wider metropolitan area which I believe are important to address in near and long-term transport plans.

### **6. What are your public policy and transportation interests? Please briefly describe your experiences related to those interests and how they will help you contribute to the CAC.**

I work on climate change mitigation and adaptation planning for national and local entities (including helping Montgomery County MD develop its climate change plan) and am therefore interested in effective sustainable transport planning that also incorporates expected risks of climate change. I have experience examining greenhouse gas emissions, costs and co-benefits (i.e., monetized health co-benefits, congestion, and employment) of a wide range of transport strategies. I have also worked on reviewing risks of climate change to infrastructure and developing response strategies

### **7. List any relevant organizations or groups in which you participate that may inform your involvement in CAC discussions.**

I belong to Women's Council on Energy and Environment (WECE) and work for the consulting firm Abt Associates

### **8. Is there anything else you'd like us to know related to your interest in serve on the CAC?**

I have developed relevant expertise through 22 years of climate change and environmental consulting and would like to use this experience to support effective planning in my local community. I am very interested in putting into practice transportation strategies where I live that are both cost-effective and sustainable, while meeting the needs of a diverse group of citizens

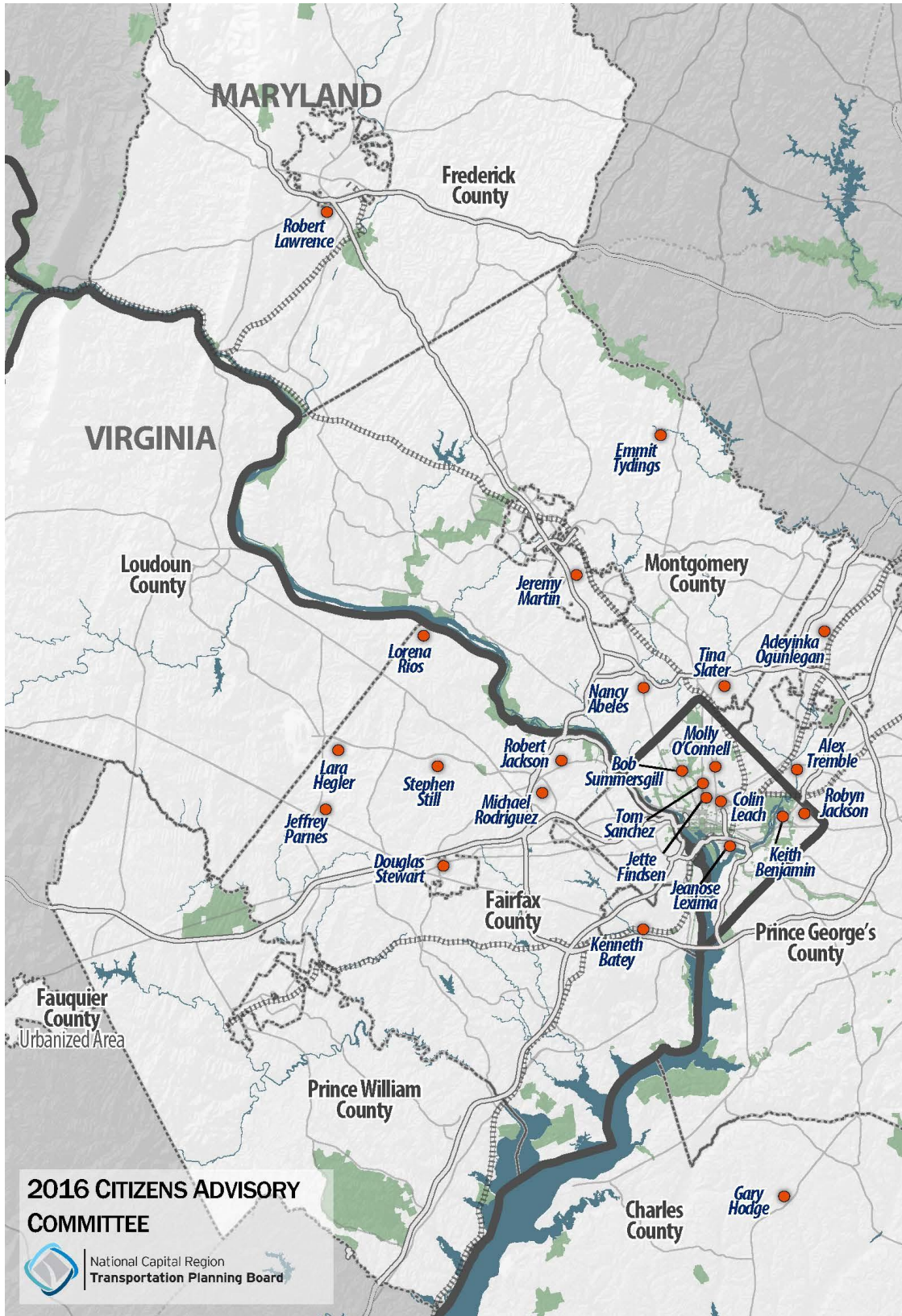
Appointed as 2016 CAC members:

#	NOMINEE		STATE	NOMINATED BY
1	Keith	Benjamin	DC	2015 CAC
2	Robyn	Jackson	DC	Charles Allen
3	Jeanose	Lexima	DC	Charles Allen
4	Tom	Sanchez	DC	2015 CAC
5	Bob	Summersgill	DC	Charles Allen
6	Tina	Slater	MD	2015 CAC
7	Emmet	Tydings	MD	2015 CAC
8	Nancy	Abeles	MD	Bridget Newton
9	Jeremy	Martin	MD	Bridget Newton
10	Alex	Tremble	MD	Bridget Newton
11	Robert	Jackson	VA	2015 CAC
12	Jeffrey	Parnes	VA	Tim Lovain
13	Lorena	Rios	VA	Tim Lovain
14	Douglas	Stewart	VA	Tim Lovain
15	Stephen	Still	VA	2015 CAC

Appointed as 2016 CAC alternate members\*

#	NOMINEE		STATE	NOMINATED BY
1	Colin	Leach	DC	Charles Allen
2	Molly	O'Connell	DC	Charles Allen
3	Jette	Findsen	DC	Charles Allen
3	Gary	Hodge	MD	Bridget Newton
4	Robert	Lawrence	MD	Bridget Newton
5	Adeyinka	Ogunlegan	MD	Bridget Newton
6	Kenneth	Carter Batey	VA	Tim Lovain
7	Lara	Hegler	VA	Tim Lovain
8	Michael	Rodriguez	VA	Tim Lovain

\*Jette Findsen was nominated by Charles Allen in February, 2016.







## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Wendy Klancher, TPB Principal Transportation Planner  
Bryan Hayes, TPB Transportation Planner  
**SUBJECT:** Combining the Access for All Advisory Committee and the Human Service Transportation Coordination Task Force  
**DATE:** March 16, 2016

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On March 4, 2016, the Technical Committee was asked for input about the proposal to combine the Access for All (“AFA”) Advisory Committee and the Human Service Transportation Coordination Task Force (“Task Force”). The Technical Committee supported the proposal to combine the two groups into a single committee under the Access for All committee name. The AFA and Task Force members have previously discussed the proposal to combine the groups via conference call and there was widespread support to merge.

The intent of combining the two groups is to achieve greater efficiency, eliminate redundancies and improve representation and member participation. The membership of the AFA and the Task Force is largely overlapping. In addition, the work of Task Force is mainly done after the development of the Update to the Coordinated Human Services Transportation Plan in 2014.

The Steering Committee was provided a detailed briefing about the proposal on March 4, 2016 and the Committee concurred with the proposal to combine the two groups. The enhanced AFA committee would provide feedback to the TPB on issues important to low-income communities, minority communities, limited English speakers, older adults and people with disabilities.

The TPB’s efforts to involve these groups not only enriches the level of discussion about issues important to traditionally-disadvantaged population groups in the planning process, but also helps the TPB meet Title VI requirements related to non-discrimination and environmental justice.

With the Steering Committee’s concurrence, TPB staff will begin the preparations for merging the two groups. Interested individuals will be asked to fill out a short application. Existing members of the two groups will be asked to apply. TPB staff will issue the official call for applications in March with a late April deadline. Representatives of community organizations that work with the following groups will be encouraged to apply: low-income populations, minority populations, limited English speaking, older adults and people with disabilities. TPB members will be asked to suggest community organizations or individuals that represent one or more of these population groups as potential members for the enhanced AFA committee.

A more detailed briefing to the TPB will be provided in April or May.





**MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Letters Sent/Received  
**DATE:** March 10, 2016

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The attached letters were sent/received since the February 17 TPB meeting.



# United States Senate

WASHINGTON, DC 20510-4606

February 25, 2016

The Honorable Timothy Lovain  
Chairman  
National Capital Region  
Transportation Planning Board  
777 North Capitol Street NE, Suite 300  
Washington, DC 20002-4290



Dear Mr. Lovain,

Thank you for contacting me regarding the Fixing America's Surface Transportation Act, or "FAST Act." I appreciate the benefit of your views on these issues.

On December 4, I voted to approve the aforementioned bipartisan House-Senate agreement on highway and transit funding which returns \$6.2 billion in federal transportation funding to Virginia over the next five years. Congress has not passed a transportation funding bill lasting longer than two years since 2005, and the five-year FAST Act will give states, transportation planners and contractors the time and certainty needed to make desperately-needed improvements to our infrastructure. While this compromise package addresses many of Virginia's critical transportation and mass transit priorities, and I will continue efforts in Congress to return to the more responsible approach of asking those who use and benefit from our transportation system to fund its upkeep.

As the relevant committees in the House and Senate continue to contemplate long-term financing instruments for our nation's infrastructure, it is essential to recognize that our nation faces the challenge of funding transportation through mechanisms that are based on declining sources of revenue, such as the gas tax. The federal gas tax, the primary mechanism that funds our roads and highway projects, has remained at 18.4 cents per gallon since 1993, without being adjusted for inflation. Meanwhile, our cars have become more fuel efficient and consume less gas, meaning that there is less money going into our highway program. The funding mechanisms on which our transportation system relies are simply unsustainable.

There has been a 50 percent decrease in infrastructure investment as a percentage of our GDP since the 1970s. The US spends less than two percent of GDP on infrastructure. In today's current fiscal environment, it is clear we must turn to new and innovative funding mechanisms to supplement current funding and make important, much-needed investments in transportation and infrastructure.

An infrastructure financing authority is one way we can harness this innovative financing at the federal level. I am the proud sponsor of the bi-partisan Building and Renewing Infrastructure for Development and Growth in Employment (BRIDGE) Act (S. 1589), which would create a self-sustaining, independent entity modeled on the Export-Import Bank providing low-interest loans and loan guarantees for infrastructure projects in the transportation, energy and water sectors. With 12 Senators - six Republicans and six Democrats - this is one of the few bipartisan efforts to improve our nation's crumbling infrastructure.

Creating an independent financing entity would allow us to leverage private sector dollars with a modest one-time federal investment, resulting in billions more being invested to upgrade our infrastructure. As a matter of global competitiveness, we need to find innovative ways to finance these crucial projects and our bipartisan proposal would help strike the right balance between near-term fiscal discipline and investment in future growth.

As we move forward, I will continue to push for enacting legislation that will create an infrastructure financing authority as well as finding ways to stabilize the Highway Trust Fund and increase investment in our nation's infrastructure.

Again, thank you for contacting me. For further information or to sign up for my newsletter please visit my website at <http://www.warner.senate.gov>.

Sincerely,



MARK R. WARNER  
United States Senator

MRW/zc



**National Capital Region  
Transportation Planning Board**

February 19, 2016

Professor Dr. Brian Smith  
Chairman  
Department of Civil and Environmental Engineering  
University of Virginia  
PO Box 400742  
Charlottesville, VA 22904-4742

RE: Letter of Collaboration For the National Science Foundation Grant Proposal

Dr. Brian Smith:

On behalf of the staff of the National Capital Region Transportation Planning Board (TPB) at the Metropolitan Washington Council of Governments (COG) I am pleased to write this Letter of Collaboration to confirm our participation in your University's proposal titled "Advancing Transportation through Big Data". I understand that this proposal, in collaboration with the University Of Maryland Center for Advanced Transportation Technologies (CATT) Laboratory and the Texas A & M Transportation Institute, is for grant funding from the National Science Foundation's Big Data Spokes Program.

The TPB is the federally designated Metropolitan Planning Organization (MPO) for Washington, DC, suburban Maryland and northern Virginia, and carries out the responsibilities of metropolitan transportation planning. The TPB's regional transportation planning activities includes an active travel monitoring and analysis program which includes roadway travel conditions, people's travel behavior, Airport Ground Access Monitoring Program, and HOV/HOT Facilities Monitoring Program. These activities inform the region's Congestion Management Process and also assist in project and sub-area planning.

The TPB has been one of the early adopters of using technology and emerging Big Data, such as that provided by the I-95 Corridor Coalition Vehicle Probe Project, for systems performance assessments to support a wide range of transportation planning purposes. The TPB also has access to and has been working with the National Performance Management Research Data Set (NPMRDS), the national travel time dataset licensed by FHWA to MPOs and state Departments of Transportation. However, our agency has had limited success in using this data set in its current form to its full potential due to certain issues associated with access and data quality.

I understand that the University's grant proposal seeks to enhance the utility of the NPMRDS through a series of projects including integrating travel times with traffic count and other roadway inventory information for the nation; addressing known data quality issues of incomplete data and outliers and improving ease of access/analysis potentially including a web-based point-and-click interface for transportation performance reports and visualizations to give all MPOs and DOTs the ability to use the tool for free MAP-21 reporting.

The TPB has great interest in advancing the use of Big Data in transportation. We recognize great value of increasing the levels of collaboration between the transportation and Big Data communities by exchange of domain knowledge, and sharing current and emerging needs, as well. As such we

Professor Dr. Brian Smith  
February 19, 2016

are happy to have the opportunity to serve in a role of unpaid collaborators in this proposal. Our role will be to review the enhancements made to the Travel Time Dataset, test and evaluate the system, and provide user feedback to the team. We will also participate in and contribute to community building activities including workshops, webinars, technical working groups, and other cross-disciplinary peer exchanges. Our agency envisions that the proposed tool to embody these enhancements tool will improve our ability to better measure, monitor, and manage the performance of the transportation system within our state/region.

As part of the TPB's work related to its travel monitoring and congestion management process activities we have interacted with Michael L. Pack and John C. Allen of the University of Maryland on your proposal team in the past and have a very good working relationship. We expect that this proposed collaboration will be similarly productive and beneficial for both parties.

Sincerely,

Handwritten signature of Kanti Srikanth in black ink, with the initials 'KS' to the right.

Kanti Srikanth  
Staff Director

cc: Mr. Michael L. Pack, Director of CATT Lab, University of Maryland  
Mr. John C. Allen, Faculty Assistant, CATT Lab, University of Maryland  
Mr. Shawn Turner, Senior Research Engineer, Mobility Division Head, Texas A&M  
Transportation Institute  
Mr. Andrew J. Meese, Systems Performance Planning Director, COG/TPB  
Mr. Wenjing Pu, Senior Transportation Engineer, COG/TPB





## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Announcements and Updates  
**DATE:** March 10, 2016

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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:** Eric Randall, TPB Transportation Engineer  
**SUBJECT:** Update on the Implementation of the TPB Regional Priority Bus Project under the Transportation Investments Generating Economic Recovery (TIGER) Program  
**DATE:** March 10, 2016

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This memorandum provides a report on the implementation status and grant funding drawdown on the group of projects funded with federal Transportation Investments Generating Economic Recovery (TIGER) funds awarded to the TPB in February 2010. Also included in the memorandum is a summary status report of the ongoing activities of projects underway and scheduled to be completed in the next months.

The \$58.8 million TIGER grant program, as revised, has fifteen component projects being implemented on transit corridors across the District of Columbia, Maryland, and Virginia. There are five implementing agencies: the City of Alexandria, Virginia; the District of Columbia Department of Transportation (DDOT); the Maryland Department of Transportation (MDOT); the Potomac and Rappahannock Transportation Commission (PRTC); and the Washington Metropolitan Area Transit Authority (WMATA). Table 1 lists the individual projects along with the estimated cost and the lead agency responsible for project implementation.

### **IMPLEMENTATION AND FUNDING DRAWDOWN**

As of March 1, 2016, four of the 15 projects are essentially complete. Approximately \$42.6 million of the grant, or 72%, has been invoiced and has been or is in the process of being reimbursed. As of March 1, 2016, the 11 remaining projects have remaining a combined amount of about \$16.2 million (28%) in unexpended funds. Approximately \$1.5 million of additional work has been completed by contractors and manufacturers for the implementing agencies, but invoices have not yet been submitted to COG for federal reimbursement.





The grant expires in September 30, 2016, and unused funds will be returned to the US Treasury. With the time needed for final invoicing and processing of the reimbursement from the Federal Transit Administration (FTA), all construction and implementation work must essentially be completed by June 30, 2016.

### **PROJECT REVISIONS**

On January 26, 2016, FTA approved revisions requested by the implementing agencies, for the US-1 (MD) Corridor, Army Navy Drive Bus Bays, and Van Dorn Rapid Bus projects. This revision eliminated the US-1 (MD) project in its entirety and removed elements of the other projects, re-allocating about \$1 million in funding to additional work at the Takoma Langley Transit Center and for components for other projects.

## MAJOR PROJECTS AT RISK CHART

Of the eleven projects currently underway, the following four major projects are scheduled to be completed close to the desired deadline of June 30, 2016:

<i>Project (Agency)</i>	<i>Total Budget</i>	<i>Remaining Funds</i>	<i>Est. Completion Date</i>
Georgia Avenue Bus Lane (DDOT)	\$3.5 million	\$1.6 million	May 2016 
Takoma Langley Transit Center (MDOT/MTA)	\$13.8 million	\$3.3 million	April 2016 
Transit Signal Priority (DDOT, City of Alexandria and WMATA)	\$8.0 million	\$4.6 million	July 2016 
Pentagon and Franconia Springfield Stations (WMATA)	\$9.7 million	\$5.3 million	June 2016 

While construction or technology implementation is now underway, unforeseen issues could pose the risk of delayed completion and impact the ability to fully drawdown the funds by September 2016. A coordinated review of the project status was conducted by COG staff with all of the implementing agencies in a project management meeting on January 28, 2016. The implementing agencies all committed to completing the projects in progress in time to allow expending the project grant amounts prior to the grant expiration date of September 30, 2016. A letter informing the FTA about the status of projects and the commitments of COG and the implementing agencies was transmitted to the FTA on February 5, 2016.

## STATUS REPORT UPDATE

The TPB was briefed twice in 2015 and also in January 2016 on the progress of the projects funded by the grant, in response to a request for periodic updates. Memorandum updates were provided at intervening meetings. The following is an update to the January 2016 Status Report of the ongoing activities of projects underway and scheduled to be complete in the next few months.

## MAJOR PROJECT PROGRESS REPORT

### Georgia Avenue Bus Lane (DDOT)

Construction mobilization began in July. The contractor has begun the installation of storm water drainage structures along the corridor on the east side of Georgia Avenue. Over the course of the fall DDOT's contractor installed curbs and gutters, ADA sidewalk ramps, and electrical infrastructure. The contractor will shortly begin placement of new sidewalks. The next step will be to conduct a six-week testing period of the bus lane prior to the final red concrete layer being put down. This project is expected to be completed in May 2016.

### Takoma/Langley Transit Center (MDOT/MTA)

The transit center structure is complete and glazing of the double canopies is nearing completion. Work to relocate a gas main by Washington Gas has taken an extended period of time, which has delayed final construction elements. Completion of the center for handover to WMATA is anticipated in early April 2016. WMATA will then begin a pre-operation period of 60-90 days, including additional construction work, before the center opened for service.

### **Transit Signal Priority (TSP) Project (WMATA, City of Alexandria and DDOT)**

Transit Signal Priority (TSP) installation on VA 7 (Leesburg Pike) is complete at 25 signals in Fairfax County, the City of Alexandria, and (on February 22) the City of Falls Church. A WMATA bus fleet of 8 buses has been equipped with the onboard equipment and testing has been ongoing since November. WMATA anticipates completing this project this month.

In January, in the first part of a two-part contract, DDOT completed installation of TSP wayside devices at 94 locations throughout the District. The second contract for the installation of an additional 101 locations was awarded and equipment is now arriving for installation in March. Onboard bus equipment is being installed by WMATA on 116 Metrobuses (64 buses have received upgrades, and 70 vehicles will receive upgrades by April 20, 2016). Operational testing will start later this month and take place through June 2016.

The City of Alexandria completed installation and bench-testing TSP at the nine locations along the Van Dorn-Pentagon corridor in early February 2016.

### **Pentagon and Franconia-Springfield Station Improvements (WMATA)**

At the Pentagon transit station, major work is complete, including construction of pedestrian access, safety, and security improvements, station bus pads, lighting and security bollards. Two security technology projects, CCTV cameras and a PA system, have been installed; integration of cameras and testing performance of speakers will take place through March. Only remaining items are a change order request for additional fencing and bollards along the perimeter and additional concrete work at the upper bus bay areas.

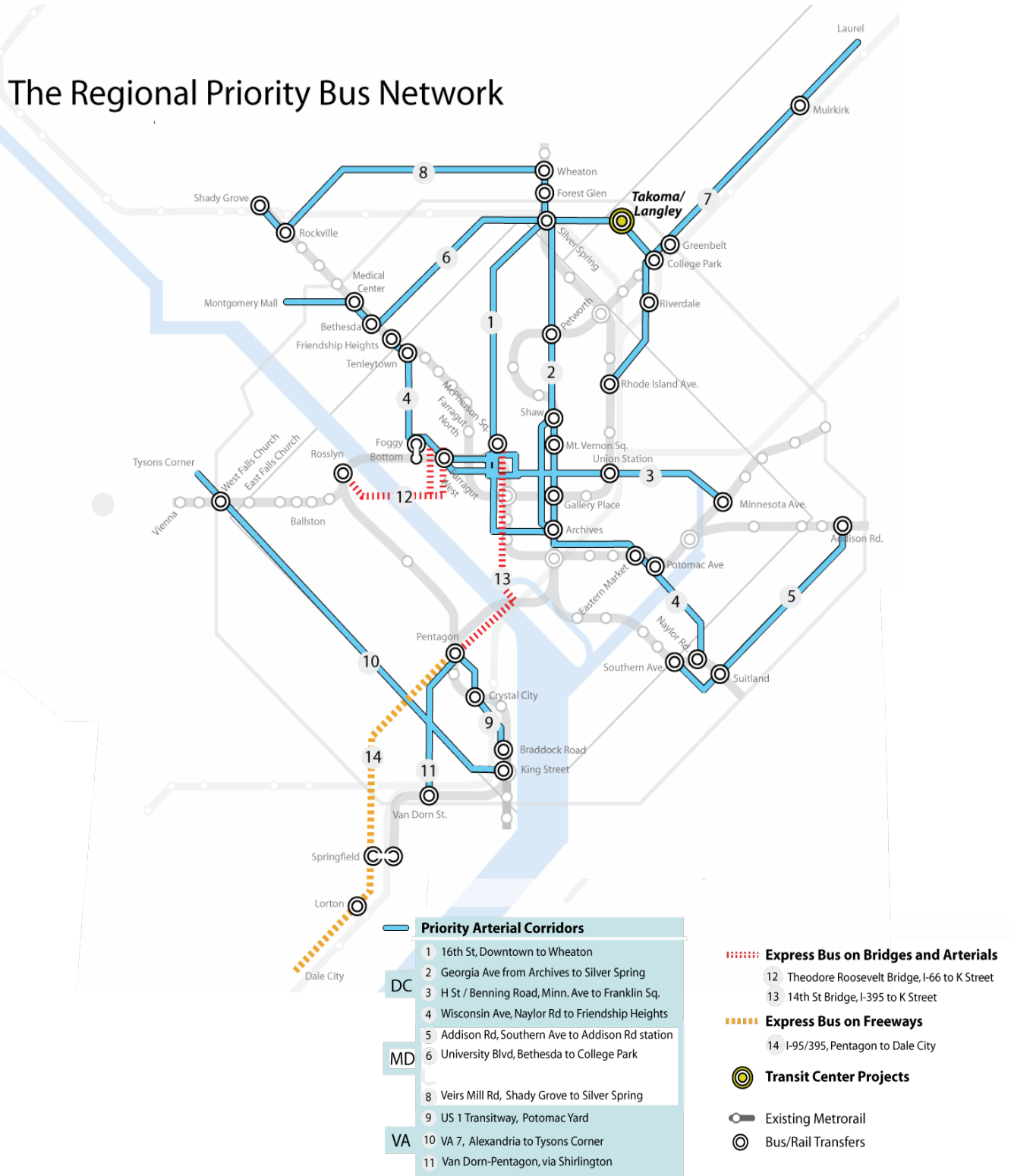
At the Franconia-Springfield transit station, construction work started in August with site clearance, utilities work, and foundation excavation, followed by concrete work in November for footings and foundations, as well as sewer pipe protection. All canopy and bus shelter structures have been delivered on site, and installation is anticipated to be complete by April 2016. Additional work including the installation of bike lockers and of real time passenger information (RTPI) signs will continue through June 2016.

**Table 1: NCR TIGER Priority Bus Transit Grant Project Component Descriptions**  
 Following approved project revisions of January 28, 2016

#	Project Components (As Revised January 15, 2015)	Lead Agency	Budget
1	<b>16th Street Bus Priority Improvements:</b> Capital improvements include a queue jump lane, bus stop improvements, real time passenger information (RTPI) displays at up to 17 stop locations, and transit signal priority/traffic system management (left turn phase for bus) at 31 intersections.	DDOT	\$1,321,770
2	<b>Georgia Avenue Bus Priority Improvements:</b> Improvements include a short bus-only lane that will be constructed on Georgia Avenue to alleviate current bus delays. Additionally, improvements include transit signal priority, bus stop improvements, queue jumps, and real time passenger information (RTPI) displays will be installed.	DDOT	\$5,401,604
3	<b>H Street/Benning Road Bus Priority Improvements:</b> This project will implement RTPI displays and install security cameras at select locations.	DDOT	\$447,109
4	<b>Wisconsin Avenue Bus Priority Improvements :</b> Capital improvements include transit signal priority and RTPI displays deployed to a number of express service stop locations.	DDOT	\$1,487,934
5	<b>Addison Road Improvements :</b> This is a WMATA priority bus corridor that connects the Addison Road and Southern Avenue Metrorail stations. The project includes the replacement of bus shelters along with installation of real-time passenger information displays at select locations.	WMATA	\$214,000
6	<b>University Boulevard Bus Priority Improvements:</b> Planned improvements include installation of RTPI displays and a series of bus stop enhancements along the corridor.	MDOT	\$235,864
8	<b>Veirs Mill Bus Priority Improvements:</b> Improvements include deployment of RTPI displays.	MDOT	\$98,479
9	<b>US 1 Transitway:</b> A bus transitway in the median of US 1 within the city limits will provide exclusive right of way for buses.	City of Alexandria	\$8,202,500
10	<b>VA 7 (Leesburg Pike) Bus Priority Improvements:</b> A WMATA Priority Corridor that connects the Cities of Alexandria and Falls Church with the commercial center of Tysons Corner, the TIGER grant funds improvements that include transit signal priority at up to 25 intersections along the corridor.	WMATA	\$1,122,597

#	Project Components (As Revised January 15, 2015)	Lead Agency	Budget
11	<b>Van Dorn-Pentagon Rapid Bus:</b> The project will provide runningway improvements to support a future rapid bus service in the City of Alexandria from the Van Dorn Metrorail Station in the City of Alexandria to the Pentagon in Arlington County. TIGER funding will support signal prioritization technology and two queue jump lanes. These improvements will enhance transit service along three current bus routes in addition to a future new BRT route.	City of Alexandria	\$688,765
12	<b>Theodore Roosevelt Bridge to K Street Bus Priority Improvements:</b> Implementation of an integrated transit signal priority and traffic signal optimization system along E Street, northbound 18th Street, and southbound 19th Street. Additionally, uninterruptable power supply installation will take place at select traffic lights will prevent traffic signals outages following power interruptions.	DDOT	\$1,703,683
13	<b>14th Street to K Street Bus Priority Improvements:</b> Implementation of an integrated transit signal priority and traffic signal optimization system along 14 <sup>th</sup> Street from the bridge to K Street. Additionally, uninterruptable power supply installation will take place at select traffic lights.	DDOT	\$2,686,975
14a	<b>Pentagon and Franconia-Springfield Station Improvements:</b> Station improvements at Pentagon Station and Franconia/Springfield Station, including bus bays, real time bus information, and traffic circulation/access/security improvements. Major technology improvements include real-time bus information displays.	WMATA	\$9,731,953
14b	<b>PRTC Buses and ITS Technology:</b> This component includes the replacement of 13 buses, with new vehicles using state-of-the-art clean-fuel technology. The project also includes security cameras outfitted on 15 buses and the procurement of computer-aided dispatch and automatic vehicle location (CAD/AVL) technology.	PRTC	\$9,650,000
TC	<b>Takoma/Langley Transit Center:</b> This transit center at the intersection of University Boulevard and New Hampshire Avenue will consolidate the bus stops at the intersection into one facility (although some existing bus stops will still remain in order to prevent requiring pedestrians to cross busy roads to their final destinations). The transit center will provide a safe, attractive, comfortable and efficient facility for passengers and improve pedestrian safety and accessibility.	MDOT	\$13,785,537
<b>TOTAL CONSTRUCTION COSTS FOR 15 COMPONENT PROJECTS</b>			<b>\$56,778,670</b>

FIGURE 1: MAP OF THE 15 COMPONENT PROJECTS OF THE NCR TIGER GRANT







## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Eric Randall, TPB Transportation Engineer  
**SUBJECT:** Updating the Board on follow up actions related to the January 12, 2015 Metrorail L'Enfant Plaza smoke incident and Metro Safety.  
**DATE:** March 10, 2016

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## **SUMMARY**

This memorandum provides an update on activities taken subsequent to the January 12, 2015 Metrorail L'Enfant Plaza smoke incident.

## **BACKGROUND**

Since its January 21, 2015 meeting the Transportation Planning Board (TPB) has engaged in monitoring developments related to the fatal incident on the Yellow line of the Metrorail at the L'Enfant Plaza station on Jan. 12, 2015. Periodic memorandum updates were provided to the Board throughout 2015.

In December 2015, the Board was briefed by Reginald Bazile, DDOT Special Assistant for Policy & Planning, on the work activities of the Tri-State Oversight Commission (TOC) member jurisdictions to reconstitute the TOC into a legally and financially independent State Safety Oversight Agency (SSOA), currently known as the Metro Safety Commission (MSC), as required by the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Act. The Metropolitan Washington Council of Governments is assisting the member jurisdictions of the TOC in this work by providing decision support services and serving as the designated recipient of the federal funds available to SSOAs.

<http://www.mwcog.org/uploads/committee-documents/kVxeX1pa20151210091546.pdf>

## **RECENT ACTIVITIES**

### **FEDERAL SAFETY OVERSIGHT**

On October 9, 2015, in a response to September 30, 2015 safety recommendations from the National Transportation Safety Board (NTSB) that called on the USDOT to take action to authorize the Federal Railroad Administration to exercise regulatory safety oversight of the Metro rail system, USDOT Secretary Anthony Foxx chose an alternative action and directed the Federal Transit Administration (FTA) to assume the leadership of the SSOA function from the TOC. FTA's leadership of the TOC means that FTA will work with the TOC to directly enforce and investigate the safety oversight of WMATA Metrorail until the District of Columbia, Maryland, and Virginia establish a fully functioning and capable SSOA.

On February 19, 2016, the National Transportation Safety Board responded to the USDOT's October 9, 2015 actions by expressing concern that the FTA has very limited ability to effectively oversee

WMATA and that the NTSB does not believe the additional authorities granted to FTA under the FAST Act to exercise direct safety oversight of transit agencies when necessary addressed the concerns NTSB had highlighted in its original recommendation. As such the NTSB classified the USDOT response to its September 30, 2015 Safety Recommendations as “Open-Unacceptable Response” pending reconsideration by the USDOT.

### **MSC STAND-UP**

On February 8, 2016, Secretary Foxx and FTA Acting Administrator McMillan wrote letters to Governors Hogan and McAuliffe and to Mayor Bowser urging them to move quickly on setting up the MSC as a compliant SSOA. Action was requested by February 9, 2017 (i.e., in one year) or the jurisdictions might have a portion of federal transit funds withheld.

On February 29, Secretary Foxx wrote a letter to the heads of the three legislatures, enclosing his letter of the 8<sup>th</sup>, requesting legislative action to establish a compliant SSOA.

On March 1, the Governors and Mayor announced they had signed a Memorandum of Understanding (MOU) for cooperation in the establishment of the Metro Safety Commission, stating they would cooperate to establish the MSC by committing staff, sharing information, procuring professional services, and developing strategies, and in providing equal portions of the local match for federal SSO grant funds.

### **COG AND WMATA METRORAIL SAFETY COORDINATION UPDATE**

The Fire Liaison continues to be staffed at WMATA’s Rail Operations Control Center (ROCC) at a rate of 16 hours per day, targeting the morning and evening rushes and special events. This Liaison position has significantly improved operational coordination between the ROCC and jurisdictional emergency response agency personnel. Discussions are ongoing between the COG Fire Chiefs Committee and WMATA senior leadership to expand the hours of this position beyond its current level.

The 2015 Metro Communications Study yielded 15 key findings and 21 associated recommendations that are now being prioritized for short-term and long-term corrective action by a working group of communications subject matter experts. The recommendations range across the following four major areas:

- Infrastructure
- Radio Systems Operation and Maintenance
- 9-1-1 Service
- Policy and Procedures

The Fire Chiefs will continue to meet with WMATA leadership on a quarterly basis to discuss a variety of policy issues and project initiatives. Of particular interest will be the potential opportunity to leverage ongoing track work, including the installation of new coaxial radio/cellular cable, to propose solutions to other short-term recommendations requiring access to the underground system.

### **OTHER UPDATES REGARDING METRO**

On February 24, 2016, WMATA announced the start of a \$120 million capital improvement project to install dual cables for cellular and radio systems along the 100 miles of tunnel walls in the

underground rail system. This will result in improved radio coverage for Metro and the region's first responders, as well as provide wireless technology coverage within Metro's tunnels.

On March 6, 2016, in a letter to customers printed in the Washington Post entitled "Restoring Pride in the National Capital Region's Public Transit System", WMATA General Manager and CEO Paul Wiedefeld outlined a vision and plan for resolving WMATA's challenges going forward.

[http://www.wmata.com/about\\_metro/general\\_manager/gm\\_plan.cfm](http://www.wmata.com/about_metro/general_manager/gm_plan.cfm)

A "Customer Accountability Report," which will get updated as the agency makes progress, has been launched, with dozens of actions organized according to three categories, including safety. Specific safety actions include the hiring of a new Chief Safety Officer and the capital project for cellular and radio system wiring.

[http://www.wmata.com/about\\_metro/general\\_manager/performance/CARe.pdf](http://www.wmata.com/about_metro/general_manager/performance/CARe.pdf)

On March 7, General Manager Wiedefeld held a follow-up press conference at the National Press Club to discuss the letter and plan.





## **MEMORANDUM**

**TO:** Transportation Planning Board Technical Committee  
**FROM:** Michael Farrell, Senior Transportation Planner  
**SUBJECT:** Update on the TPB's Street Smart Program  
**DATE:** March 9, 2016

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## **BACKGROUND**

To help raise public awareness of pedestrian safety the National Capital Region Transportation Planning Board (TPB) runs a regional pedestrian and bicycle safety campaign known as Street Smart. Street Smart is an educational campaign, directed at motorists, pedestrians and bicyclists, with the goal of reducing pedestrian and bicyclist injuries and deaths. It consists of a one-month wave of radio, TV, transit, and outdoor advertising, with supporting law enforcement carried out by partner agencies. A press conference is held at the beginning of each wave. The most recent wave ran October 26 – November 30, 2015.

## **SPRING 2016 STREET SMART CAMPAIGN WAVE**

The spring 2016 Street Smart campaign is planned to run April 11 – May 8. The press event is slated to be held at the Silver Spring transit center the week of April 11th (date to be determined), followed by a “media tour”, with various spokespeople getting the message out. There will be seven “Street Team” walking billboard outreach events across the region, and three “Enforcement Activation” media events, in which the press will be encouraged to observe the police carrying out pedestrian safety enforcement.

Major media buys include 4 weeks of bus backs, two weeks of television advertising, and 4 weeks of digital advertising, including YouTube, Twitter, and Facebook.

## **HOW TPB MEMBER AGENCIES ARE HELPING**

**Bus cards.** Staff again reached out to members of the Public Transportation Subcommittee for the placement of Street Smart interior bus advertisement “cards” on the region’s bus transit systems. The Street Smart campaign covers the production costs of these cards, and is grateful for their gratis placement by many of the region’s transit agencies.

**Enforcement.** The requested enforcement dates are April 11 – May 8<sup>th</sup>. One enforcement activation media event will be held in each State. Participating agencies are requested to report the pedestrian safety-related citations and warnings that they issue during the spring campaign. Though the Street Smart campaign is unable to fund enforcement directly, enforcement is important to the success of the campaign.