NATIONAL CAPITAL REGION
TRANSPORTATION PLANNING BOARD

Date: September 17, 2014
Time: 12 noon
Place: COG Board Room

Work Session on the Performance of the Draft 2014 CLRP and the RTPP: From 10:30 to 11:45 am, staff will provide briefings on a performance analysis of the 2014 CLRP and an assessment of the CLRP in relation to the priorities identified in the Regional Transportation Priorities Plan. The TPB will receive summary briefings on these items today.

AGENDA
(BEGINS PROMPTLY AT NOON)

12 noon 1. **Public Comment on TPB Procedures and Activities**
.....Chairman Wojahn

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 asked to bring written copies of their remarks (65 copies) for distribution at the meeting.

12:20 pm 2. **Approval of Minutes of July 16 meeting**
.....Chairman Wojahn

12:25 pm 3. **Report of Technical Committee**
.....Ms. Erickson
Chair, Technical Committee

12:30 pm 4. **Report of the Citizens Advisory Committee**
.....Ms. Loh
Chair, Citizens Advisory Committee

12:40 pm 5. **Report of Steering Committee**
..... Mr. Srikanth
Director, Department of
Transportation Planning (DTP)

12:45 pm 6. **Chair's Remarks**
.....Chairman Wojahn

777 North Capitol Street NE, Suite 300, Washington, DC 20002-4290
Web: www.mwcog.org/tpb Phone: (202) 962-3315 Fax: (202) 962-3202

ACTION ITEMS

12:50 pm 7. **Approval of an Update of the TPB Participation Plan**

.....Mr. Swanson, DTP

The Participation Plan, which was adopted by the TPB in December 2007, provides the framework for public and agency involvement in the regional transportation planning process, including the development of the CLRP and TIP. At its July meeting, the Board was briefed on the main elements of the update, which was released for a 45-day public comment period at the Citizens Advisory Committee meeting on July 10.

Action: Adopt Resolution R3-2015 to approve the enclosed update of the TPB Participation Plan.

12:55 pm 8. **Approval of a Resolution on Planning Representation by Public Transportation Providers on the TPB**

..... Mr. Srikanth, DTP

At the June and July meetings, the Board was briefed on the implications for the TPB of the June 2 US DOT guidance on representation by transit agencies on the MPO board and the proposed rule on statewide and MPO planning under MAP-21. The Board will be briefed on the enclosed resolution to respond to the MAP-21 requirement that providers of public transportation be represented on the TPB.

Action: Adopt Resolution R4-2015 on planning representation by public transportation providers on the TPB.

INFORMATION ITEMS

1:05 pm 9. **Briefing on the Draft 2014 CLRP and FY 2015-2020 TIP**

.....Mr. Austin, DTP

The Board will be briefed on the Draft 2014 Constrained Long-Range Transportation Plan (CLRP) and FY 2015-2020 Transportation Improvement Program (TIP), which were released for public comment on September 11. After the 30-day comment period, the TPB will be asked to approve the 2014 CLRP and FY 2015-2020 TIP at its October 15 meeting.

1:10 pm 10. **Briefing on the Draft Air Quality Conformity Analysis of the 2014 CLRP and FY 2015-2020 TIP**

.....Ms. Posey, DTP

The Board will be briefed on the draft conformity analysis of the 2014 CLRP and FY 2015-2020 TIP. This conformity analysis and the draft CLRP and TIP were released for public comment on September 11. The TPB will be asked to approve the conformity analysis at its October 15 meeting.

1:15 pm 11. **Briefing on the Draft Financial Analysis for the 2014 CLRP**

..... Mr. Randall, DTP

Federal planning regulations require the CLRP and TIP to have a financial plan that demonstrates how they can be implemented and the sources of funding reasonably expected to be made available to carry them out. The Board will be briefed on the draft financial analysis for the 2014 CLRP. The report documents the financial plan for the 2014 CLRP, which the TPB will be asked to approve at its October 15 meeting.

1:25 pm 12. **Briefing on a Performance Analysis of the Draft 2014 CLRP**
.....Mr. Griffiths, DTP
The Board will be briefed on a performance analysis of the draft 2014 CLRP. The 2014 CLRP is scheduled to be adopted by the TPB at its October 15 meeting.

1:40 pm 13. **Briefing on an Updated Priorities Plan Assessment of the Draft 2014 CLRP**
.....Mr. Swanson, DTP
In January, the Board approved the Regional Transportation Priorities Plan which identifies strategies that are "within reach" both financially and politically and have the greatest potential to respond to the region's most significant transportation challenges. At its April meeting, the Board was briefed on an initial assessment of how the transportation system proposed for the 2014 CLRP supports the priorities identified in the Priorities Plan. This updated assessment is based upon analysis of the draft 2014 CLRP, including information on projects and the financial analysis.

1:55 pm 14. **Other Business**

2:00 pm 15. **Adjourn**

2 hours
Lunch will be available for Board members and alternates at 11:30 am

Alternative formats of this agenda and all other meeting materials are available upon request. Email: accommodations@mwcog.org. Phone: 202-962-3300 or 202-962-3213 (TDD). Please allow seven working days for preparation of the material. Electronic versions are available at www.mwcog.org.

Item #2

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, NE
Washington, D.C. 20002-4226
(202) 962-3200

MINUTES OF THE TRANSPORTATION PLANNING BOARD July 16, 2014

Members and Alternates Present

Robert Brown, Loudoun County
Rick Canizales, Prince William County
Helen Cuero, VDOT
Dan Emerine, DC Office of Planning
Gary Erenrich, Montgomery County Executive
Lyn Erickson, MDOT
Jay Fisette, Arlington County
Seth Grimes, City of Takoma Park
Jason Groth, Charles County
Cathy Hudgins, Fairfax County
Sandra Jackson, FHWA
John D. Jenkins, Prince William County
Shyam Kannan, WMATA
Julia Koster, NCPC
Tim Lovain, City of Alexandria
Michael May, Prince William County
Dan Madoff, Arlington County
Phil Mendelson, DC Council
Mark Rawlings, DC DOT
Rodney Roberts, City of Greenbelt
Kelly Russell, City of Frederick
Paul Smith, Frederick County
David Snyder, City of Falls Church
Todd Turner, City of Bowie
Kanathur Srikanth, VDOT
Jonathan Way, City of Manassas
Victor Weissberg, Prince George's County-DPW&T
Tommy Wells, DC Council
Patrick Wojahn, City of College Park

Scott K. York, Loudoun County
Sam Zimbabwe, DDOT

MWCOG Staff and Others Present

Gerald Miller
Nicholas Ramfos
Robert Griffiths
Eric Randall
John Swanson
Rich Roisman
Andrew Meese
Dusan Vuksan
Jane Posey
Andrew Austin
Wendy Klancher
Ben Hampton
Bryan Hayes
Lamont B. Cobb
Debbie Leigh
Deborah Etheridge
Lifeng Xu
Bill Orleans

Matt Kronenberger	COG/OPA
John B. Townsend	AAA Mid-Atlantic
Nick Alexandrow	PRTC
Pierre Holloman	City of Alexandria
Jeanette Tejeda de Gomez	AAA Mid-Atlantic
Mike Lake	Fairfax County DOT
Maria Sinner	VDOT
Jameshia Peterson	DDOT
Mike Lambert	Kimley-Horn
Wendy Sanford	City of Fairfax
Nicolas Ruiz	Coalition for Smarter Growth
John Hartline	Tri-County Council for Southern Maryland
Aidan Houston	Office of Mike May/Prince William County
Ian McElhaney	Prince William County
Alyssa Brown	Prince William County
Patrick Durany	Supervisor Jenkins' Office/Prince William County

1. Public Comment on TPB Procedures and Activities

No public comments were submitted at this meeting.

2. Approval of Minutes of June 18 Meeting

A motion was made to approve the minutes. The motion was seconded and passed.

3. Report of the Technical Committee

Mr. Srikanth reported that the Technical Committee met on June 27 and discussed three action items on the Board's current agenda.

- For Item 7, the committee reviewed the proposal to designate September 22 as "Car-Free Day." The Board will be asked to approve a proclamation at the September meeting.
- For Item 8, the committee reviewed applications for technical assistance through the Transportation and Land-Use Connections (TLC) Program. The Board will receive the full list of recommended applications for funding later in this meeting.
- For Item 10, the committee reviewed the addition of Fauquier County, specifically the urbanized area including the town of Warrenton, to the Board's planning boundary and membership. The expansion is based on 2010 Census data and is consistent with federal requirements. Representatives from Fauquier County and the Town of Warrenton accepted the invitation to join the TPB.

Mr. Srikanth also noted that the Committee was briefed on the proposed MAP-21 MPO planning rule and guidance that called for the MPO to include representation of public transportation providers. He said that representatives of the region's three state-level jurisdictions and WMATA were discussing this guidance.

In addition to the TPB's agenda items, Mr. Srikanth reviewed other items discussed by the committee. He said that staff gave an early preview of the financial plan for the CLRP and TIP. He also reported that the committee was briefed on the TIP Forum, which was held on July 10 in conjunction with the meeting of the Citizens Advisory Committee (CAC). He said that at the forum, members of the public and the CAC were briefed on the proposed FY 2015-2020 TIP. Representatives of three state DOTs and WMATA were present at the forum.

4. Report of the Citizen Advisory Committee

Ms. Loh reported that the CAC passed a resolution on MAP-21 that will expire September 30. The committee requested the TPB establish a working group that would draft a set of region-specific principles regarding reauthorization of MAP-21. The CAC further requested that this working group include two CAC representatives.

Chair Wojahn thanked Ms. Loh for her comments and requested that TPB staff work with the CAC to report to the Board on how to proceed with this request at the September meeting.

5. Report of Steering Committee

Mr. Miller said that the Steering Committee was briefed on two agenda items for today's Board meeting and one handout that is in the packet. He said that on June 27 the Steering Committee passed four resolutions to amend the FY 2013-2018 TIP:

- Approval of a request from Maryland DOT to include funding for four highway projects;
- Approval of an amendment for $5.6 million for the TPB's Enhanced Mobility Program for seniors and individuals with disabilities;
- Approval of an update from WMATA on project information for FY 2014 to match the agency's capital budget; and
- Approval of an amendment from DDOT for additional funding for an emergency communications system in the Mall tunnel project

Mr. Miller then reported on letters sent/received and noted: the Federal Highway Administration and Federal Transit Administration letter outlining the TPB's federal certification review, he said that this review occurs every four years and that staff will work with representatives from those agencies to complete the process; a memorandum from the Mr. Griffiths about a presentation on July 9 from the three state DOTs to the COG Board of Directors about the region's highway and bridge infrastructure; and a one-page memorandum further describing the TIP forum, held in conjunction with the CAC committee meeting on July 10.

Mr. Miller also announced a second Green Streets workshop to be held July 28. .

6. Chair's Remarks

Chair Wojahn announced that the hiring committee and COG Executive Director had chosen Kanti Srikanth as the new Director of the Department of Transportation Planning. He said that Mr. Srikanth has 18 years of experience with COG and the TPB. He reported that he would officially join staff on August 6. Meeting attendees welcomed Mr. Srikanth with applause.

Chair Wojahn also noted that the 40th anniversary celebration of the Commuter Connections program occurred before the Board meeting. That event included a keynote presentation from Bob Marburg of the WTOP radio program and remarks by a few other guests associated with Commuter Connections during the past 40 years.

ACTION ITEMS

7. Approval of Regional Car Free Day 2014 Proclamation

Mr. Ramfos briefed the Board on the 2014 Regional Car Free Day and asked the members of the

TPB to help raise awareness for the regional event. Referring to his presentation, he said that although cities across the planet have been holding Car Free Day since 2000, the Washington region's first car free event occurred in 2007. He said that last year's event was held over a weekend and as a result, there was not much media coverage. He said that organizers will use social media such as Facebook, Twitter, together with some traditional marketing to raise awareness and encourage people to pledge to go "car free" or "car-lite" at www.carfreemetrodc.org. The goal is to get 10,000 pledges from the Washington area.

A motion was made to approve the Regional Car Free Day 2014 Proclamation. The motion was seconded and approved unanimously.

8. Approval of Technical Assistance Recipients Under the FY 2015 Transportation/Land Use Connections (TLC) Program

Ms. Koster thanked the TPB for the opportunity to chair the TLC Selection Panel. She thanked selection panel members Joel Mills from the American Institute of Architects, Jonathan Esslinger from the American Society of Civil Engineers, and Kimberly Fisher of the Transportation Research Board of the National Academy of the Sciences. She asked John Swanson to provide some background on the program and the grant applicants.

Mr. Swanson briefed the panel on the history of the TLC program. He noted that the program in addition to providing technical assistance to the applicants for project development also included various program activities, including webinars and peer exchange forums. He said that in 2013, the TLC Program was expanded to include funding assistance for capital projects through the FHWA Transportation Alternatives Program.

Mr. Swanson mentioned that for FY 2015 the TLC Program has a total of $420,000 in funding. Of this $260,000 is from federal planning funds in the TPB's Unified Planning Work Program, and an additional $160,000 from Maryland's Technical Assistance account within the UPWP. Solicitation for projects for the FY 2015 program was issued on March 7. The TPB had received fourteen applications from ten jurisdictions. The panel was recommending nine projects for technical assistance funding. The mailout memorandum provided details on the projects. He said upon the Board's action today the applicants would be formally notified and that consultant selection would occur in August and September, and projects will begin by October.

Mr. Fisette observed that Maryland contributed extra funding for TLC projects, and asked why Virginia did not provide any supplemental money.

Mr. Srikanth said that in the past Virginia did provide supplemental funding for TLC, using funds made available by the Commonwealth's Transportation Secretary's Office of Intermodal Planning and Investment. He added that in the recent past and for FY 2015 this supplemental funding has not been available.

Mr. Fisette said that it sounds like the Maryland side has made an ongoing commitment to provide extra TLC funds and expressed a desire to see a similar commitment from Virginia.

Ms. Koster moved approval of the recommended projects.

Mr. Weissberg requested an amendment to one of the recommended projects in Prince George's County. He asked that a word in the title of the Central Avenue project be changed from "implementation" to "feasibility." Ms. Koster accepted this change as a friendly amendment.

The motion was seconded and approved with no opposition or abstentions.

9. Approval of an Update of the Coordinated Human Service Transportation Plan for the Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program

Mr. Lovain spoke to the item. He reminded Board members of a briefing on the key elements of the update of the plan that the Board received at its June meeting. He directed Board's attention to the mailout materials for a detailed description of the key elements and the background on why the plan was being updated. He reported that the 30-day public comment period on the key elements of the plan update took place from June 12 to July 12, and that no comments were received. He said that staff will conduct a solicitation for Enhanced Mobility grants between August and October of this year and will choose grant recipients using a similar competitive selection process as the one used for the Job Access Reverse Commute (JARC) and New Freedom programs.

Mr. Lovain moved Resolution R1-2015 to approve the key elements of the update of the Coordinated Human Service Transportation Coordination Plan. Mr. York seconded the motion.

The Board approved the motion with no opposition or abstentions.

10. Approval of Fauquier County, Virginia to Become a Member of the TPB

Mr. Griffiths briefed the board on the resolution to approve Fauquier County membership in the TPB. He noted that based on updated definition of urbanized areas using the 2010 census data portion of Fauquier County around and including the Town of Warrenton had been determined to be an urbanized area and contiguous with the Metropolitan Washington urbanized area. He said that federal planning regulations require that this urbanized portion of Fauquier County around and including the Town of Warrenton participate in the metropolitan transportation planning process conducted by the TPB. Referring to the April 16, 2014 meeting he said that the TPB had sent Fauquier County a letter inviting them to become a member of the TPB and that the Fauquier County Board had on June 12, 2014 adopted a resolution accepting the invitation. Approval of the proposed resolution today would officially make Fauquier County a full voting member of the TPB, allowing them to participate in the TPB work program. He said that, if approved, the County would join the TPB in September, and that Supervisor Peter Schwartz would be their representative, and that Director of Community Planning for Fauquier County,

Kimberley Fogle, would be their alternate. He added that the boundaries of the TPB planning area would be extended into Fauquier County to include the Town of Warrenton and the outlying service districts.

A motion was made for Resolution R2-2015 to approve Fauquier County membership in the TPB for Board approval.

The motion was seconded and passed unanimously.

INFORMATION ITEMS

11. Briefing on an Update of the TPB Participation Plan

Referring to his presentation, Mr. Swanson briefed the Board on the 2014 update to the federally required TPB Participation Plan and announced the 45-day public comment period. He said that this update includes feedback from the TPB Technical Committee, the Citizens Advisory Committee, and the 2010 federal certification review. He said that since a discussion draft was released in May, the document has been revised to clarify the plan's goals, strengthen the narrative, and consolidate redundancies.

Mr. Swanson said the revised document explains that participation activities should be tailored to reach different constituencies. He said that the updated plan reflects changes in the actual activities undertaken by the TPB staff in recent years since the last publication of this document in 2007. He said the TPB would be asked to approve the TPB Participation Plan update at the September Board meeting.

Mr. Erenrich asked if the TPB has discussed opportunities to broadcast and archive the Board meeting and other committee meetings.

Mr. Swanson said that TPB staff has discussed ways to share audio and video from Board meetings, but that the implementation of such a system has been delayed for various reasons and that staff will look into this. He thanked Mr. Erenrich for the reminder.

12. Update on Implications for the TPB of the MAP-21 Guidance on the Representation by Transit Agencies on the MPO Board and the Proposed Rule on Statewide and MPO Planning

Mr. Griffiths briefed the Board. He described the guidance and the proposed MPO planning rulemaking released in June by the Federal Highway Administration (FHWA) and Federal Transit Admiration (FTA) to implement Moving Ahead for Progress in the 21st Century (MAP-21). He said that MAP-21 mandated a performance-based approach to state and metropolitan transportation planning processes. He said that FHWA and FTA will issue rules in other areas,

including highway safety, highway conditions, congestion and system performance, and transit performance and state of good repair. Comment on the proposed planning rule is due by September 2.

Mr. Griffiths said that the guidance also requires the membership of MPO policy boards to include public transit providers to ensure that their interests are considered fully in developing performance targets related to transit safety and state of good repair. He said that the TPB has always had strong transit representation on the Board, most notably through WMATA, and that local jurisdictions represent transit systems that they operate. He suggested that this level of representation already meets the basic MAP-21 requirements. He told Board members that staff would draft a resolution describing the TPB's existing representation and a process for ensuring adequate transit representation. He said staff would circulate the draft motion among TPB member staff for comment in late August and that the Board would be asked to approve the resolution at its September meeting.

Chair Wojahn opened the floor to questions and comments.

Mr. Smith said he agreed with the need for adequate transit representation on the Board but cautioned against creating additional voting seats for individual transit operators. He said this could open a floodgate of agencies and groups seeking additional representation.

Mr. Griffiths recognized that issue. He said that in a meeting with area transit agencies on July 11 there was general agreement that the interests of local transit agencies could be adequately represented by representatives of the local governments that operate them.

Mr. Lovain said he thought that the plan laid out by staff made sense, especially in light of an October 1 deadline for demonstrating adequate representation or establishing a process to do so. He recommended seeing how other MPOs are responding to the new regulations. He said he saw two basic potential responses to the new rules: 1) keep WMATA as the sole transit representative on the Board but ask them to create a consultative mechanism so that they reflect the views of all transit systems; or 2) create an additional position and try to figure out how to rotate the seat and weight it appropriately.

Mr. Fisette asked how MARC and VRE are currently represented on the Board.

Ms. Erickson said that MARC is part of the Maryland Transit Administration, which falls under the larger Maryland Department of Transportation, and that she therefore represents MARC on the Board.

Mr. Griffiths explained that VRE is different because it is a partnership of several jurisdictions through the Potomac and Rappahannock Transportation Commission (PRTC) and the Northern Virginia Transportation Commission (NVTC). He said that VRE has a representative on the

TPB's Technical Committee and those Board members from Prince William County and other Northern Virginia jurisdictions often provide input on VRE-related matters that come before the Board. He said that staff is considering expanding the TPB's existing Regional Bus Subcommittee to include other regional transit providers like commuter rail and private providers.

13. Other Business

Mr. Griffiths reminded Board members about a formal ceremony on July 23 to dedicate the Ronald F. Kirby Training Center. He said that some of the signage for the newly named meeting space was already up and encouraged Board members to stop by after the meeting to look.

Chair Wojahn acknowledged the recent death of long-time transportation leader and Fairfax County resident Ed Tennyson.

Mr. Fisette spoke to Mr. Tennyson's valuable contributions to the transportation planning process in Northern Virginia and his passionate advocacy for rail transit.

Ms. Hudgins also spoke to Mr. Tennyson's transportation advocacy and said she and others in her district and in Fairfax County will miss him and the advice and opinions he regularly imparted.

Mr. Erenrich recalled knowing and working with Mr. Tennyson when Mr. Tennyson worked for the Pennsylvania Department of Transportation. He said he really enjoyed working with him and that he will miss him.

The Board observed a moment of silence in honor of Mr. Tennyson.

Following the moment of silence, Chair Wojahn reminded Board members that there would be no Board meeting in August.

14. Adjourn

The meeting adjourned at 1:36 pm.

Item 3

TPB Technical Committee Meeting Highlights

September 5, 2014

The Technical Committee met on September 5 at the Ronald F. Kirby Training Center at COG. Seven items were reviewed for inclusion on the TPB agenda for September 17.

- TPB agenda Item 7

  The Participation Plan, which was adopted by the TPB in December 2007, provides the framework for public and agency involvement in the regional transportation planning process, including the development of the CLRP and TIP. At its July meeting, the TPB was briefed on the main elements of the update, which was released for a 45-day public comment period at the Citizens Advisory Committee meeting on July 10. The Committee was updated on public comments received and the TPB will be asked to adopt the updated plan at its September 17 meeting.

- TPB agenda Item 8

  The Committee was briefed on and discussed a draft resolution for the TPB to consider at its September 17 meeting to respond the proposed US DOT statewide and MPO planning rule and the guidance on representation by transit agencies on the TPB.

- TPB agenda Item 9

  The Committee was briefed on the draft 2014 CLRP and FY 2015-2020 TIP which are scheduled to be released for public comment on September 11. After the 30-day comment period, the TPB will be asked to approve the 2014 CLRP and FY 2015-2020 TIP at its October 15 meeting.

- TPB agenda Item 10

  The Committee was briefed on the draft air quality conformity analysis of the 2014 CLRP and FY 2015-2020 TIP. This conformity assessment and draft plan and TIP are scheduled to be released for public comment on September 11. The TPB will be asked to approve and conformity assessment at its October 15 meeting.

- TPB agenda Item 11

  Federal planning regulations require the CLRP and TIP to have a financial plan that demonstrates how they can be implemented and show the sources of funding reasonably expected to be made available to carry them out. The Committee was briefed on the draft financial analysis report. The report documents the financial plan for the 2014 CLRP which the TPB will be asked to approve at its October 15 meeting.

- TPB agenda Item 12

  The Committee was briefed on the performance analysis of the draft 2014 CLRP which is scheduled be adopted by the TPB at its October 15 meeting.

- TPB agenda Item 13

  In January, the TPB approved the Regional Transportation Priorities Plan (RTPP) which identifies strategies that are "within reach" both financially and politically and have the greatest potential to respond to the region's most significant transportation challenges. At its April meeting, the TPB was briefed on an initial assessment of how the transportation system proposed for the 2014 CLRP supports the priorities identified in the RTPP. The Committee was briefed on an updated version of this assessment, which will be based upon analysis of the draft 2014 CLRP, including information on projects and the financial analysis.

Two items were presented for information and discussion:

- The Bicycle and Pedestrian Plan, which was adopted by the TPB in October 2010 identifies the major bicycle and pedestrian projects the region wishes to carry out by 2040. The Committee was briefed on the status of the update of the plan.

- The Committee was updated on the latest developments regarding US DOT regulations on performance measures under MAP-21.

TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES
ATTENDANCE – September 5, 2014

DISTRICT OF COLUMBIA

DDOT	Mark Rawlings
	Jameshia Peterson
	Norman Gross, Jr.
DCOP	Dan Emerine

MARYLAND

Charles County	-------
Frederick County	Ron Burns
City of Frederick	Tim Davis
Gaithersburg	-------
Montgomery County	John Thomas
Prince George's County	Vic Weissberg
Rockville	-------
M-NCPPC	
Montgomery County	-------
Prince George's County	Faramarz Mokhtari
MDOT	Lyn Erickson
	Matt Baker
Takoma Park	-------

VIRGINIA

Alexandria	Pierre Holloman
Arlington County	Dan Malouff
City of Fairfax	-------
Fairfax County	Mike Lake
	Malcolm Watson
Falls Church	-------
Fauquier County	Marie Scheetz
Loudoun County	Robert Brown
Manassas	-------
Prince William County	Ricardo Canizales
NVTA	Denise Harris
	Keith Jasper
NVTC	Claire Gron
PRTC	Betsy Massie
VRE	Christine Hoeffner
VDOT	Norman Whitaker
	Dan Painter
VDRPT	Tim Roseboom
NVPDC	-------
VDOA	

WMATA	Danielle Wesolek

FEDERAL/REGIONAL

FHWA-DC	-------
FHWA-VA	-------
FTA	-------
NCPC	-------
NPS	-------
MWAQC	-------
MWAA	Mike Hewitt

COG STAFF

Kanti, Srikanth, DTP
Elena Constantine, DTP
Robert Griffiths, DTP
Andrew Meese, DTP
Gerald Miller, DTP
Ron Milone, DTP
Nicholas Ramfos, DTP
Andrew Austin, DTP
Anant Choudhary, DTP
Lamont Cobb, DTP
Michael Farrell, DTP
Yu Gao, DTP
Ben Hampton, DTP
Bryan Hayes, DTP
Eulalie Lucas, DTP
Jessica Mirr, DTP
Mark Moran, DTP
Jinchul Park, DTP
Jane Posey, DTP
Wenjing Pu, DTP
Eric Randall, DTP
Sergio Ritacco, DTP
Jon Schermann, DTP
Daniel Son, DTP
Dan Sonenklar, DTP
John Swanson, DTP
Dusan Vuksan, DTP

OTHER

Bill Orleans

Item #5

MEMORANDUM

September 11, 2014

To: Transportation Planning Board

From: Kanathur Srikanth
Director, Department of Transportation Planning

Re: Steering Committee Actions

At its meeting on September 5, 2014, the TPB Steering Committee approved the following resolutions:

- SR1-2015: Resolution on an amendment to the FY 2013- 2018 Transportation Improvement Program (TIP) that is exempt from the air quality conformity requirement to add funding for the Belmont Ridge Road project, as requested by the Virginia Department of Transportation (VDOT)
- SR2-2015: Resolution on an amendment to the FY 2013- 2018 TIP that is exempt from the air quality conformity requirement to add funding for the MD 210 at Kirby Hill Road/Livingston Road project and for Preliminary Engineering of BRAC Intersections near Naval Support Activity Bethesda, as requested by the Maryland Department of Transportation (MDOT)

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."

TPB SR1- 2015
September 5, 2014

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

RESOLUTION ON AN AMENDMENT TO THE FY 2013-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO ADD FUNDING FOR THE BELMONT RIDGE ROAD 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 Moving Ahead for Progress in the 21st Century (MAP-21) 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 July 18, 2012 the TPB adopted the FY 2013-2018 TIP; and

WHEREAS, in the attached letter of August 8, 2014 VDOT has requested an amendment to the FY 2013-2018 TIP to add $19.2 million in Advanced Construction (AC) funds to FY 2014 and to advance $39.7 million from FY 2015 to FY 2014 for the reconstruction and widening of VA 659, Belmont Ridge Road between Hay Road and Gloucester Parkway, as described in the attached materials; and

WHEREAS, this project is already included in the air quality conformity analysis of the 2013 CLRP and FY 2013-2018 TIP;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2013-2018 TIP to add $19.2 million in AC funds to FY 2014 and to advance $39.7 million from FY 2015 to FY 2014 for the reconstruction and widening of VA 659, Belmont Ridge Road between Hay Road and Gloucester Parkway, as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on September 5, 2014.

COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
4975 Alliance Drive
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.
COMMISSIONER

August 8, 2014

The Honorable Patrick Wojahn, 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 2013-2018 Transportation Improvement Program Amendment for Belmont Ridge Road (VA Route 659) Improvements between Hay Road and Gloucester Parkway (VDOT UPC #76244)

Dear Chairman Wojahn:

The Virginia Department of Transportation (VDOT) requests an amendment to the FY 2013-2018 Transportation Improvement Program (TIP) to add funding for improvements to Belmont Ridge Road (VA Route 659). The amendment is needed to reflect the latest planned funding obligations for this project. VDOT will reconstruct a 1.9 mile segment of Belmont Ridge Road between Hay Road and Gloucester Parkway as a four lane facility with added capacity.

VDOT is programming Advance Construction funds for this project. The Loudoun County Board of Supervisors has passed a resolution that commits up to $60M of their local and regional Northern Virginia Transportation Authority money for this project. The County has also authorized VDOT to administer the project on the County's behalf.

The amendment adds approximately $19.2 million in Advance Construction funds to the TIP and moves approximately $39.7 million previously obligated for FY 2015 to FY 2014. The proposed funds are included in recent allocations by the Commonwealth Transportation Board as part of VDOT's FY 2015-2020 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 VDOT's financial plan for the 2010 CLRP update. This amendment will not impact the regional air quality conformity analysis since Belmont Ridge Road is included in the approved conformity analysis for the CLRP.

VDOT requests that this TIP Amendment be approved by the Transportation Planning Board's Steering Committee at its meeting on September 5, 2014. VDOT's representative will attend the meeting and be available to answer any questions about the amendments.

Thank you for your consideration of this request.

Sincerely,

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

cc: Ms. Dianne Mitchell, VDOT
Ms. Maria Sinner, P.E., VDOT-NoVA
Mr. Farid Bigdeli, P.E., VDOT-NoVA
Mr. James Zeller, P.E., VDOT-NoVA
Mr. Norman Whitaker, AICP, VDOT-NoVA

NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
FY 2013-2018

TIP Amendment - September 5, 2014
VA Route 659 (Belmont Ridge Road) - Reconstruct to Four Lanes
VDOT UPC 76244 / TIP ID 6335

Financial Information

Phase	Funding Source	Funding Shares			Prior Years Funds	FY13	FY14	FY15	FY16	FY17	FY18	Source Total
		Fed-AC	State	Local								
PE	Fed-AC	100%			$ 1,600,000		$ (600,000)					$1,000,000
RW	Fed-AC	100%					$ 8,905,318					$8,905,318
CN	Fed-AC	100%					$49,000,000					$49,000,000
				Total Funds	$ 1,600,000	$ -	$ 57,305,318	$ -	$ -	$ -	$ -	$ 58,905,318

Project Information:

Facility:	VA Rt. 659 (Belmont Ridge Road)	System:	VDOT-Secondary-Loudoun County
From:	Hay Road	Total Cost Estimate:	$58,905,318
To:	Gloucester Parkway	Complete:	2015
Air Quality:	Does not affect the currently adopted Air Quality Conformity Analysis		

	Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
Secondary										
Rte 659 - Belmont Ridge Road Reconstruction to four lanes										
TIP ID: **6335** Agency ID: **76244**		Title: **VA 659 Reconstruct to 4 Lanes**								Complete:
Facility: VA 659 Belmont Ridge Rd.	AC	100/0/0	1,600 a		*-600* a					57,905
From: Va Hay Rd					8,905 b					
To: VA Gloucester Pkwy					49,000 c					
									Program Total:	***57,905***

Description: Reconstruct VA 659 (Belomnt Ridge Rd) to 4 lanes Urban Collector

Amendment: Add and Advance Funding **Approved on:** 9/5/2014

Add Federal Advance Construction funding; move FY 2015 funding to FY 2014.

TPB SR2-2015
September 5, 2014

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

RESOLUTION ON AN AMENDMENT TO THE FY 2013-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO ADD FUNDING FOR THE MD 210 AT KERBY HILL ROAD/LIVINGSTON ROAD PROJECT AND FOR PRELIMINARY ENGINEERING OF BRAC INTERSECTIONS NEAR NAVAL SUPPORT ACTIVITY BETHESDA, 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 Moving Ahead for Progress in the 21st Century (MAP-21) 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 July 18, 2012 the TPB adopted the FY 2013-2018 TIP; and

WHEREAS, in the attached letter of August 28, 2014 MDOT has requested an amendment to the FY 2013-2018 TIP to add $7.8 million in National Highway Performance Program (NHPP) funding to FY 2016 for construction and to change the source of $47.8 million from state to NHPP between FY 2015 and FY 2018 for the MD 210 at Kerby Hill Road/Livingston Road project; and to include $800,000 in STP funding in FY 2015 and FY 2016 for preliminary engineering of BRAC Intersections near Naval Support Activity Bethesda, as described in the attached materials; and

WHEREAS, these projects are either already included in the air quality conformity analysis of the 2013 CLRP and FY 2013-2018 TIP, or are 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 2013-2018 TIP to add $7.8 million in NHPP funding to FY 2016 for construction and to change the source of $47.8 million from state to NHPP between FY 2015 and FY 2018 for the MD 210 at Kerby Hill Road/Livingston Road project; and to include $800,000 in STP funding in FY 2015 and FY 2016 for preliminary engineering of BRAC Intersections near Naval Support Activity Bethesda, as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on September 5, 2014.

Maryland Department of Transportation
The Secretary's Office

Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

James T. Smith, Jr.
Secretary

August 28, 2014

The Honorable Patrick Wojahn, 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 Wojahn:

The Maryland Department of Transportation (MDOT) requests two amendments to the State Highway Administration (SHA) portion of the National Capital Region Transportation Planning Board's (TPB) FY 2013-2018 Transportation Improvement Program (TIP) as described in the attached memo. The amendment is needed for the MD 210 at Kerby Hill Road/Livingston Road Interchange project to reflect the addition of $7.8 million in NHPP funds for the construction phase and to change the fund source of $56.4 million for the construction phase from State to NHPP. The amendment is also needed to reinstate the BRAC-Bethesda Intersection Improvements near National Naval Medical Center project to the TIP, and to reflect the addition of $0.8 million in STP funding for preliminary engineering. These projects are included in the currently approved air quality conformity analysis.

The additional funds for both projects have been made available due to an increase in federal-aid obligational authority. The amendment details are summarized below and in the attached memo.

TIP ID #	Project	Phase	Amount of New Funding	Comment
4879	MD 210 at Kerby Hill Road/ Livingston Road Interchange	CO	$7,800,000	Add $7.8 million in NHPP funds to CO and change the fund source of $56.4 million in CO from State funds to NHPP.
6384	BRAC-Bethesda Intersection Improvements near National Naval Medical Center	PE	$800,000	Add project and $0.8 million in STP funds for preliminary engineering. (Project was in a previous TIP and is related to TIP ID#s: 5988, 5992, 5998, 6071, 6072, 6077, and 6122)

MDOT requests that this amendment be approved by the TPB Steering Committee at its September 5, 2014 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.

We appreciate your cooperation in this matter. If you have any questions or comments, please do not hesitate to contact Ms. Lyn Erickson, at 410-865-1279, toll-free at 888-713-1414 or via email at lerickson@mdot.state.md.us. Of course, please feel free to contact me directly. Thank you.

Sincerely

Michael W. Nixon

Michael W. Nixon, Manager
Office of Planning and Capital Programming

Attachment

cc: Ms. Mary Deitz, Chief, Regional and Intermodal Planning Division, SHA
Ms. Lyn Erickson, Manager, Office of Planning and Capital Programming, Maryland Department of Transportation
Ms. Heather Murphy, Deputy Director, Office of Planning and Capital Programming Maryland Department of Transportation

Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

State Highway Administration
MARYLAND DEPARTMENT OF TRANSPORTATION

James T. Smith, Jr., *Secretary*
Melinda B. Peters, *Administrator*

MEMORANDUM

TO: Mr. Don Halligan
Director of Planning and Capital Programming
Maryland Department of Transportation

ATTN: Mr. Mike Nixon
Ms. Lyn Erickson

FROM: Mary Deitz, Chief
Regional and Intermodal Planning Division

DATE: August 26, 2014

SUBJECT: Amendment Request to the Fiscal Year (FY) 2013 Transportation Improvement Program (TIP) for the National Capital Region

The State Highway Administration (SHA) hereby requests to amend the FY 2013 National Capital Region Transportation Improvement Program (TIP). The additional funding that has been programmed for two projects in the National Capital Region as summarized below and detailed in the attached TIP sheets. The amendment is needed to reflect the addition of $7.8 million in NHPP funds for the construction phase for the MD 210 at Kerby Hill Road/Livingston Road Interchange project and to change the fund source of $56.4 million in funding for the construction phase from State to NHPP.

The amendment is also needed to reflect the addition of $0.8 million in preliminary engineering funding to the parent project of the improvements (TIP ID#s: 5988, 5992, 5998, 6071, 6072, 6077, and 6122) for the BRAC Intersections near the National Naval Medical Center in Bethesda. The additional funds are available due to an increase in federal - aid obligational authority.

TIP ID#	Project	Phase	Previously Programmed Funding	Amount of New Funding	Comment
4879	MD 210 at Kerby Hill Road/ Livingston Road Interchange	CO	$72,403,000	$7,800,000	Add $7.8 million in NHPP funds to the construction phase for and change the fund source of $56.4 million in funds for the construction phase from State funds to NHPP. These funds include $4.1 million in FY 15, $5.7 million in FY 16, $18.6 million in FY 17, $19.4 million in FY 18, and $8.6 million in FY 19.

ID	Project	ase	eviously Programmed unding	Amoun o New ding	Comment
6384	BRAC-Bethesda; Intersection Improvements near National Naval Medical Center	PE	N/A	$800,000	Add parent project of TIP ID#s: 5988, 5992, 5998, 6071, 6072, 6077, and 6122 to 2013 TIP; and add $0.8 million in STP funds for preliminary engineering. These funds include $0.3 million in FY 15 and $0.5 million in FY 16.

The proposed action 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.

After your review, please forward this request to the Washington Metropolitan Council of Governments. Upon approval of the requested TIP amendment, please process an amendment to the FY 2013 STIP using the funding information provided in the attachment. If you have any questions, please do not hesitate to contact Mr. David Rodgers, Assistant Regional Planner for Prince George's County, at 410-545-5670 or via email at drodger1@sha.state.md.us.

Attachments
cc: Ms. Felicia Alexander, Deputy Director of Planning and Preliminary Engineering, SHA
Ms. Samantha Biddle, Regional Planner, SHA
Ms. Mary Deitz, Chief, Regional and Intermodal Planning Division, SHA
Ms. Rebecca Lichtenstein, Project Manager, Office of Highway Development, SHA
Mr. David Rodgers, Assistant Regional Planner, SHA
Mr. Gregory I. Slater, Director, Office of Planning and Preliminary Engineering, SHA
Mr. Brian Young, District Engineer, SHA

Primary

MD 210, Indian Head Highway

TIP ID: **4879** Agency ID: **PG7001** Title: **MD 210 at Kerby Hill Road/Livingston Road** Complete: **2020**

Facility: MD at Kerby Hill Road/Livingston Road
From:
To:

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
HPP	80/20/0	2,761 a	1,000 a	1,000 a	2,843 a				4,843
NHPP	80/20/0				1,604 b	5,622 b	379 b		7,605
NHPP 2	100/0/0				4,065 c	13,525 c	18,659 c	19,372 c	55,621
State	0/100/0				1,016 c	3,381 c	4,665 c	4,843 c	13,905
								Program Total:	***81,974***

Description: Reconstruct the existing MD 210 instersection at Kerby Hill Road/Livingston Road to a grade seperated interchange. Bicycles and pedestrians will be accomodated where appropriate.

Amendment: Additional Right-of-Way and Construction Funding **Approved on:** 7/17/2013

Add an additional $93.5 million in HPP, NHPP, and State funds for the right-of-way and construction phases. These funds include $379,000 (FY 14) in HPP funds and 20.7 million in NHPP funds ($16.4 million in FY14 and $4.3 million for FY15) for the right-of-way phase; and $72.4 million for the construction phase ($25.6 million in FY15, $24.6 million in FY16, and $22.2 million in FY17).

Amendment: Reduction in Right-of-Way Cost; Change Fund Source; Flows **Approved on:** 9/6/2013

Reduce the Right-of-Way phase cost from $20.753 million to $7.605 million; and change the fund source to NHPP (was HPP and NHPP). The remaining $3.646 million in Right-of-Way cost for this project is being shown in a new, separate TIP line item (6148) as Advanced Right-of-Way.

Amendment: Additional Construction Funding; Change Construction Fund Source **Approved on:** 9/5/2014

Add $7.8 million in NHPP funds to the construction phase in FY 16 and change the fund source of $56.4 million in total funds for the construction phase from State to NHPP. These funds include $4.1 million in FY 15, $5.7 million in FY 16, $18.6 million in FY 17, $19.4 million in FY 18, and $8.6 million in FY 19.

Secondary

BRAC Intersections near National Naval Medical Center, Bethesda

TIP ID: **6384** Agency ID: Title: **Preliminary Engineering of BRAC Intersections near Naval Support Activity Bethesda** Complete: **2016**

Facility:
From:
To:

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
STP	80/20/0				300 a	500 a			800
								Program Total:	***800***

Description: Design intersection improvements to improve safety and operations in the near term.

Amendment: New Project **Approved on:** 9/5/2014

Amend this project into the FY 2013-2018 TIP with $800,000 in STP funding between FY 2015 and FY 2016.

ITEM 7 - Action
September 17, 2014

Approval of an Update of the TPB Participation Plan

Staff Recommendation: Adopt Resolution R3-2015 to approve the enclosed update of the TPB Participation Plan.

Issues: None

Background: The Participation Plan, which was adopted by the TPB in December 2007, provides the framework for public and agency involvement in the regional transportation planning process, including the development of the CLRP and TIP. At its July meeting, the Board was briefed on the main elements of the update, which was released for a 45-day public comment period at the Citizens Advisory Committee meeting on July 10.

TPB R3-2015
September 17, 2014

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

RESOLUTION APPROVING THE TPB PARTICIPATION PLAN

WHEREAS, the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of MAP-21, the Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, the metropolitan planning regulations that apply to MAP-21 require MPOs to develop a Participation Plan in consultation with interested parties; and

WHEREAS, the TPB has conducted public participation activities under three previously approved official processes for public involvement, beginning with a Public Involvement Process adopted in 1994 in response to the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA); and

WHEREAS, the TPB's most recent Participation Plan was developed in response to requirements of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) legislation of 2005, and was approved by the TPB in 2007; and

WHEREAS, the TPB has made a number of enhancements in its public involvement activities in recent years, including the development of more citizen-friendly websites and publications, improved opportunities for public comment, development of the Community Leadership Institute, use of interactive public forums, and continued support for the TPB Citizens Advisory Committee and the Access for All Advisory Committee; and

WHEREAS, the draft Participation Plan was developed in consultation with a number of different committees and stakeholder groups, including the Citizens Advisory Committee, the Access for All Advisory Committee, and the TPB Technical Committee; and

WHEREAS, the TPB underwent a Federal Certification Review in 2010, and this Participation Plan responds to comments that the TPB received following that review; and

WHEREAS, the draft Participation Plan includes a policy statement, identification of goals and description of participation activities, including public comment; committees; documents reports and publications; website and social media; and outreach and trainings; and

WHEREAS, the goals of the Participation Plan include:

- Communicate effectively with appropriate audiences
- Provide clear and open access to information and participation
- Gather input from diverse perspectives
- Respond meaningfully to public comment and feedback.
- Promote a regional perspective

WHEREAS, the TPB, as demonstrated by its past activities and articulated in this Participation Plan, believes that the information derived from the involvement of citizens and stakeholders is essential to good decision-making; and

WHEREAS, on July 10, 2014, the TPB Participation Plan was released for a 45-day public comment period which ended on August 24, 2014; and

WHEREAS, the comments and staff responses were reviewed and considered as part of the approval of the TPB Participation Plan by the TPB on September 17, 2014;

NOW, THEREFORE, BE IT RESOLVED THAT the NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves the 2104 Update to the TPB Participation Plan.

MEMORANDUM

TO: National Capital Region Transportation Planning Board
FROM: John Swanson, Principal Transportation Planner
SUBJECT: Comments received regarding the 2014 TPB Participation Plan Update
DATE: September 11, 2014

A draft of the 2014 TPB Participation Plan Update was released for 45-day public comment period on July 10, 2014. The following information describes the comments received during this official comment period and provides staff responses to those comments.

1. Clarify that the TPB will seek participation from traditionally tough-to-reach groups.

COMMENT

At a meeting with the TPB's Access for All Advisory Committee, participants requested that the Participation Plan be more explicit in acknowledging that staff will seek input from historically disadvantaged groups.

RESPONSE

The following underlined text will be inserted on page 13 of the Participation Plan:

> Each of these different types of constituencies includes a wide spectrum of members, including individuals, interest groups, community leaders, and elected officials. The TPB also recognizes that each of these constituent groups include people from minority communities, people with limited English proficiency, people with low-incomes, and people from a variety of ages, including youth and the elderly. Staff remains aware of the need to engage these populations through outreach and participation.

The following underlined text will be inserted on page 21 of the Participation Plan:

> The TPB will seek participation by TPB members and staff in meetings of citizen, business, and environmental, and other organizations interested in regional transportation, including people from minority communities, with limited English proficiency, with low-incomes, and from a variety of age groups.

2. More explicitly state that the activities in the Participation Plan will be used to obtain comments on the long-range plan and TIP.

COMMENTS

Recipients of FTA funding, including staff at VDRPT and MTA, have indicated that federal funders require the inclusion of text similar to that indicated below.

RESPONSE

The following text will be inserted as the third paragraph on page 2 (Background):

> The activities and strategies described in this Participation Plan will be used to obtain comments on the region's Constrained Long-Range Plan (CLRP and six –year Transportation Improvement Program (TIP), which includes projects that are funded by the Federal Transit Administration (including projects funded by the Urbanized Area Formula Program) and the Federal Highway Administration.

3. Make audio and/or video of meetings available on the website. Also provide options for live streaming of meetings.

COMMENTS

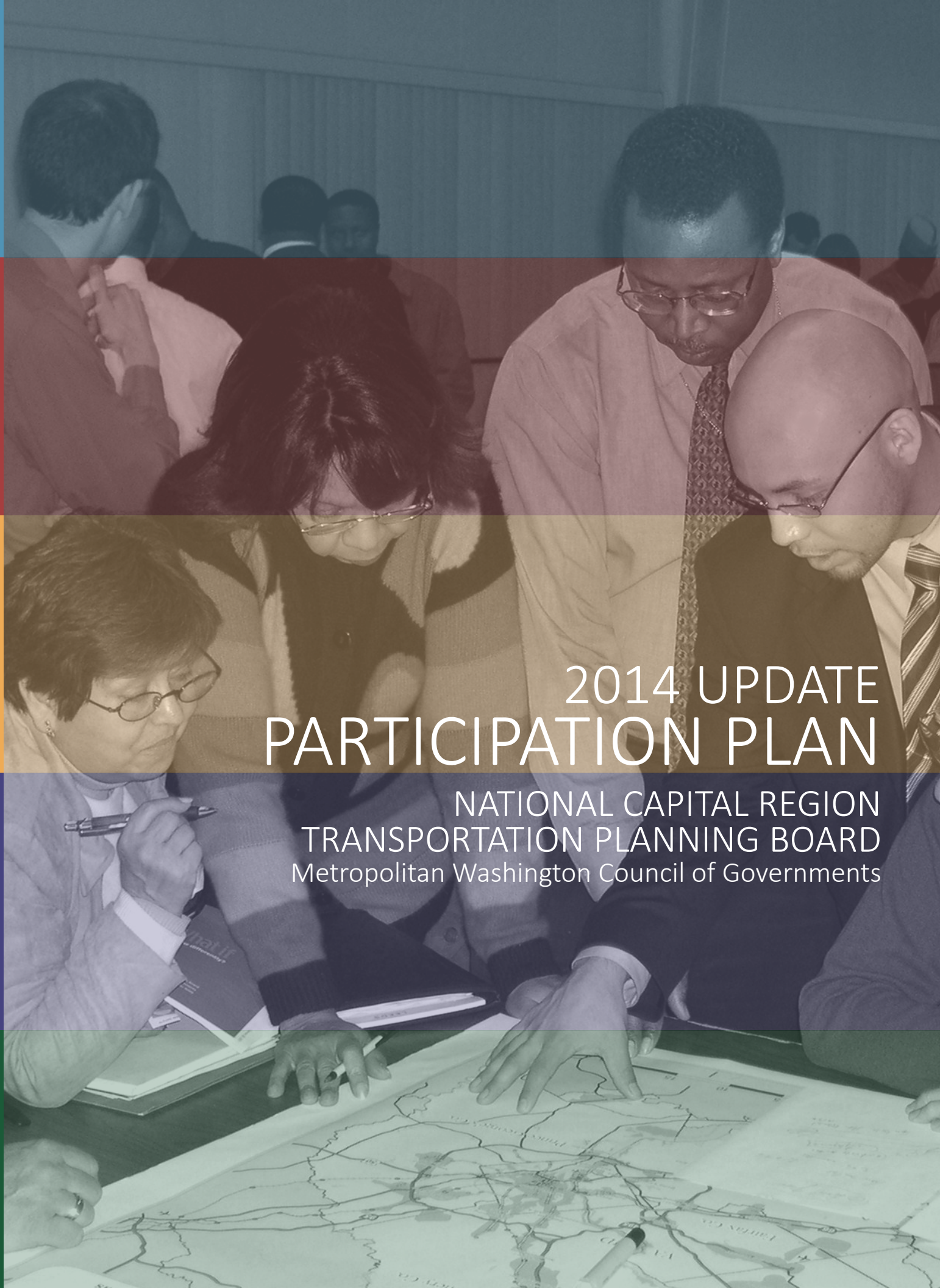
Allen Muchnick of Manassas submitted the following comments:

> "Video and audio recordings of TPB (and key TPB committee) meetings should be readily available to the public via the MWCOG website. Ideally, live streaming video and/or audio proceedings should be available in real time and then also archived indefinitely on the MWCOG website. Local governing bodies and state transportation boards have made this a standard practice for many years, and I suspect other large MPOs throughout the US have long done this. In addition, TPB meeting proceedings should be available for viewing on local public access cable TV channels, and/or MWCOG should launch its own cable TV channel." *Submitted 7/10/14*
>
> "My earlier comment, which has been posted, was in reference to the TPB's Participation Plan. To expand upon that earlier comment, TPB and TPB committee meetings should also be available for live viewing (and potentially also viewer participation) via a webinar format. The webinar recordings should also be archived on the MWCOG website." *Submitted 8/5/14*

At the TPB meeting on July 16, 2014, Gary Erenrich of Montgomery County similarly suggested that recordings of TPB meetings should be made available and that live streaming options should be provided.

RESPONSE

TPB staff is currently investigating methods for posting recordings of board meetings on the website. Staff is also looking into options for live-streaming meeting audio and/or video.



2014 UPDATE
PARTICIPATION PLAN

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

Metropolitan Washington Council of Governments

Acknowledgements

Director, Department of Transportation Planning
Kanti Srikanth

Chief, Program Coordination
Gerald Miller

Plan Authors
Sarah Crawford
Ben Hampton
Bryan Hayes
Darren Smith
John Swanson

Special Thanks To:
TPB committees and other stakeholders, especially the Citizens Advisory Committee and the Access for All Advisory Committee

ADA and Limited English Proficiency (LEP)

Alternative formats of this publication are available upon request.
Phone (202)962-3300 or (202)-962-3213 (TDD)
Email: accomodations@mwcog.org
Please allow seven working days for preparation of the material.

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COG fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information, or to file a Title VI related complaint, visit www.mwcog.org or call (202)962-3200.

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I. PREFACE

This Participation Plan articulates the TPB's commitment to transparent communications and engagement with the public and with relevant public agencies to support the regional transportation planning process, including the development of the Constrained Long-Range Transportation Plan (CLRP) and the Transportation Improvement Program (TIP).

This plan provides an overall framework for participation in the TPB process. The Background describes the historic context for the TPB's ongoing participation and outreach activities. The Participation Policy sets the TPB's goals for participation and outreach, and identifies activities for involvement. The Participation Strategy identifies different audience groups for participation and details approaches for reaching each group. Appendix A: Existing Participation Activities and Procedures, details ongoing participation and outreach activities. Together, the Policy, Strategy, and Toolkit form the functional backbone of the Participation Plan.

II. BACKGROUND

The National Capital Region Transportation Planning Board (TPB) is designated under federal law as the Metropolitan Planning Organization (MPO) for the Washington region. As an MPO, the TPB brings together key decision-makers to coordinate planning and funding for the region's transportation system. The TPB relies on advisory committees and participation from interested parties in order to make informed decisions.

This Participation Plan is required under federal laws and regulations pertaining to metropolitan planning. The plan builds on previous efforts designed to encourage participation in the TPB process and provide reasonable opportunities for citizens and other interested agencies to be involved with the metropolitan transportation planning process.

The activities and strategies described in this Participation Plan will be used to obtain comments on the region's Constrained Long-Range Plan (CLRP) and six –year Transportation Improvement Program (TIP), which includes projects that are funded by the Federal Transit Administration (including projects funded by the Urbanized Area Formula Program) and the Federal Highway Administration.

As required by federal regulation, the plan has been developed in consultation with interested parties, including citizens, representatives of people with disabilities, users of public transportation and bicycle and pedestrian facilities, and affected public agencies. In addition, federal regulations require the plan to be released for a minimum public comment period of 45 calendar days before it is adopted by the TPB.

TRANSPORTATION PLANNING BOARD

The TPB was created in 1965 by the region's local and state governments to respond to federal highway legislation in 1962 that required the establishment of a "continuing, comprehensive, and coordinated" transportation planning process in every urbanized area in the United States. The TPB's membership includes key transportation decision-makers in the metropolitan Washington region. The Board includes local officials— mayors, city council members, county board members, and others—as well as representatives from the state transportation agencies, the Washington Metropolitan Area Transit Authority (WMATA), and the state legislatures. The TPB also includes non-voting representatives from key federal agencies, the Metropolitan Washington Airports Authority, and the TPB's Private Providers Task Force.

The TPB became associated with the Metropolitan Washington Council of Governments (COG) in 1966. COG was established in 1957 by local cities and counties to deal with regional concerns including growth, housing, environment, public health and safety—as well as transportation. Although the TPB is an independent body, its staff is provided by COG's Department of Transportation Planning.

The TPB prepares plans and programs that the federal government must approve in order for federal-aid transportation funds to flow to the Washington region. In particular, federal law and regulations relating to the work of MPOs require the TPB to adopt a long-range transportation plan, which is known as the Constrained Long-Range Transportation Plan (CLRP) in the Washington region, and the six-year Transportation Improvement Program (TIP). The TPB must also ensure compliance with other federal laws and requirements, including federal air quality conformity requirements.

In addition to ensuring compliance with federal laws and requirements, the TPB performs many other functions, including acting as a regional forum for coordination of policy-making, and providing technical resources for transportation decision-making. The TPB receives input and guidance from advisory committees that include members of the public, special interest groups, and jurisdictional staff.

PREVIOUS PUBLIC INVOLVEMENT PROCESS DOCUMENTS

This Participation Plan is the TPB's fourth officially approved process for public involvement. The Board first adopted a Public Involvement Process in 1994 to fulfill the requirements of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. The TPB amended that document in 1999 in response to the Transportation Equity Act for the 21st Century (TEA-21) of 1998. The 1999 Public Involvement Process included a policy statement and general requirements for public involvement in the TPB process. It also contained a list of 14 specific activities

designed to solicit participation and provide support for the policy statement and general requirements and criteria.

The 2005 federal transportation act, SAFETEA-LU (the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users), included the first federal requirement that MPOs must develop participation plans. Responding to that legislation, the TPB in 2007 adopted a Participation Plan, which provided a strategic framework for public engagement.

The TPB's 2014 Participation Plan is an update of the 2007 document. While retaining the structure of the 2007 plan, the new plan reflects recent enhancements in the TPB's public outreach activities and also responds to comments that the TPB received in the 2010 Federal Certification Review of the TPB process. Among other recommendations, that review suggested the TPB emphasize visualization techniques in its outreach and conduct regular evaluation of its participation activities.

FEDERAL REQUIREMENTS FOR METROPOLITAN PLANNING

This Participation Plan is intended to fulfill the current federal requirements for a Participation Plan outlined in the federal transportation reauthorization legislation of 2005 (SAFETEA-LU) and further detailed in the Metropolitan Transportation Planning Regulations that were published in the Federal Register on February 14, 2007. The federal regulations are provided in Appendix B of this document. SAFETEA-LU's requirements regarding the Participation Plan were reaffirmed by the most recent federal transportation reauthorization bill, Moving Ahead for Progress in the 21st Century (MAP-21), which was enacted in July 2012.

For the first time, SAFETEA-LU called for Metropolitan Planning Organizations, including the TPB, to develop a Participation Plan. The law stipulated that this plan will be developed in consultation with "interested parties."

In addition to requiring a Participation Plan, SAFETEA-LU expanded earlier versions of federal transportation law to include the following guidelines and requirements related to public participation:

- Broaden the definition of "interested parties" to be engaged in metropolitan transportation planning.
- Publish or make available for public view transportation plans and Transportation Improvement Program (TIP).
- Hold public meetings at convenient and accessible times and locations.
- Make information available in electronically accessible formats to the maximum extent possible.
- Employ visualization techniques to depict metropolitan transportation plans.

These guidelines and requirements are all addressed in this Participation Plan.

NONDISCRIMINATION

This Participation Plan identifies and describes the TPB's policies and procedures for inclusive public participation and ensures access to the transportation planning process for low-income and minority populations.

COG and the TPB are committed to assuring that no person shall, on the grounds of race, color, national origin, or sex, as provided by Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987 (PL 100.259), be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination under any program or activity. COG further assures that every effort will be made to ensure nondiscrimination in all of its programs and activities whether those programs and activities are federally funded or not. COG and TPB's nondiscrimination policies and practices apply to not only the population groups included under the Title VI of the Civil Rights Act of 1964 (people of all races, colors, national origin, and genders) but also to people with disabilities, those with low-incomes, persons with limited English proficiency, and people of all ages and ethnicities.

COG's Title VI Policy Statement to Ensure Nondiscrimination in All Programs & Activities

The Metropolitan Washington Council of Governments assures that no person shall, on the grounds of race, color, national origin, or sex, as provided by Title VI of the Civil Rights Act of 1964 and Civil Rights Restoration Act of 1987, be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination under any program or activity. COG further assures every effort will be made to ensure nondiscrimination in all of its program and activities whether those programs and activities are federally funded or not. In the event COG distributes federal aid funds to another governmental entity, COG will include Title VI language in all written agreements and will monitor for compliance. COG's Title VI officer is responsible for initiating and monitoring Title VI activities, overseeing the preparation of required reports and overseeing other COG responsibilities as required by Title 23 Code of Federal Regulations (CFR) Part 200 and Title 49.

In July 2010, the COG Board of Directors adopted a "Title VI Plan to Ensure Nondiscrimination in all Programs and Activities," which was developed to document the efforts COG undertakes on a continual basis to ensure compliance with Title VI and related statutes regarding nondiscrimination and environmental justice. The Plan includes a Title VI Policy Statement (in box at right), Title VI Assurances, organization and compliance responsibilities, nondiscrimination complaint procedures. It also describes how the TPB ensures that Title VI requirements, including Environmental Justice considerations, are met.

Because COG acts as the administrative agent for the TPB, the Title VI Plan applies to the TPB as well. As a matter of long-standing TPB policy and a requirement of federal law, the regional transportation planning process must make special efforts to consider the concerns of traditionally underserved communities, including low-income and minority communities and people with disabilities.

The following activities and procedures provide examples of key ways in which the TPB conducts outreach to traditionally underserved communities:

- ***Access for All (AFA) Advisory Committee.*** The TPB created the AFA in 2000 to advise the TPB on issues and concerns of low-income and minority communities, persons with disabilities and people with limited English proficiency (LEP). The committee, which has addressed myriad issues over the last 14 years, includes approximately 25 community leaders, as well as ex-officio representation from the major transportation agencies in the region. The AFA is chaired by a TPB member who makes regular reports to the TPB on AFA issues and concerns. More information is available about the AFA at: www.mwcog.org/transportation/committee/afa.

- ***Comments on CLRP and TIP updates.*** Each time the region's Constrained Long Range Transportation Plan (CLRP) and Transportation Improvement Program (TIP) are updated, the TPB solicits comments representing the concerns of traditionally disadvantaged populations. The TPB's mailing lists include hundreds of community groups that represent Title VI protected groups throughout the Washington Region. Press releases are also sent to newspapers published by and for Title VI protected groups. In addition, the AFA committee reviews maps of proposed major projects and comments on the CLRP. The AFA chair, a TPB member, presents those comments to Board. The comments are also documented in a memorandum.

- ***Analysis on the impacts of the CLRP.*** The TPB conducts an analysis of how the CLRP may impact low-income, minority and disabled populations. The AFA, reviews and comments on this analysis, which addresses Title VI and Environmental justice requirements and is conducted each time a major update to the CLRP is adopted to ensure that the CLRP does not disproportionately and adversely affect low-income, minority and disabled populations, The analysis is published on the CLRP website: http://www.mwcog.org/clrp/performance/EJ.

In addition to the examples cited above, the TPB seeks to incorporate the participation and viewpoints of all population groups into the full spectrum of public outreach activities that are described in this Participation Plan. For example, surveys and focus groups have deliberately sought out participation from low-income and LEP communities. Training programs, such as the Community Leadership Institute (described in the next section), have actively recruited participants representing disadvantaged communities. And public education programs, such as the Street Smart campaign to promote pedestrian and bicycle safety, provide information in a range of different languages. The participation enhancements described below demonstrate outreach and communication to all population groups which provide clear and concise information about the

transportation planning process so that the public is better able to comment and participate.

PARTICIPATION ENHANCEMENTS IN RECENT YEARS

Since the approval of the last Participation Plan in 2007, the TPB has made substantial enhancements in its public outreach activities and practices. Notable highlights include:

- ***Enhancement of the TPB's Community Leadership Institute (CLI).*** Normally conducted twice a year, the CLI is a multi-day program that uses interactive group exercises and discussions to help participants better understand the TPB process and regional transportation planning issues. CLI participants discuss ways in which the interests of their local communities connect with the planning issues facing the entire region. The goal is to prepare participants to actively engage in TPB activities as well as inform their communities about transportation initiatives and programs. Since its inception in 2006, the CLI curriculum has been continually refined and made more interactive. In 2013, the program was expanded to three days. A session of CLI held in early 2014 engaged staff of local elected officials.

- ***Launch of TPB Weekly Report,*** an online publication designed to provide brief, timely summaries of recent TPB research, analysis, outreach and planning. *TPB Weekly Report* was launched in January 2012 and reaches several hundred TPB stakeholders, reporters, and interested members of the general public. (www.mwcog.org/tpbweeklyreport)

- ***Launch of the National Capital Region Transportation Planning Information Hub,*** a website that serves as a one-stop shop for information on transportation planning activities underway throughout the region. The Hub includes information on the planning processes of the TPB's member jurisdictions and agencies, high-profile projects under construction or planned in the region, and links to key documents and resources, including a directory with contact information for numerous local, state, and regional governments and transportation agencies. The Hub is designed to help the public engage with planning processes at many levels throughout the region. The Hub was launched in 2013. (www.transportationplanninghub.org).

- ***Development of social media presence,*** including the launch of an official Facebook page and Twitter account. Both platforms are used to announce meetings, events, public comment periods, the release of key publications, and other relevant information. Beginning in 2013, staff began providing live updates of monthly Board meetings via Twitter.
  Twitter - https://twitter.com/#!/NatCapRegTPB
  Facebook - https://www.facebook.com/NatCapRegTPB

- ***Use of deliberative forums,*** public engagement events that employ quantitative tools (e.g., keypad polling) and qualitative methods (e.g., facilitated groups discussions) to engage participants in discussions about particular planning issues and to solicit informed feedback. Through

deliberative forums, people come together to learn and talk about problems and challenges, and to explore potential solutions. TPB staff have used deliberative forums on several occasions since 2011.

- ***Public opinion research,*** including the use of interactive web-based surveys. For the development of the Regional Transportation Priorities Plan in 2013, the TPB used MetroQuest public engagement software, which conveyed large amounts of complex information in an attractive, visual interface, and allowed staff to solicit input through a variety of input devices.

These enhancements have been added to the TPB's existing array of public outreach activities and products, which are described in Appendix A: Existing Participation Activities and Procedures. Taken together, these activities are designed to inform and engage a range of constituencies with different levels of interest and involvement in the TPB process.

ADDRESSING CONTINUING CHALLENGES

While noting the TPB's recent public participation improvements, this Participation Plan acknowledges and addresses the continuing challenges that confront the transportation planning process in the Washington region.

- ***Expectations for public participation in the TPB process.*** Given the fact that project-level planning usually occurs at the state and local levels, the TPB's plans and processes are often not the appropriate or most effective venues for public involvement. The TPB must work to align expectations for public involvement with the actual decision-making process. These activities should seek to build public knowledge about transportation decision making to encourage meaningful public involvement at various stages of that process.

- ***The pace of the TPB's annual planning cycle.*** Although federal law requires updates only every four years, the TPB updates the Constrained Long-Range Transportation Plan (CLRP) and the Transportation Improvement Program (TIP) annually to incorporate project submissions from the state departments of transportation and local jurisdictions. The specific practice by the TPB and the region's implementing agencies of treating the CLRP and TIP as "living documents" has implications for public involvement strategies. The TPB and TPB staff recognize that this continuous update cycle for regional plans can make it difficult for members of the public and other constituencies to understand when public comment is being solicited and for what purposes. To a large degree, public participation tools and activities must encourage citizen involvement on an ongoing basis.

- ***Limited resources.*** The demand for public involvement and outreach will always be greater than the TPB's available resources. This Participation Plan recognizes that the TPB must be strategic in designing a public participation program focused on high-payoff activities, particularly those that will encourage public engagement and education beyond the immediate reach of the TPB.

- ***Special needs of traditionally underserved communities.*** As a matter of long-standing TPB policy and a requirement of federal law, the regional transportation planning process makes special efforts to consider the concerns of traditionally underserved communities, including low-income and minority communities and people with disabilities. To ensure that these concerns are heard, the TPB established the Access for All Advisory Committee (AFA) in 2001. This Participation Plan seeks to maintain and enhance the TPB's outreach to these communities.

III. PARTICIPATION POLICY

POLICY STATEMENT

It is the policy of the TPB to provide public access and involvement under a true collaborative planning process in which the interests of all stakeholders— public and private—are reflected and considered. Accordingly, it is the TPB's intent to make both its policy and technical process inclusive of and accessible to all stakeholders. The TPB notes in structuring this Participation Plan that many additional opportunities for access and involvement exist at the state and local jurisdictional levels through local, subregional, and state sponsored activities associated with transportation planning in the Washington region.

POLICY GOALS

The TPB believes that public input into its process is valuable and makes its products better. Regional transportation planning cannot, and should not, be based simply upon technical analysis. The qualitative information derived from citizen involvement is essential to good decision-making.

The Policy Statement provides a philosophy around which to build a regional transportation participation program that will accomplish the following goals:

- ***Communicate effectively with appropriate audiences*.** The TPB will disseminate information about programs and projects through a variety of conduits. Information will be presented in a manner that is clear and tailored to each of the TPB's constituencies.

- ***Provide clear and open access to information and participation opportunities*.** The TPB will work to improve access to technical and planning documents and, where appropriate, tailor these documents to be accessible to more constituencies. Opportunities for participation in TPB meetings and in committee meetings will be clearly defined and provided for at each meeting.
- ***Gather input from diverse perspectives.*** The TPB will continue to encourage participation from diverse constituencies and to provide forums for discussion about transportation issues that are responsive to the interests of different constituencies.
- ***Respond meaningfully to public comment and feedback.*** The TPB will provide information on how comments will be considered in the planning process, including the development of the CLRP and TIP, and acknowledge that comments were received and considered.
- ***Promote a regional perspective*.** The TPB will communicate how regional transportation planning plays a vital role in coordinating planning activities on many levels.

IV. PARTICIPATION STRATEGY

The key method for the implementation of this Participation Plan is the identification of different types of constituencies who possess varying levels of knowledge about and interest in transportation and the TPB process. The Participation Strategy provides a framework for tailoring public involvement tools and activities to serve the diverse needs of these constituencies.

CONSTITUENCIES

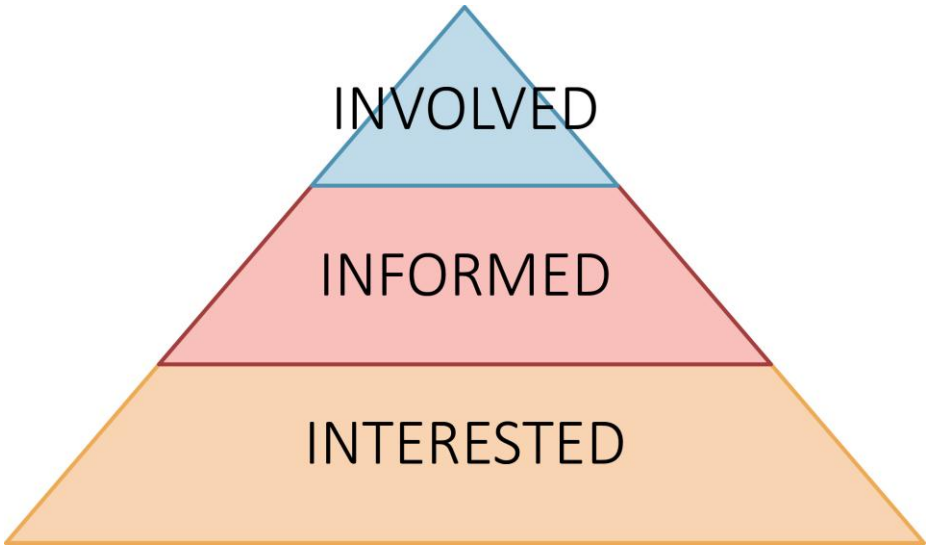
The TPB has defined the following three broad types of constituencies around which to develop future participation activities. In general, these three constituencies are grouped according to varying levels of engagement in regional transportation planning process and awareness of regional transportation issues.

- ***The Involved Public*** is both knowledgeable about transportation policy issues in general, as well as the TPB's role in the regional transportation planning process. These individuals and organizations already actively participate in the TPB process and have a fairly extensive understanding of regional transportation issues and policy. Among others, this category includes the TPB's Citizens Advisory Committee (CAC) and the Access for All Advisory Committee (AFA).
- ***The Informed Public*** has some knowledge of transportation policy issues, but is not familiar with the TPB's role in the regional transportation planning process. They also may not be fully aware of the regional context underlying the transportation challenges experienced throughout the

region. This middle tier often includes community leaders and opinion leaders who work at the local level.

- ***The Interested Public*** has an inherent interest in transportation challenges, but possesses little direct knowledge of transportation policy issues. This group, which is the largest of the three, includes the "general public," but it may also include community leaders or even elected officials who have limited exposure to transportation planning at any level.

These three constituency groups were developed with federal public participation regulations in mind. The federal regulations require that MPOs define a process for providing interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process. The regulations define these parties as: citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties.



Each of these different types of constituencies includes a wide spectrum of members, including individuals, interest groups, community leaders, and elected officials. The TPB also recognizes that each of these constituent groups include people from minority communities, people with limited English proficiency, people with low-incomes, and people from a variety of ages, including youth and the elderly. Staff remains aware of the need to engage these populations through outreach and participation.

SERVING DIFFERENT CONSTITUENCIES

This Participation Strategy recognizes that transportation planning can be very complex and technical, and many individuals will never have enough time and interest to develop a full understanding of the TPB process. Therefore, the strategy seeks to identify tools that will be appropriate for gathering the input and opinions of people with varying amounts of available time and interest.

GOALS FOR SERVING THE "INVOLVED PUBLIC"

- Recognize and support the vital contributions of individuals and groups who are already active in the TPB process.
- Utilize the expertise and commitment of involved individuals and groups to inform the TPB's decision-making.
- Support these individuals and groups in their efforts to disseminate information about regional transportation planning to their communities.

GOALS FOR SERVING THE "INFORMED PUBLIC"

- Provide information and knowledge about regional transportation issues that will empower members of the Informed Public to positively affect transportation decision-making at the local and state levels.
- Utilize the Informed Public and community leaders as conduits to disseminate information about regional transportation issues at the grassroots level.
- Encourage the Informed Public to get involved in the regional transportation planning process at the TPB.
- Provide opportunities for cross-jurisdictional networking.

GOALS FOR SERVING THE "INTERESTED PUBLIC"

- Make available basic information on regional transportation and land-use challenges to create a more informed public.
- Increase the capacity of interested individuals to understand transportation and land-use issues so that some of them might become "informed" and even "involved."
- Understand that most members of the general public may not have the time or inclination to become more engaged in transportation planning activities. Therefore, outreach activities for interested citizens should focus on basic issues, not planning processes or institutions.

V. PARTICIPATION ACTIVITIES

It is the policy of the TPB to carry out the following participation activities in support of the above policy statement and policy goals. In some cases, the way activities are carried out must be tailored to the needs of one or more of the constituencies identified in the Participation Strategy. The differing needs of each of the constituencies are a result of varying levels of engagement in the regional transportation planning process and awareness of regional transportation issues.

PUBLIC COMMENT

One of the most basic ways for the public to participate in the TPB process is to comment directly on the TPB's planning activities and planning products, including federally required plans and programs, other major plans or policy documents, technical reports, and more.

KEY ELEMENTS

PUBLIC COMMENT PERIODS

The TPB will provide formal windows of time during which the public can review and comment on items on which the Board will formally act by way of a vote. The length of these comment periods and the specific procedures followed will vary based on the type of item under consideration. A 30-day public comment period will be provided for federally required plans and

programs and other major regional plans and policy documents. Other Action Items due to come before the TPB will be provided six days in advance of the TPB meeting for review.

In some cases, the TPB will provide written responses to comments received prior to TPB action, and provide additional opportunities for comment if the final version of plans, programs, or other major policy documents differ significantly from the last version made available for public comment.

For more detailed public comment period procedures, please see Appendix A: Existing Participation Activities and Procedures.

ONGOING OPPORTUNITIES TO COMMENT

The TPB will provide ongoing opportunities for the public to comment on its work through the COG/TPB website, by email, by postal mail, or by phone. For details about these avenues for providing comment, please see Appendix A: Existing Participation Activities and Procedures.

OPEN PUBLIC MEETINGS

The TPB will invite members of the public to participate in the review of technical work programs and analysis through attendance at meetings of the TPB Technical Committee and other TPB subcommittees, and at regular monthly meetings of the TPB. In addition to the opportunities provided through participation in these meetings, concerns and issues on such technical work can be raised formally with the TPB either through the Citizens Advisory Committee (CAC) or during the public comment period provided at each TPB meeting.

The TPB will also provide at least one formal public meeting during the development process for the six-year Transportation Improvement Program (TIP).

Meetings of the TPB and its subcommittees will occur at the MWCOG offices located at 777 N. Capitol St NE, Washington DC, 20002. These facilities are ADA-compliant, include assisted hearing technology, and are accessible by fixed-route transit.

SERVING DIFFERENT CONSTITUENCIES

- **Involved Public:** Provide information on how comments will be considered in the planning process and acknowledge that comments have been received.
- **Informed Public:** Encourage informed individuals who are not typically heard at the TPB to participate in public comment processes, especially the public comment period preceding every TPB meeting.

- **Interested Public:** Solicit input through opinion surveys or focus groups.

COMMITTEES

The TPB is served by numerous technical and advisory committees. The Citizens Advisory Committee (CAC) and Access for All Advisory Committee (AFA) are intended to promote public involvement and represent the opinion of a variety of communities and interests. The public are also invited to attend other technical and advisory committees of the TPB.

KEY COMMITTEES

CITIZENS ADVISORY COMMITTEE (CAC)

The TPB will maintain and support the Citizens Advisory Committee (CAC), with the participation of individual citizens and representatives of environmental, business, and civic interests concerned with regional transportation matters as well as representatives of minority, low-income, and disabled groups.

The CAC's mission, detailed in Appendix C, is to promote public involvement in transportation planning, and to provide independent, region-oriented citizen advice to the TPB.

ACCESS FOR ALL ADVISORY COMMITTEE (AFA)

The TPB will maintain the Access for All Advisory Committee (AFA), which advises the TPB on transportation issues, programs, policies, and services that are important to low-income communities, minority communities, and people with disabilities. Participants in the AFA include individuals and organizations that represent traditionally unrepresented populations. The AFA mission statement can be found in Appendix C: Mission Statements for TPB Advisory Committees.

SERVING DIFFERENT CONSTITUENCIES

- **Involved Public:** Encourage a broad membership on the CAC and AFA so that a variety of interests are represented.
- **Informed Public:** Ensure that the CAC and AFA reflect new and fresh perspectives by recruiting informed community leaders or informed members of the general public to become committee members. Provide individualized support to new CAC and AFA members who may need help in understanding the TPB process.
- **Interested Public:** Encourage members of the CAC and AFA to strive to consider the interests of people who have little expertise or knowledge of the regional transportation planning process, and ensure that meetings remain open to the public.

DOCUMENTS, REPORTS, AND PUBLICATIONS

The various documents, reports, and publications the TPB produces provide policy and technical information that the public need in order to make more informed contributions to the TPB process.

The TPB will make these plans and policy documents available to the public at meetings of the TPB and its subcommittees, on the COG/TPB website, in person or by mail upon request, and at other appropriate locations and public meetings around the region.

KEY ELEMENTS

PLANS AND POLICY DOCUMENTS

The TPB is responsible for producing a number of regional plans and policy documents both to reflect and to guide regional transportation decision-making. These include the region's Constrained Long-Range Transportation Plan (CLRP), the six-year Transportation Improvement Program (TIP), and the Regional Transportation Priorities Plan.

TECHNICAL REPORTS

The TPB produces a number of technical reports that are published on a regular basis, including the Unified Planning Work Program, the Air Quality Conformity Assessment, reports on travel monitoring, evaluations of the Commuter Connections programs, and documentation related to the TPB travel forecasting model. These documents are provided for decision-making and technical advisory committees and are available for review by persons interested in these topics.

PERIODICAL PUBLICATIONS

The TPB will publish and distribute periodical publications, including weekly and monthly newsletters, the TPB annual report, and other reports, guidebooks, and brochures to inform as broad a regional audience as possible of the activities of the TPB and other regional transportation issues.

VISUALIZATION TECHNIQUES

The TPB will utilize appropriate visualization techniques in all plans and policy documents, technical reports, and periodical publications to more effectively communicate key ideas with desired audiences. Such techniques may range from use of simple pictures and graphics to more sophisticated computer-generated visual information. Of particular use in documents, reports, and

publications are explanatory diagrams, strategic photo selection, and stylized mapping.

SERVING DIFFERENT CONSTITUENCIES

- **Involved Public:** Provide information about pertinent TPB policy and research and periodically assess whether the information needs of this group are being met through the TPB's publications.
- **Informed Public:** Develop simple and compelling documents that help informed citizens better understand the connections between regional challenges, TPB planning work and decision-making, and the local issues in which they are already involved. Steps should also be taken to provide, update, and incorporate definitional glossaries as part of all formats, where appropriate, and to provide information through pictures and graphics as well as text.
- **Interested Public:** Develop brochures on regional transportation and land use challenges with easily understood text and extensive graphic imagery. Steps should also be taken to provide, update, and incorporate definitional glossaries as part of all formats.

WEB AND SOCIAL MEDIA

A growing share of the public now seek and consume information online and via social media. The TPB will seek to maintain its online and social media presence in a way that provides easy access to the policy and technical information and resources that the public need in order to make more informed contributions to the TPB process.

KEY ELEMENTS

WEBSITES

The TPB will maintain and expand existing websites to provide comprehensive information on TPB activities and regional transportation planning issues. The TPB's portfolio of websites includes the Transportation section of the COG/TPB website (including the Transportation homepage, "What's Happening in Transportation"), a website explaining and detailing the region's Constrained Long-Range Transportation Plan (CLRP), and the Transportation Planning Information Hub.

ONLINE MEETING CALENDAR

The TPB will maintain an online meeting calendar that links to agendas and meeting materials for the TPB board meeting and committee meetings. The TPB will announce public meetings and share materials via email to individuals

who have subscribed to receive them. Emails will be distributed in HTML and accessible text formats.

SOCIAL MEDIA

The TPB will maintain a social media presence (Facebook and Twitter) to announce meetings, events, public comment periods, the release of key publications, and other relevant information.

VISUALIZATION TECHNIQUES

The TPB will utilize appropriate visualization techniques in all web and social media materials. Such techniques may range from use of simple pictures and graphics to more sophisticated computer-generated visual information, including interactive mapping tools.

SERVING DIFFERENT CONSTITUENCIES

- **Involved Public:** Provide information about pertinent TPB policy and research via the COG/TPB website and social media, and periodically assess whether the information needs of the Involved Public are being met through these avenues.
- **Informed Public:** Develop simple and compelling web material that help informed individuals better understand the connections between regional challenges, TPB planning work and decision-making, and the local issues in which they are already involved. TPB staff will take steps to provide, update, and incorporate definitional glossaries as part of all formats, where appropriate, and to provide information through pictures and graphics as well as text.
- **Interested Public:** TPB web and social media efforts represent the easiest opportunity to reach the largest audience. Information about regional transportation issues will be provided in interesting, clear and compelling formats.

OUTREACH AND TRAINING

Other outreach and training efforts can encourage more effective participation in the TPB process and in local and state planning activities that contribute to regional planning.

KEY ELEMENTS

TARGETED OUTREACH

The TPB will conduct and participate in public forums, meetings, and information sessions across the region to provide information to area residents

and obtain comment on key regional transportation issues. When appropriate, TPB staff will incorporate interactive techniques and use appropriate visualization tools to more fully engage participants. These tools are described in greater detail in Appendix A: Existing Participation Activities and Procedures.

The TPB will seek participation by TPB members and staff in meetings of citizen, business, environmental, and other organizations interested in regional transportation matters, including people from minority communities, with limited English proficiency, with low-incomes, and from a variety of age groups.

The TPB will maintain active communication and consultation with the COG Board of Directors and other interested COG committees.

TRAINING WORKSHOPS

The TPB will develop and conduct training workshops, such as the TPB's Community Leadership Institute (CLI), to engage members of the informed and interested public who have not been extensively involved in the regional transportation planning process. When appropriate, TPB staff will incorporate interactive techniques, such as polling, surveys, and collaborative map-making, and use appropriate visualization tools to more fully engage workshop participants. These techniques and tools are described in greater detail in Appendix A: Existing Participation Activities and Procedures.

MASS MEDIA

The TPB will publicize special TPB meetings, forums, and workshops prominently in appropriate newspapers, websites, and on radio and TV. TPB staff will work with COG's Office of Public Affairs to seek mass media coverage of issues before the TPB.

ENVIRONMENTAL CONSULTATION

The TPB will conduct environmental consultation activities to engage with affected land-use management, natural resources, environmental protection, conservation, and historic preservation state and local agencies regarding the development of the CLRP. Environmental consultation seeks to identify potential activities to moderate, reduce, or avoid the environmental impacts of the CLRP as a whole, rather than at the project level.

SERVING DIFFERENT CONSTITUENCIES

- **Involved Public:** Encourage citizens who are already involved to attend public meetings and share their knowledge with their peers.
- **Informed Public:** Hold more public forums and provide more training opportunities designed to educate the informed public, solicit input from

them, and encourage them to become involved in the TPB process and regional decision-making. Use community leaders and other members of the Informed Public to help organize additional public forums and document the feedback received at public meetings so that it is meaningful and useful for decision makers at the TPB and in other decision-making bodies.

- **Interested Public:** Be sensitive to the needs of interested individuals who have limited knowledge and engage them as effectively as possible. Provide written and other visual information at meetings describing key issues and explaining acronyms. Seek to engage citizens and organizations on their "own turf."

VI. EVALUATION AND IMPLEMENTATION

Each year, TPB staff will conduct an evaluation that looks at the public participation activities of the past year and identifies new activities for the year ahead. Development of the annual evaluation will include a series of focus-group style meetings with the Citizens Advisory Committee (CAC), Access for All Advisory Committee (AFA), other key stakeholders, and internal COG/TPB staff.

This evaluation will be shared with the TPB and the public, as well as posted to the TPB's website. It will address a series of questions that, for comparative purposes, will be repeated in future years.

The evaluation will address the following topics:

- ***Assessment of activities***. Did public involvement and public information activities over the past year achieve their intended purposes? How could they have been improved?
- ***Future activities.*** Given the TPB work program activities that have been planned for the year ahead, what public participation activities should be planned? What new public outreach initiatives should be undertaken that may not be directly related to the TPB work program?
- ***Recurring activities.*** How can we enhance public involvement activities that are conducted on a recurring cycle, such as the Community Leadership Institute (CLI) and meetings of the Citizens Advisory Committee (CAC)? Would it make sense to discontinue or alter recurring activities? Are the information needs of key constituencies being met through the TPB's publications?

- ***Reaching previously uninvolved resident and groups.*** What public involvement activities should TPB staff conduct to reach constituencies that may not typically be part of the regional transportation planning process?

The evaluation report will include a summary of TPB publications, reports, and newsletters, as well as an inventory of news media coverage of the TPB and TPB-related activities.

Discussions with stakeholders will occur in the fall, and the evaluation will be completed by December, in time to inform the annual development of the Public Involvement Program Element of the Unified Planning Work Program (UPWP), which includes drafting early in the calendar year and approval in early spring.

APPENDIX

APPENDIX A: EXISTING PARTICIPATION ACTIVITIES AND PROCEDURES

This toolkit provides a menu of activities and products that the TPB currently uses or might use in the future. The public involvement element of the TPB's annual work program will be developed using these different tools as well as others identified through staff judgment and consultation with interested parties.

The TPB has numerous products and activities through which it provides information and solicits input on transportation planning projects and programs. In implementing the Participation Plan, gaps in participation may be identified through review of various committees, products, tools, and activities. TPB staff will analyze participation activities with a focus on how the TPB can use staff resources more effectively to ensure broad participation from all constituencies.

The following descriptions include current public involvement activities, and well as potential future efforts.

PUBLIC COMMENT

One of the most basic ways for the public to participate in the TPB process is to comment directly on the TPB's planning activities and planning products, including federally required plans and programs, other major plans or policy documents, technical reports, and more.

PUBLIC COMMENT PERIODS

For items on which the TPB will formally act by way of vote, the TPB will share information about the proposed Action Items and will seek input.

For **federally required plans and programs**, including the Constrained Long-Range Transportation Plan (CLRP), Transportation Improvement Program (TIP), associated air quality conformity analyses, and other documents, the following procedures are conducted, per federal requirements, at a minimum:

- Public comment period of at least 30 days prior to the approval of documents.
- Development and consideration of written responses to comments received.
- The TPB shall provide an additional opportunity for public comment if the final CLRP or TIP differs significantly from the version that was made available for public comment by the TPB and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts.

- When significant written and oral comments are received on the draft CLRP and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93), a summary, analysis, and report on the disposition of comments shall be made as part of the final CLRP and TIP.

For **major regional plans and policy documents** that are not specifically governed by federal requirements, the following procedures will are followed:

- Public comment period of at least 30 days prior to the approval of documents.
- Development and consideration of written responses to comments received.
- The TPB shall provide an additional opportunity for public comment, if the final plan or policy document differs significantly from the version that was made available for public comment by the TPB and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts.

For other Action Items before the TPB, the following participation procedures will be conducted at a minimum:

- Materials will be posted electronically (on the TPB website and announced by email notification) six days before the TPB meeting.
- Materials will be reviewed at the TPB Technical Committee by representatives from regional jurisdictions.

ONGOING OPPORTUNITIES TO COMMENT

For other items and activities, the TPB provides an opportunity for public comment via mail, email, and on the TPB website. The TPB also provides access to documents in advance of all meetings to provide an opportunity to comment.

To ensure that reasonable public access is provided to technical and policy information used in the TPB process, members of the public will be invited to review reports and other technical information (other than proprietary software or legally confidential data).

The TPB will encourage dissemination of information through the following means:

- Post all publicly available TPB documents on the TPB website, and otherwise seek opportunities to make suitable reports and technical information available through the TPB website.

- Distribute relevant reports and technical information free of charge at meetings of the TPB and its committees and subcommittees.

- At times other than the meetings of the TPB and its committees and subcommittees, fulfill requests for reports and technical information on an "at cost" basis, including duplication costs and staff time associated with

responding to the requests. For state and local agencies, and WMATA, miscellaneous services budgets specified in the Unified Planning Work Program (UPWP) may be used to cover these costs.

OPEN PUBLIC MEETINGS

The TPB will invite members of the public to participate in the review of technical work programs and analysis through attendance at meetings of the TPB Technical Committee and other TPB subcommittees, and at regular monthly meetings of the TPB.

To ensure that meetings are open, the TPB will:

- Dedicate a period of time at the beginning of each TPB meeting for public comment by interested citizens and groups on transportation issues under consideration by the TPB, and provide follow-up acknowledgment and response as appropriate.
- Provide at least one formal public meeting during the development process for the TIP.
- Provided through participation in these meetings, concerns and issues on such technical work can be raised formally with the TPB either through the Citizens Advisory Committee (CAC) or during the public comment period provided at each TPB meeting.
- When possible, all meetings will occur at the MWCOG offices located at 777 N. Capitol St NE. These facilities are ADA-compliant, include assisted hearing technology, and are accessible by fixed-route transit.

COMMITTEES

The TPB is served by two primary public advisory committees: the Citizens Advisory Committee (CAC) and the Access for All Advisory Committee (AFA). The two committees are described below. Provide access to the technical and policy activities of the TPB through open attendance at meetings of the TPB, and the TPB Technical Committee and its subcommittees.

Board and committee meetings will occur at the MWCOG offices located at 777 N. Capitol St NE. These facilities are ADA-compliant, include assisted hearing technology, and are accessible by fixed-route transit.

CITIZENS ADVISORY COMMITTEE (CAC)

The Citizens Advisory Committee (CAC) to the TPB is a group of 15 people from throughout the Washington metropolitan region who represent diverse viewpoints on long-term transportation policy. The mission of the CAC is 1) to promote public involvement in transportation planning for the region and 2) to provide independent, region-oriented citizen advice to the TPB on transportation plans and

issues. Nine members of the CAC are appointed annually by the TPB. The other six members are elected by the previous year's CAC. The membership is evenly divided between the District of Columbia, Suburban Maryland, and Northern Virginia. Meetings are held on Thursdays preceding the regular meetings of the TPB. Greater detail about the CAC's mission and operating procedures may be found in Appendices C and D.

ACCESS FOR ALL ADVISORY COMMITTEE (AFA)

The Access for All Advisory Committee (AFA) advises the TPB on transportation issues, programs, policies, and services that are important to low-income communities, minority communities and people with disabilities. The committee membership is composed of community leaders from around the region. The committee also includes ex-officio representation from six key transportation agencies that are active in the TPB process— the District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), the Virginia Department of Transportation (VDOT), the Washington Metropolitan Area Transit Authority (WMATA), the Federal Transit Administration (FTA), and the Federal Highway Administration (FHWA).

OTHER TPB COMMITTEES

A number of other committees affiliated with the TPB include transportation and planning staff from the TPB's member jurisdictions. Their level of knowledge about the TPB process and transportation planning is quite extensive. These committees provide much of the local expertise behind many of the forecasting, modeling, and scenario planning activities conducted by TPB staff.

The TPB's primary technical committees are the TPB Technical Committee and the Management, Operations and Intelligent Transportation Systems Technical Subcommittee.

The TPB Technical Committee includes transportation planners from the TPB's member jurisdictions, as well as the transit agencies and departments of transportation. The Technical Committee reviews transportation projects and programs and makes recommendations to the TPB on action items. The Technical Committee receives input from several subcommittees:

- Aviation Technical Subcommittee
- Bicycle and Pedestrian Subcommittee
- Regional Bus Subcommittee
- Travel Forecasting Subcommittee
- Transportation Scenarios Subcommittee
- Travel Management Subcommittee

The TPB receives input and guidance from a number of other committees comprising members of the public, special interest groups, and jurisdictional staff. These include the Steering Committee (largely acting as an executive committee of

the TPB), the Human Service Transportation Coordination Task Force, and the Private Providers Task Force.

DOCUMENTS, REPORTS, AND PUBLICATIONS

Documents and reports provide information about the TPB process, projects, and programs. Documents are developed to convey results from a study or provide relevant information over a number of years, while publications are updated or produced on a continual basis. Reports are provided for decision-making and technical advisory committees and are available for review by persons interested in these topics.

- Utilize appropriate visualization techniques in all web and printed publications. Such techniques may range from simple use of pictures and graphics to more sophisticated computer-generated visual information.
- Develop information and materials about regional transportation issues and the TPB process, including comprehensive descriptions of technical and policy procedures, in a manner that all members of the public can understand. Work with partners to distribute these materials at appropriate locations and public meetings across the region.
- Make printed TPB documents available at Board and committee meetings and at the COG office. Post TPB documents to the web as PDFs. Make other formats available upon request to improve accessibility for people with disabilities.

PLANS AND POLICY DOCUMENTS

The TPB is responsible for producing a number of regional plans and policy documents both to reflect and to guide regional transportation decision-making. These include the region's Constrained Long-Range Transportation Plan (CLRP), the six-year Transportation Improvement Program (TIP), and the Regional Transportation Priorities Plan.

CONSTRAINED LONG-RANGE TRANSPORTATION PLAN (CLRP)

The CLRP contains transportation projects and a system-wide collection of strategies that the TPB realistically anticipates can be implemented over the next 25 to 30 years. The CLRP is updated annually and is fully documented on the TPB website. A brochure summarizing the CLRP is printed and distributed on an annual basis. The brochure makes it easier to understand what projects are in the CLRP and how the system that is planned will meet future needs.
www.mwcog.org/clrp

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The TIP describes the schedule over the next six years for obligating federal funds to state and local projects, many of which are included in the CLRP. The TIP is mainly of interest to citizens and stakeholders who are already involved in the TPB process. It is produced in limited printed editions, and is also available on the TPB website.
http://www.mwcog.org/clrp/projects/tip/

TECHNICAL REPORTS

The TPB produces a number of technical reports that are published on a regular basis, including the Unified Planning Work Program, the Air Quality Conformity Assessment, reports on travel monitoring, evaluations of the Commuter Connections programs, and documentation related to the TPB travel forecasting model. These documents are provided for decision-making and technical advisory committees and are available for review by persons interested in these topics.
http://www.mwcog.org/publications/departmental.asp?CLASSIFICATION_ID=3

SPECIAL REPORTS AND STUDIES

The TPB produces special reports as needed and appropriate, such as publications on the regional transportation funding shortfall or reports from the Access for All Advisory Committee (AFA). Staff have made efforts in recent years to make these reports more visually engaging and user-friendly. All such reports are available on the TPB website.
http://www.mwcog.org/transportation#featured-publications

PUBLICATIONS

Publish and distribute periodical publications, including weekly and monthly newsletters and the TPB annual report, to inform as broad a regional audience as possible of the activities of the TPB and other regional transportation issues.
http://www.mwcog.org/transportation/#featured-publications

PERIODICALS

The TPB will publish and distribute periodical publications, including weekly and monthly newsletters, the TPB annual report, and other reports, guidebooks, and brochures to inform as broad a regional audience as possible of the activities of the TPB and other regional transportation issues.

TPB WEEKLY REPORT

A weekly, online publication designed to provide brief, timely summaries of recent TPB research, analysis, outreach, and planning in the metropolitan Washington region.
www.mwcog.org/transportation/weeklyreport/

TPB NEWS

A monthly publication designed to provide brief updates on items discussed at the most recent TPB meeting, as well as a preview of the upcoming TPB meeting.
www.mwcog.org/store/item.asp?PUBLICATION_ID=94

THE REGION

An annual report designed to highlight TPB activities from the previous year.
www.mwcog.org/store/item.asp?PUBLICATION_ID=353

GUIDEBOOKS AND RESOURCES

Prepare and update as necessary reports, guidebooks, brochures, and other publications to explain the regional transportation planning process and key issues facing the TPB.
http://www.mwcog.org/publications/departmental.asp?CLASSIFICATION_ID=3

WEB AND SOCIAL MEDIA

A growing share of the public now seek and consume information online and via social media. The TPB will seek to maintain its online and social media presence in a way that provides easy access to the policy and technical information and resources that the public need in order to make more informed contributions to the TPB process.

CALENDAR

A meeting calendar with links to agendas and meeting materials for the TPB meeting and other committee meetings.
http://www.mwcog.org/calendar/default.asp

COG / TPB WEBSITE

The COG and TPB websites provide current information about ongoing projects and programs, as well as an archive of past publications and documents. The website was initially designed to provide information for individuals and groups that already participate in the TPB process. In recent years, the site has been updated to provide information in a more citizen-friendly format. TPB staff intends to continue making these enhancements. COG plans to launch a major update to the COG and TPB websites in late 2014 or early 2015.

Maintain and expand COG/TPB websites to provide comprehensive information on TPB activities and regional transportation planning issues. The TPB's portfolio of websites includes the Transportation homepage ("What's Happening in Transportation"), the CLRP pages, and the Transportation Planning Information Hub.
http://www.mwcog.org/transportation/

EMAIL

Announce public meetings and share materials via email to individuals who have subscribed to receive them. Emails are distributed in HTML and accessible text formats.
http://www.mwcog.org/publications/subscribe/

TRANSPORTATION PLANNING INFORMATION HUB FOR THE NATIONAL CAPITAL REGION

The Hub is a website that serves as a one-stop shop for information on transportation planning activities underway throughout the region. It includes information on the planning processes of the TPB's member jurisdictions and agencies, high-profile projects under construction or planned in the region, and links to key documents and resources, including a directory with contact information for numerous local, state, and regional governments and transportation agencies. The Hub is designed to help the public engage with local decision-makers and planners and to become more engaged in the decision-making process. The Hub was launched in 2013.
www.transportationplanninghub.org

OUTREACH AND TRAINING

Actively engaging the general public, the media, and local planning partners is part of the TPB's goal to gain broader participation in the planning and decision-making process, leading to a more informed constituency base and better plans and products.

- Conduct and develop training workshops, such as the TPB's Community Leadership Institute (CLI), to engage members of the informed and interested public who have not been extensively involved in the regional transportation planning process. When appropriate, TPB staff will incorporate interactive techniques (such as polling, surveys, and collaborative map-making), and use appropriate visualization tools to more fully engage workshop participants.
- Conduct and participate in public forums, meetings, and information sessions across the region to provide information to citizens and obtain comment on key regional transportation issues. When appropriate, TPB

staff will incorporate interactive techniques and use appropriate visualization tools to more fully engage participants.

- Seek participation by TPB members and staff in meetings of citizen, business, environmental, and other organizations interested in regional transportation matters.

APPENDIX B: FEDERAL REGULATIONS

The TPB will fulfill all of the requirements and criteria provided for public involvement under 23 CFR §450.316 and §450.324 of Subpart C-Metropolitan Transportation Planning and Programming of 23 CFR Part 450 (Federal Highway Administration) published in the Federal Register on Wednesday, February 14, 2007, as follows:

§ 450.316 INTERESTED PARTIES, PARTICIPATION, AND CONSULTATION.

(a) The MPO shall develop and use a documented participation plan that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

(1) The participation plan shall be developed by the MPO in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:

(i) Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including but not limited to a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;

(ii) Providing timely notice and reasonable access to information about transportation issues and processes;

(iii) Employing visualization techniques to describe metropolitan transportation plans and TIPs;

(iv) Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;

(v) Holding any public meetings at convenient and accessible locations and times;

(vi) Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;

(vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;

(viii) Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts;

(ix) Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and

(x) Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.

(2) When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.

(3) A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable. *Protocol listed under § 450.316(a)(3) was followed during the adoption of the TPB's Participation Plan. The 45-day comment period began on September 13, 2007, and ended on October 28, 2007. Copies of the approved Participation Plan were provided to FHWA and FTA following the adoption of the Plan by the TPB on November 14, 2007, and the Plan was posted on the website on November 14, 2007.*

(b) In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, metropolitan transportation plans and TIPs shall be developed with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:

(1) Recipients of assistance under title 49 U.S.C. Chapter 53;

(2) Governmental agencies and nonprofit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services; and

(3) Recipients of assistance under 23 U.S.C. 204.

(c) When the MPA includes Indian Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.

(d) When the MPA includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.

(e) MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under § 450.314.

§ 450.322 DEVELOPMENT AND CONTENT OF THE METROPOLITAN TRANSPORTATION PLAN.

(i) The MPO shall provide citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunity to comment on the transportation plan using the participation plan developed under § 450.316 (a).

§ 450.324 DEVELOPMENT AND CONTENT OF THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP).

(b) The MPO shall provide all interested parties with a reasonable opportunity to comment on the proposed TIP as required by §450.316(a). In addition, in nonattainment area TMAs, the MPO shall provide at least one formal public meeting during the TIP development process, which should be addressed through the participation plan described in §450.316(a). In addition, the TIP shall be published or otherwise made readily available by the MPO for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web, as described in §450.316(a).

(n) Projects in any of the first four years of the TIP may be advanced in place of another project, subject to the project selection requirements of § 450.330. In addition, the TIP may be revised at any time under procedures agreed to by the

State, MPO(s), and public transportation operator(s) consistent with the TIP development procedures established in this section, as well as the procedures for the MPO participation plan (see § 450.316(a)) and FHWA/FTA actions on the TIP (see § 450.328).

§ 450.326 TIP REVISIONS AND RELATIONSHIP TO THE STIP.

(a) An MPO may revise the TIP at any time under procedures agreed to by the cooperating parties consistent with the procedures established in this part for its development and approval. In nonattainment or maintenance areas for transportation-related pollutants, if a TIP amendment involves non-exempt projects (per 40 CFR part 93), or is replaced with an updated TIP, the MPO and the FHWA and the FTA must make a new conformity determination. In all areas, changes that affect fiscal constraint must take place by amendment of the TIP. Public participation procedures consistent with § 450.316(a) shall be utilized in revising the TIP, except that these procedures are not required for administrative modifications.

APPENDIX C: MISSION STATEMENTS FORTPB ADVISORY COMMITTEES

TPB CITIZENS ADVISORY COMMITTEE (CAC)

The mission of the Citizens Advisory Committee (CAC) is:

- to promote public involvement in transportation planning for the National Capital Region; and
- to provide independent, region-oriented citizen advice to the TPB on transportation plans, programs, and issues in the region, including responding to requests from the TPB for comment on specific issues or subject matter.

TPB ACCESS FOR ALL ADVISORY COMMITTEE (AFA)

The Access for All Advisory Committee (AFA) advises the TPB on transportation issues, programs, policies, and services that are important to low-income communities, minority communities, and people with disabilities. The mission of this committee is to identify concerns of low-income and minority populations and persons with disabilities, and to determine whether and how these issues might be addressed within the TPB process.

APPENDIX D: OPERATING PROCEDURES FOR THE TPB CITIZENS ADVISORY COMMITTEE

The Citizens Advisory Committee (CAC) shall have 15 members approved by the TPB. Membership appointments shall be recommended to the TPB as follows:

- A term of membership in the CAC will begin in February and end in January of the following calendar year.
- By the end of December of each calendar year, the then current CAC shall designate six individuals to serve on the CAC for the next calendar year. These six individuals, two from each of the District of Columbia, Suburban Maryland, and Northern Virginia, should represent the environmental, business, and civic interests in transportation, including appropriate representation from low-income, minority, and disabled groups and from the geographical area covered by the TPB.
- Following receipt of the six designees from the CAC, the TPB officers shall nominate an additional nine members, three from each of the District of Columbia, Suburban Maryland, and Northern Virginia. These nine members should represent the environmental, business and civic interests in transportation, including appropriate representation from low-income, minority and disabled groups and from the geographical area served by the TPB.
- The chair of the CAC for each calendar year shall be appointed from the 15 members by the chair of the TPB for that calendar year. The chair of the CAC shall select two Vice chairs such that the chair and Vice chairs are from the District of Columbia, Suburban Maryland, and Northern Virginia.
- The appointments to the CAC for each calendar year shall be approved by the TPB no later than the January meeting of the TPB.
- The CAC shall meet at least two days prior to the day of each TPB meeting. Mailout materials for the TPB meeting shall be available for the CAC meeting. The schedule of meeting times for the calendar year shall be developed by the CAC at its first meeting of the calendar year, and notice of the schedule shall be provided to the general public.
- The CAC chair shall encourage members of the general public to participate in the discussions at the CAC meetings to the maximum extent possible under the time constraints imposed by the agendas.
- The CAC chair shall prepare a report on the CAC meeting which shall be made available to the TPB members at each TPB meeting. Time (up to ten minutes maximum) shall be reserved on each TPB meeting agenda for the CAC chair to report to the Board on CAC activities.
- TPB staff shall be available at the CAC meetings to brief the CAC on TPB procedures and activities as requested, and to answer questions. TPB staff shall assist the CAC chair in preparing meeting agendas, assembling and

mailing meeting materials to CAC members, and preparing the CAC chair's report to the TPB.

- An evaluation of the activities of the CAC shall be provided to the TPB by the chair of the CAC each January.

APPENDIX E: ACCOMMODATIONS POLICY

The Metropolitan Washington Council of Governments (COG) is committed to the principles of the Americans with Disabilities Act. It is COG's policy to provide equal access for individuals with disabilities to programs, meetings, publications, and activities including employment. Special accommodations will be provided by the Council of Governments upon request. Reasonable accommodations may include modifications or adjustments to a program, publication, activity, or the way things usually are done to enable an individual with a disability to participate. Examples include:

- Providing sign language interpreters;
- Providing materials in alternative formats (large print or electronic copies);
- Providing tables that are “higher” than normal meeting room tables for people using electric wheelchairs;
- Alerting security staff that persons with disabilities will need assistance to the meeting room;
- Alerting COG garage attendants that a person with a disability will be needing disabled parking spaces;
- Offering individuals to participate in meetings through conference calls and other accommodations as necessary.

MEETINGS AND EVENTS

Translation services in sign language and Spanish are available upon request for meetings that are open to the public. Other accommodations, such as special seating requirements, can also be arranged. Please allow up to seven business days to process your request.

PUBLICATIONS

Most publications are available on the website. For information on locating reports, meeting agendas, presentations and other documents. Alternative formats of publications are also available upon request. Please allow up to seven business days to process your request.

ADVANCE NOTICE REQUESTED FOR INTERPRETING OR CART SERVICES

An individual needing a sign language interpreter or Communication Access Real-time Translation (CART) service to participate in a meeting or event should request the interpreter service within seven days in advance of the event. If the event is more than 12 interpreting hours, such as a two day conference, COG asks that the

request be made 14 days in advance. Late requests will be handled based upon the availability of service(s).

TO MAKE A REQUEST:

Phone: 202-962-3300
TDD: 202-962-3213
Email: accommodations@mwcog.org

LANGUAGE ASSISTANCE PLAN

COG's Title VI Plan includes a Language Assistance Plan (as Attachment F) which describes languages spoken in the region and the assistance that is provided to individuals with limited-English proficiency to ensure that they can participate in the TPB's transportation planning process.

COG's Title VI Plan can be found here:
http://www.mwcog.org/publications/nondiscrimination.asp

ITEM 8 - Action
September 17, 2014

Approval of a Resolution on Planning Representation by Public Transportation Providers on the TPB

Staff Recommendation: Adopt Resolution R4-2015 to respond to the MAP-21 requirement that providers of public transportation be represented on the TPB.

Issues: None

Background: At the June and July meetings, the Board was briefed on the implications for the TPB of the June 2 US DOT guidance on representation by transit agencies on the MPO board and the proposed rule on statewide and MPO planning under MAP-21.

TPB R4-2015
September 17, 2014

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

RESOLUTION TO INCLUDE PROVIDER OF PUBLIC TRANSPORTATION REPRESENTATION ON THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

WHEREAS, the National Capital Region Transportation Planning Board (TPB), as the metropolitan planning organization (MPO) for the Washington Metropolitan area, has the responsibility under the provisions of Moving Ahead for Progress in the 21st Century (MAP-21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan area; and

WHEREAS, the TPB is responsible for the federally prescribed transportation planning process for the metropolitan planning area (MPA) pursuant to 23 CFR 450.312(a) and related sections and comprises the Washington DC-VA-MD urbanized area which is further designated as a Transportation Management Area (TMA); and

WHEREAS, 23 U.S.C 134[d] [2] [B] and 49 U.S.C 5303[d] [2] [B], as amended by sections 1201 and 20005 of MAP-21 (P.L. 112-141), requires that by October 1, 2014 each MPO that serves an area designated as a TMA consist of:

1. Local elected officials, and
2. Officials of public agencies that administer or operate major modes of transportation in the metropolitan area, including representation by providers of public transportation, and
3. Appropriate State officials; and

WHEREAS, this requirement is intended to formally include public transportation providers in the implementation of MAP-21's performance-based approach to transportation decision-making, which will include the TPB's coordination of transit-related performance targets relating to safety and state of good repair with the States and providers of public transportation, to the maximum extent practicable; and

WHEREAS, the TPB has long included representation by providers of public transportation through a Board structure which consists of voting membership including Board representatives from the Washington Metropolitan Area Transit Authority (WMATA), an agency that meets the above MAP-21 criteria and provides the vast majority of public transportation trips in the metropolitan area, and Board representatives from other local public transportation providers who directly fund public transportation, including commuter bus and rail services, thus complying with the MAP-21 requirements in this regard; and

WHEREAS, since 2007 the TPB's Regional Bus Subcommittee of the Technical Committee has provided an effective forum for the numerous local and commuter public

transit bus providers, the rail transit operator, the commuter rail operators, and other agencies involved in bus operations and who provide transit service connections to discuss and address transit planning and other regional transit issues, including but not limited to data sharing and technical project review; and

WHEREAS, on June 2, 2014, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) published in the Federal Register a "Policy Guidance on Metropolitan Planning Organization (MPO) Representation" (FHWA-FTA Joint Guidance) to assist MPOs with compliance with the MAP-21 requirements in this matter; and

WHEREAS, the FHWA-FTA Joint Guidance states that this requirement is intended to ensure that providers of public transportation are represented on the MPO board; and includes suggestions on a process for public transportation provider representation to represent all eligible providers of public transportation in the metropolitan planning area and to identify transit-related issues for consideration by the MPO policy board and verify that transit priorities are considered in the planning process; and

WHEREAS, in addition to the foregoing longstanding TPB efforts involving providers of public transportation, a cooperative discussion has been initiated with representatives from the States, WMATA, and the local providers of public transportation on how the FHWA and FTA Joint Guidance may be used to enhance the existing representation and address the issues and interests of all eligible public transportation providers; and

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board hereby:

- determines that the current composition of the policy board, which includes WMATA as a voting member together with the local public transit and commuter bus and rail providers as represented by the respective jurisdiction that provides the funding satisfies the requirement of MAP-21 for inclusion of representation of providers of public transportation on the policy board; and

- changes the name of the TPB Regional Bus Subcommittee to the **Regional Public Transportation Subcommittee** and broadens its scope to include all eligible public transportation service providers; and

- commits to continuing a cooperative discussion with the providers of public transportation to determine respective responsibilities in carrying out the metropolitan transportation planning process, and to consider procedures for representation of all eligible providers of public transportation, including the role and responsibilities of the public transportation representation, and to making any mutually agreed changes to the TPB's Board membership and/or its committee process.

ITEM 9 - Information
September 17, 2014

Briefing on the Draft 2014 CLRP and FY 2015-2020 TIP

Staff Recommendation: Receive briefing on the Draft 2014 Constrained Long-Range Transportation Plan (CLRP) and FY 2015-2020 Transportation Improvement Program (TIP), which were released for public comment on September 11.

Issues: None

Background After the 30-day comment period, the TPB will be asked to approve the 2014 CLRP and FY 2015-2020 TIP at its October 15 meeting.

MEMORANDUM

September 11, 2014

To: Transportation Planning Board

From: Andrew Austin
Department of Transportation Planning

Re: Briefing on the Draft 2014 CLRP and FY 2015-2020 TIP

In November 2013, the TPB released the Call for Projects for the 2014 CLRP and the FY 2015-2020 TIP. At that time, the region's implementing agencies also began work to develop the Financial Analysis for the 2014 CLRP. The projects submitted by each agency were approved for by the TPB for inclusion in the Air Quality Conformity Analysis in April 2014. Since then the travel demand modeling and air quality analysis has been completed and the CLRP has been found to meet the air quality standards set forth by the EPA.

The CLRP covers a 26 year span through the year 2040 and includes capital improvements, maintenance and preservation projects, as well as operational programs for the region's roadway network and transit systems. The total for the entirety of the CLRP is approximately $243 billion, the vast majority of which will go to operate and maintain the region's roads, bridges, and transit and commuter rail systems. The Financial Analysis has concluded that the CLRP meets the fiscal constraint required by federal law.

Those capital improvement projects that have impacts on the capacity of the region's road and transit systems are listed in the "2014 CLRP and FY 2015-2020 TIP Air Quality Conformity Inputs" table, included in the Air Quality Conformity Analysis. That table includes more than 300 projects, and highlights more than 250 changes to limits and/or completion dates for previously approved projects or new projects. Included with this memo are highlights of 10 major new projects or changes to existing projects, summarized below.

Summary of Major Additions and Changes to Projects In the CLRP

In the **District of Columbia**, DDOT is proposing three new transit projects; the Union Station to Georgetown Streetcar Line, the M Street SE/SW Streetcar Line, and the Benning Road Streetcar Spur. DDOT is proposing to remove the planned implementation of Peak Period Bus-Only Lanes on H Street NW and I Street NW from the CLRP, pending further study. DDOT is also proposing three studies to examine managed lanes on the 14th Street/ Rochambeau Bridge, I-395/I-695 (SE/SW Freeway), and I-295.

In **Maryland**, the Maryland Transit Administration is updating the MARC Growth and Investment Plan. The State Highway administration is resubmitting the construction of an interchange on I-95/I-495, the Capital Beltway at the Greenbelt Metro Station in Prince George's County. This project had previously been included in the CLRP, but was removed in 2010 to meet financial constraint requirements.

In **Virginia**, VDOT is proposing to widen a segment of US 1 in Prince William County and to widen a portion of VA 123, Chain bridge Road in Fairfax County. Virginia Railway Express is updating its System Plan as a part of the CLRP.

See the attached materials for further information on these projects and plans.

FY 2015-2020 TIP

The FY 2015-2020 TIP provides for the obligation of federal funds to state, local and regional agencies to implement their projects. It includes all modes of transportation: roads, transit, bicycle and pedestrian projects, as well as funding for operational and maintenance programs. The six year total of the TIP includes almost $18 billion in funding. Much like the CLRP, the majority of funding for projects in the TIP comes from state and local governments. Funding from the Federal Highway Administration and Federal Transit Administration combined makes up just 37% of the TIP. More than 50% of the funding in the TIP is included in the first two years. By federal regulation, the funding identified in the first two years of the TIP must be available and committed. After the first two years, funding need only be "reasonably expected to be available." For many reasons, including budget flows and project readiness, funding beyond the first two years is often much less defined. The figures programmed in the TIP are a snapshot of funding at the current moment and are subject to change via the amendment and modification process as implementation of projects move forward. The most recently approved TIP can always be found on the CLRP website at www.mwcog.org/clrp/tip.

Public Comment on the CLRP and TIP

At the September 11 meeting of the Citizens Advisory Committee, the TPB released the Draft 2014 Constrained Long-Range Transportation Plan (CLRP) and FY 2015-2020 Transportation Improvement Program (TIP) for a 30 day public comment period, along with the Air Quality Conformity Analysis and the Financial Analysis. The comment period will close on Saturday, October 11. Interested parties may submit their comments via any of these means:

- Online at www.mwcog.org/TPBcomment
- Via email at TPBcomment@mwcog.org
- By phone at (202) 962-3262, TDD: (202) 962-3213

The TPB will be asked to approve the CLRP and TIP at their meeting on October 15.

Major Additions and Changes to the 2014 Update to the Financially Constrained Long-Range Transportation Plan

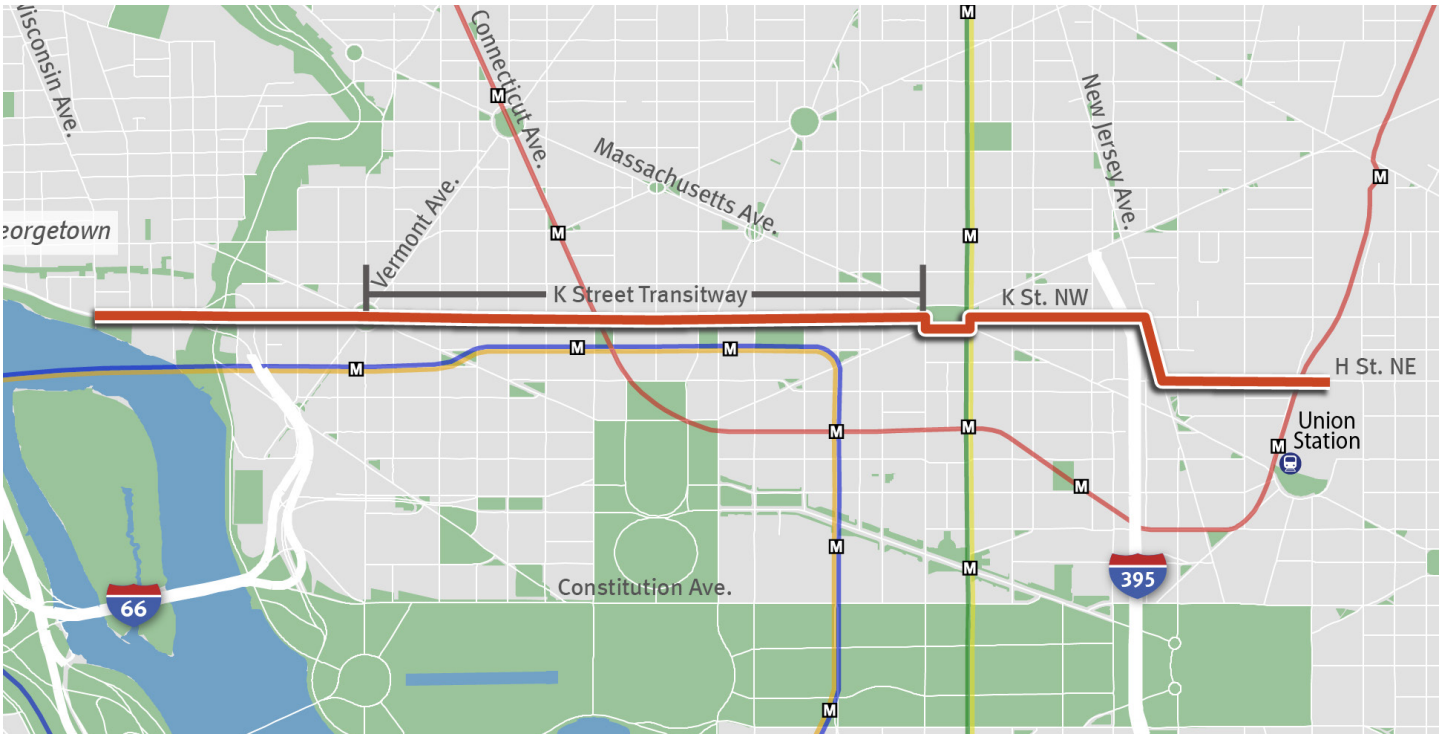
District of Columbia

1. Union Station to Georgetown Streetcar Line from H Street NE to Wisconsin Avenue NW

Length: 3.4 miles

Complete: 2020

Cost: $348 million



Construct a streetcar line from H Street NE near Union Station, running along H Street NW to New Jersey Avenue NW, and continuing on K Street NW into Georgetown, ending at Wisconsin Avenue NW. This line will connect to the H Street NE – Benning Road line, already under construction. The streetcars will travel in mixed traffic lanes through the eastern portion of the route, but will travel in dedicated transit lanes on K Street between Mount Vernon Square/9th Street NW and Washington Circle/23rd Street NW (a project previously approved in the CLRP called the "K Street Transitway").

See CLRP Project Description Form in Attachment A for more information.

2. M Street Southeast/Southwest Streetcar Line from Good Hope Road SE to Maine Avenue SW

Length: 3 miles

Complete: 2020

Cost: $250 million

Construct a streetcar line running from Good Hope Road SE, across the 11th Street Bridge, to M Street SE/SW, ending at Maine Avenue SW. This line will connect to the planned Anacostia Initial Streetcar Line at Good Hope Road SE.

See CLRP Project Description Form in Attachment A for more information.

3. Benning Road Streetcar Spur from Benning Road to Minnesota Avenue Metro Station

Length: < 1 mile

Complete: 2018

Cost: $40 million

Construct a spur from the Benning Road Streetcar Line heading north along Minnesota Ave to the Minnesota Avenue Metro Station.

4. Removal of Proposed H and I Streets NW Peak Period Bus-Only Lanes

The approved CLRP contains two projects which proposed to implement bus-only lanes during peak periods. The H Street NW lane was planned between 17th Street NW and New York Avenue NW and the I Street NW lane was planned between 13th Street NW and Pennsylvania Avenue NW. These projects will be removed from the CLRP, pending further study.

5. ***Studies: Managed Lanes on 14th Street/Rochambeau Bridge, I-395/I-695, and I-295***

Length: ≈9 miles

Complete: 2015

Cost: $5.9 million

A. 14th Street/Rochambeau Bridge

The first study will look at converting the two northbound lanes on the 14th Street/ Rochambeau Bridge to High Occupancy Vehicle (HOV 3+) during the morning peak period on weekdays and the two southbound lanes on the same facility to HOV 3+ during the evening peak period on weekdays, to mirror existing HOV operations in Virginia. The existing four northbound lanes on the Arland Williams, Jr. Bridge and four southbound lanes on the George Mason Memorial Bridge would remain as general purpose lanes. The study will also consider a subsequent conversion of the HOV lanes into High Occupancy/Toll (HOT) lanes.

B. I-395/I-695, Southeast-Southwest Freeway

The second study will look at implementing HOV lanes on the Southeast/Southwest Freeway (I-395/I-695) from the Case Bridge to the 11th Street Bridge, and subsequently converting those to HOT.

C. I-295

The third study will consider implementing HOV and then HOT lanes on I-295 from the 11th Street Bridge to the DC/Maryland Line.

See CLRP Project Description Forms in Attachment A for more information.

Maryland

6. MARC Growth and Investment Plan

Complete: 2040

Cost: $1.295 billion (Washington region)

MDOT is including $1.06 billion of project improvements for MARC as identified in the MARC Growth and Investment Plan. The MARC Growth and Investment Plan is a multi-phased, multi-year plan to increase the capacity of MARC, Maryland's commuter rail system. MARC is a key component of Maryland's commuter network providing rail service for more than 30,000 commuters a day traveling between Washington's Union Station and northern, central and western Maryland.

Primary objectives of the plan include providing better service for current riders and addressing existing problems with capacity, frequency and reliability. This package of projects will increase passenger-carrying capacity and increase share of trips by MARC during peak travel periods, among other benefits. The $1.295 billion shown reflects the Washington region's proposed contribution towards projects in the larger $2.3 billion Growth and Investment Plan, which also includes the Baltimore area.

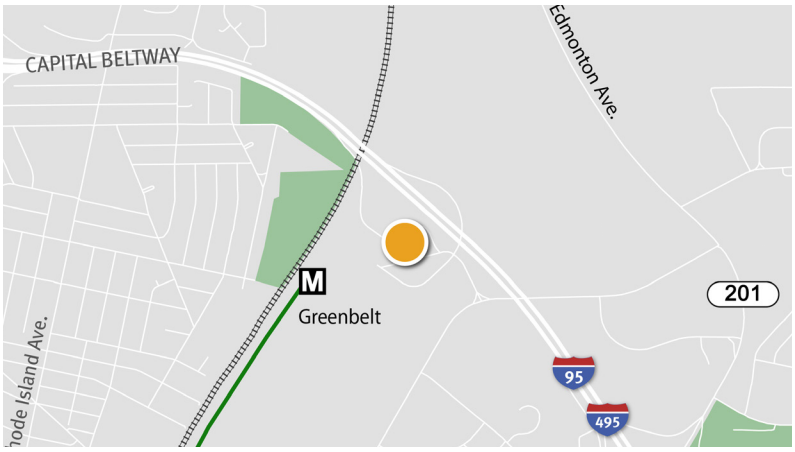
7. I-95/495 Interchange at Greenbelt Metro Station

Length: <1 mile

Complete: 2020

Cost: $78.21 million

Construct a full interchange along I-95/I-495 at the Greenbelt Metro Station. The existing partial interchange provides access from the inner loop of the Capital Beltway to the Greenbelt Metro Station. The project includes the addition of auxiliary lanes on I-95/I-495 between the Greenbelt metro and MD 201 interchanges.



See CLRP Project Description Form in Attachment A for more information.

Virginia

8. Virginia Railway Express System Plan

Cost: 2040

Cost: $977.4 million

The VRE System Plan provides a framework for VRE service expansion through 2040. The Plan includes system investments and expansion of peak service on the Fredericksburg and Manassas Lines, introduction of reverse-peak service, additional mid-day service, and service extension to the Gainesville-Haymarket area of Prince William County. Major railroad capacity projects focus on the relief of key capacity bottlenecks on the VRE system, including additional track capacity in the Long Bridge corridor and completion of a third main track on the Fredericksburg Line from Alexandria to Spotsylvania County.

The VRE System Plan outlines capital investments totaling $3.2 billion to implement plan recommendations. It builds upon prior VRE growth plans included in the CLRP financial analysis and transit-modeling assumptions proposed for implementation by 2020, for which funding has been identified. Funding for projected VRE station, yards and equipment needs through 2040 has also been identified and is reflected in the $977 million CLRP project cost. Full funding for long-term system investments in railroad capacity, including the expansion of the Long Bridge and Fredericksburg Line third main track, and service enhancements such as reverse-peak service, additional mid-day trains or the future run-through of VRE and MARC trains has not been identified. Those recommendations are included for information purposes. As funding is identified for those initiatives they will be added to the CLRP and air quality conformity analysis.

9. Widen US 1 from Fuller Road to Russell Road Interchange

Length: 2.38 miles

Complete: 2025

Cost: $76 million

Widen US 1 from Fuller Road to Russell Road from 4 to 6 lanes.

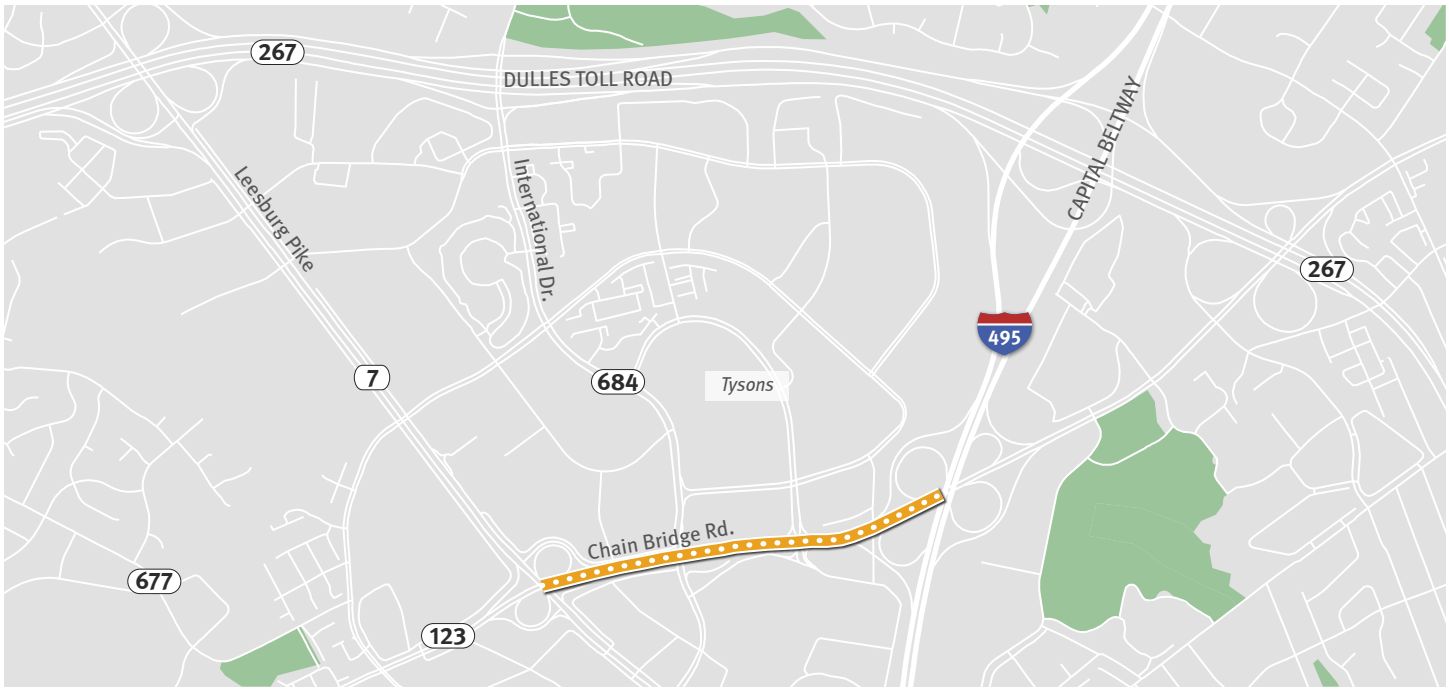
See CLRP Project Description Form in Attachment A for more information.

10. Widen VA 123 from VA 7, Leesburg Pike to I-495, Capital Beltway

Length: <1 mile

Complete: 2021

Cost: $22 million



Widen VA Route 123 from Leesburg Pike to the Capital Beltway from 6 to 8 lanes.

See CLRP Project Description Form in Attachment A for more information.

Attachment A

Project Description Forms

FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040
PROJECT DESCRIPTION FORM

1. Union Station to Georgetown Streetcar Line

1. Submitting Agency: DDOT
2. Secondary Agency:
3. Agency Project ID: STC12A, SA306C
4. Project Type: _ Interstate X_ Primary _ Secondary _ Urban _ Bridge _ Bike/Ped _X Transit _ CMAQ _ ITS _ Enhancement _ Other _ Federal Lands Highways Program _ Human Service Transportation Coordination _ TERMs
5. Category: _ System Expansion; _ System Maintenance; _ Operational Program; _ Study; X_ Other (Intermodal Improvement)
6. Project Name: Union Station to Georgetown Streetcar Line

	Prefix	Route	Name	Modifier
7. Facility:				
8. From (_ at):			3rd / H Street NE	
9. To:			Wisconsin Avenue under Whitehurst Freeway NW	

10. Description: DDOT is proposing a transportation improvement and the introduction of streetcar along the K Street NW corridor from Union Station to Georgetown. This project will provide an efficient east-west connection for transit and improve transportation mobility, and improve transit reliability. The streetcar alignment is primarily located along K Street, NW, New Jersey Avenue NW, and H Street, NE. Below are the proposed station locations and corridor links (to be finalized in the NEPA process):

Station locations:

Location	Platform	Serves
H Street @ Hopscotch Bridge	side platform	Union Station
K Street between 3rd and 4th Streets	side platform	NoMa
Mount Vernon Square	side platform	Mount Vernon
K Street @ McPherson Square	side platform	14th and 15th Streets
K Street @ Farragut Square	side platform	17th and 18th Streets
K Street @ 19th and 20th Streets	side platform	19th and 20th Streets
K Street @ 25th and 26th Streets	split center	Foggy Bottom / GU
K Street @ Wisconsin Avenue	center	Georgetown

Link-by-link connection:

Link	Roadway	shared/exclusive	streetcar
Georgetown to Washington Circle	Along K Street NW	shared lanes	center
At Washington Circle	Under circle	shared lanes	center
Washington Circle to Mount Vernon Square	Along K Street NW	exclusive	center
At Mount Vernon Square	WB: north side	shared lanes	curb
	EB: south side		curb
Mount Vernon Square to Union Station	K Street	shared lanes	curb
	New Jersey	shared lanes	center
	H Street	shared lanes	curb
At Union Station	Hopscotch Bridge	shared lanes	curb
Connection to existing tracks	at 3rd Street NE	shared lanes	curb

The streetcar program will operate with a 10 minute headway.

NEPA Status: DDOT will begin NEPA in the first quarter of CY 2014; it will be 12 – 18 months.

Map of preferred alternative from Alternatives Analysis. The NEPA process will build from this alternative and information gathered in the AA.

11. Projected Completion Year: 2020
12. Project Manager: Lezlie Rupert
13. Project Manager E-Mail: lezlie.rupert@dc.gov
14. Project Information URL: www.unionstationtogeorgetown.com
15. Total Miles: 3.41 miles
16. Schematic:
17. Documentation: Union Station to Georgetown Alternatives Analysis (September 2013)
18. Jurisdictions: DDOT
19. Baseline Cost: $348 million cost estimate as of 09/30/2013
20. Amended Cost: cost estimate as of MM/DD/YYYY
21. Funding Sources: X_ Federal; _X State; _X Local; _X Private; _ Bonds; _ Other

MAP-21 PLANNING FACTORS

22. Please identify any and all planning factors that are addressed by this project:
    a. _X Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
    b. _ Increase the **safety** of the transportation system for all motorized and non-motorized users.
        i. Is this project being proposed specifically to address a safety issue? _ Yes; _ No
        ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
    c. _ Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.
    d. _X Increase **accessibility and mobility** of people.
    e. _ Increase accessibility and mobility of **freight.**
    f. X_ Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
    g. X_ Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
    h. X_ Promote efficient system **management and operation**.
    i. X_ Emphasize the **preservation** of the existing transportation system.

ENVIRONMENTAL MITIGATION

23. Have any potential mitigation activities been identified for this project? _ Yes; X_No
    a. If yes, what types of mitigation activities have been identified?
    _ Air Quality; _ Floodplains; _ Socioeconomics; _ Geology, Soils and Groundwater; Vibrations;
    _ Energy; _ Noise; _ Surface Water; _ Hazardous and Contaminated Materials; _ Wetlands

CONGESTION MANAGEMENT INFORMATION

24. Congested Conditions
    a. Do traffic congestion conditions necessitate the proposed project or program? _ Yes; X_ No
    b. If so, is the congestion recurring or non-recurring? _ Recurring; _ Non-recurring
    c. If the congestion is on another facility, please identify it:
25. Capacity
    a. Is this a capacity-increasing project on a limited access highway or other principal arterial? _ Yes; X_ No
    b. If the answer to Question 26.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):

    _ None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required
    _ The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)
    _ The number of lane-miles added to the highway system by the project totals less than one lane-mile
    _ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
    _ The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles
    _ The project consists of preliminary studies or engineering only, and is not funded for construction
    _ The construction costs for the project are less than $10 million.

    c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.

2. M Street Southeast/Southwest Streetcar Line

1. Submitting Agency:DDOT
2. Secondary Agency:
3. Agency Project ID:
4. Project Type: _ Interstate _ Primary _ Secondary _ Urban _ Bridge _ Bike/Ped x Transit _ CMAQ
   _ ITS _ Enhancement _ Other _ Federal Lands Highways Program
   _ Human Service Transportation Coordination _ TERMs
5. Category: _ System Expansion; _ System Maintenance; _ Operational Program; _ Study; _ Other
6. Project Name: Streetcar - M Street Southeast/Southwest Streetcar Line

	Prefix	Route	Name	Modifier
7. Facility:		M	DC streetcar – M Street SE/SW	
8. From (_ at):			11th Street Bridge	
9. To:			Maine Avenue SW	

10. Description: Construct a streetcar line running from Good Hope Road SE, across the 11th Street Bridge, to M Street SE/SW, ending at Maine Avenue SW. This line will connect to the planned Anacostia Initial Streetcar Line at Good Hope Road SE.
11. Projected Completion Year: 2020
12. Project Manager: Thomas Perry
13. Project Manager E-Mail:Thomas.Perry@dc.gov
14. Project Information URL:www.dcstreetcar.com
15. Total Miles:3
16. Schematic:
17. Documentation:NEPA Phase
18. Jurisdictions: Washington, DC
19. Baseline Cost (in Thousands): $250 million cost estimate as of 1/23/2014
20. Amended Cost (in Thousands):TBD cost estimate as of MM/DD/YYYY
21. Funding Sources: _ Federal; _ State; x Local; _ Private; _ Bonds; _ Other

MAP-21 PLANNING FACTORS

22. Please identify any and all planning factors that are addressed by this project:
    a. x Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
    b. x Increase the **safety** of the transportation system for all motorized and non-motorized users.
       i. Is this project being proposed specifically to address a safety issue? _ Yes; _ No
       ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
    c. _ Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.
    d. x Increase **accessibility and mobility** of people.

e. _ Increase accessibility and mobility of **freight.**

f. [x] Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

g. [x] Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.

h. [x] Promote efficient system **management and operation**.

i. [x] Emphasize the **preservation** of the existing transportation system.

ENVIRONMENTAL MITIGATION

23. Have any potential mitigation activities been identified for this project? _ Yes; [x] No

a. If yes, what types of mitigation activities have been identified?

_ Air Quality; _ Floodplains; _ Socioeconomics; _ Geology, Soils and Groundwater; Vibrations;

_ Energy; _ Noise; _ Surface Water; _ Hazardous and Contaminated Materials; _ Wetlands

CONGESTION MANAGEMENT INFORMATION

24. Congested Conditions

a. Do traffic congestion conditions necessitate the proposed project or program? _ Yes; [x] No

b. If so, is the congestion recurring or non-recurring? [x] Recurring; _ Non-recurring

c. If the congestion is on another facility, please identify it:

25. Capacity

a. Is this a capacity-increasing project on a limited access highway or other principal arterial? [x] Yes; _ No

b. If the answer to Question 26.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):

_ None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required
_ The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)
_ The number of lane-miles added to the highway system by the project totals less than one lane-mile
_ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
[x] The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles
_ The project consists of preliminary studies or engineering only, and is not funded for construction
_ The construction costs for the project are less than $10 million.

c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.

3. Benning Road Streetcar Spur – Minnesota Avenue Metro Station

1. Submitting Agency: DDOT
2. Secondary Agency:
3. Agency Project ID: CD052A
4. Project Type: _ Interstate X _ Primary _ Secondary _ Urban _ Bridge _ Bike/Ped _ Transit _ CMAQ _ ITS _ Enhancement _ Other _ Federal Lands Highways Program _ Human Service Transportation Coordination _ TERMs
5. Category: _ System Expansion; _ System Maintenance; X_ Operational Program; _ Study; _ Other
6. Project Name: Streetcar – Benning Road/Minnesota Avenue Spur

	Prefix	Route	Name	Modifier
7. Facility:			Minnesota Avenue	
8. From (_ at):			Benning Road	
9. To:			Minnesota Avenue Metro Station	

10. Description:

This will be an addition to the DC Streetcar Project which was part of the 2010 CLRP. This addition will have a spur at the Benning/Minnesota Ave intersection and proceed along Minnesota Ave to the Minnesota Ave Metro Station.

11. Projected Completion Year: 2018
12. Project Manager: Clarence Dickerson
13. Project Manager E-Mail: Clarence.dickerson@dc.gov
14. Project Information URL:
15. Total Miles: 2/10 of a mile
16. Schematic:
17. Documentation: DC Streetcar Project (2010 CLRP)
18. Jurisdictions: District of Columbia
19. Baseline Cost: $40 million cost estimate as of MM/DD/YYYY
20. Amended Cost: cost estimate as of MM/DD/YYYY
21. Funding Sources: X_ Federal; X_ State; X _ Local; _ Private; _ Bonds; _ Other

MAP-21 PLANNING FACTORS

22. Please identify any and all planning factors that are addressed by this project:
    a. _ Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
    b. _X Increase the **safety** of the transportation system for all motorized and non-motorized users.
       i. Is this project being proposed specifically to address a safety issue? _ Yes; _X No
       ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
    c. _ Increase the ability of the transportation system to support **homeland security** and to

safeguard the personal security of all motorized and non-motorized users.

d. _X Increase **accessibility and mobility** of people.

e. _ Increase accessibility and mobility of **freight.**

f. _ Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

g. _X Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.

h. _X Promote efficient system **management and operation**.

i. _ Emphasize the **preservation** of the existing transportation system.

ENVIRONMENTAL MITIGATION

23. Have any potential mitigation activities been identified for this project? _ Yes; X_No

a. If yes, what types of mitigation activities have been identified?

_ Air Quality; _ Floodplains; _ Socioeconomics; _ Geology, Soils and Groundwater; Vibrations;

_ Energy; _ Noise; _ Surface Water; _ Hazardous and Contaminated Materials; _ Wetlands

CONGESTION MANAGEMENT INFORMATION

24. Congested Conditions

a. Do traffic congestion conditions necessitate the proposed project or program? _X Yes; _ No

b. If so, is the congestion recurring or non-recurring? _X Recurring; _ Non-recurring

c. If the congestion is on another facility, please identify it:

25. Capacity

a. Is this a capacity-increasing project on a limited access highway or other principal arterial? _X Yes; _ No

b. If the answer to Question 26.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):

_ None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required

_ The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)

_ The number of lane-miles added to the highway system by the project totals less than one lane-mile

_ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange

_ The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles

_ The project consists of preliminary studies or engineering only, and is not funded for construction

_X The construction costs for the project are less than $10 million.

c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.

5A. Study: Managed Lanes on the 14th Street/Rochambeau Bridge

1. Submitting Agency: DDOT
2. Secondary Agency:
3. Agency Project ID: PM0A4A
4. Project Type: X Interstate _ Primary _ Secondary _ Urban _ Bridge _ Bike/Ped _ Transit _ CMAQ _ ITS _ Enhancement _ Other _ Federal Lands Highways Program _ Human Service Transportation Coordination _ TERMs
5. Category: _ System Expansion; _ System Maintenance; _ Operational Program; X Study; _ Other
6. Project Name: Study: Managed Lanes Conversion to HOV Lanes/HOT Lanes

	Prefix	Route	Name	Modifier
7. Facility:			Rochambeau Bridge (I-395)	
8. From (_ at):			Va State Line	
9. To:			Southeast/Southwest Freeway (I-395/I-695)	

10. Description:

The managed lanes study consists of a network of three independent corridors linked to provide access into and through the District of Columbia to provide a predictable travel time. The project will promote multi-modal and High Occupancy Vehicle (HOV) use and promote the reduction of Single Occupancy Vehicle (SOV) travel into the District. The project utilizes the existing transportation network and makes improvements to that network as appropriate and required to provide a managed lane facility. Eventually HOV will be converted to HOT.

The District Department of Transportation completed a feasibility study on the Managed Lanes Corridor, which consisted of Rochambeau Bridge/I-395 (Corridor I); Southeast Southwest Freeway/I-395,I-695 (Corridor II); I-295 (Corridor III). Corridors II and III will have additional NEPA needs.

There are currently three bridges that cross into the District of Columbia from Virginia along the I-395 corridor. The Arland Williams Jr Memorial Bridge (Route 1/I-395) carries the northbound traffic coming into DC, has four General Purpose Lanes. These lanes will remain as GP Lanes and are not being changed.

The George Mason Memorial Bridge (Route 1/I-395) carries the southbound traffic coming into Va, has four GP Lanes, which will remain as GP Lanes and are not being changed.

The Rochambeau Bridge carries in total four lanes, two northbound and two southbound lanes. Traffic from these lanes feed into or come out of the existing HOV system in Va.

The operation of HOV will mirror the existing operation in Va, which is HOV 3+, 6am to 9am/3:30pm to 6pm Mon-Fri.

We are planning to convert the HOV to HOT by March 2015, with the NEPA being a Documented Categorical Exclusion. Corridor 2 and 3 will go through NEPA process.

There have been continuous and on-going coordination with state dot's and jurisdictions.

11. Projected Completion Year: 2015
12. Project Manager: Clarence Dickerson
13. Project Manager E-Mail: Clarence.dickerson@dc.gov
14. Project Information URL:
15. Total Miles: ≈9 miles
16. Schematic:
17. Documentation: Managed Lanes Corridor Project Feasibility Study (December 2013)
18. Jurisdictions: Virginia, District of Columbia
19. Baseline Cost: $5.9 million cost estimate as of 12/31/2013
20. Amended Cost: cost estimate as of MM/DD/YYYY
21. Funding Sources: X_ Federal; X_ State; X _ Local; X_ Private; _ Bonds; _ Other

MAP-21 PLANNING FACTORS

22. Please identify any and all planning factors that are addressed by this project:
    a. _ Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
    b. _X Increase the **safety** of the transportation system for all motorized and non-motorized users.
       i. Is this project being proposed specifically to address a safety issue? _ Yes; _ No
       ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
    c. _ Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.
    d. _X Increase **accessibility and mobility** of people.
    e. _ Increase accessibility and mobility of **freight.**
    f. _ Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
    g. _ Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
    h. _X Promote efficient system **management and operation**.
    i. _ Emphasize the **preservation** of the existing transportation system.

ENVIRONMENTAL MITIGATION

23. Have any potential mitigation activities been identified for this project? _ Yes; X_No
    a. If yes, what types of mitigation activities have been identified?
       _ Air Quality; _ Floodplains; _ Socioeconomics; _ Geology, Soils and Groundwater; Vibrations;
       _ Energy; _ Noise; _ Surface Water; _ Hazardous and Contaminated Materials; _ Wetlands

CONGESTION MANAGEMENT INFORMATION

24. Congested Conditions
    a. Do traffic congestion conditions necessitate the proposed project or program? _X Yes; _ No
    b. If so, is the congestion recurring or non-recurring? _X Recurring; _ Non-recurring
    c. If the congestion is on another facility, please identify it:

25. Capacity
    a. Is this a capacity-increasing project on a limited access highway or other principal arterial? _X Yes; _ No
    b. If the answer to Question 26.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):

_ None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required
_ The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)
_ The number of lane-miles added to the highway system by the project totals less than one lane-mile
_ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
_ The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles
_ The project consists of preliminary studies or engineering only, and is not funded for construction
_X The construction costs for the project are less than $10 million.

    c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.

5B/C. Study: Managed Lanes on the 14th Street/Rochambeau Bridge

1. Submitting Agency: DDOT
2. Secondary Agency: DDOT
3. Agency Project ID: PM0A4A
4. Project Type: X Interstate _ Primary _ Secondary _ Urban _ Bridge _ Bike/Ped _ Transit _ CMAQ _ ITS _ Enhancement _ Other _ Federal Lands Highways Program _ Human Service Transportation Coordination _ TERMs
5. Category: _ System Expansion; _ System Maintenance; _ Operational Program; X Study; _ Other
6. Project Name: Managed Lanes Corridor II and III NEPA

	Prefix	Route	Name	Modifier
7. Facility: 8. From (_ at): 9. To: 10. Description:			{Corridor 2 SE/SW Freeway (I-395/I-695)} {Corridor 3 (I-295)}	
			{Corridor 2 At Case Bridge} {Corridor 3 at the junction of (I-295/I-695)}	
			{Corridor 2 11th Street Bridge} {Corridor 3 DC/MD Line}	

The managed lanes project consists of a network of three independent corridors linked to provide access into and through the District of Columbia to provide a predictable travel time. The project will promote multi-modal and High Occupancy Vehicle (HOV) use and promote the reduction of Single Occupancy Vehicle (SOV) travel into the District. The project utilizes the existing transportation network and makes improvements to that network as appropriate and required to provide a managed lane facility.

DDOT has plans to perform an environmental study on the Managed Lanes Corridor II and III. The study level of the NEPA document will be determined at later time but it will be at a higher level NEPA document.

Corridor II will be along SE/SW Freeway (I-395/I-695) beginning near the Case Bridge to the 11th Street Bridge. Corridor III will be along I-295 beginning near the 11th Street Bridge to the DC/MD line. The lanes along these corridors would either be converted to HOV/HOT or built into HOV/HOT lanes.

11. Projected Completion Year:
12. Project Manager: Clarence Dickerson
13. Project Manager E-Mail: Clarence.dickerson@dc.gov
14. Project Information URL:
15. Total Miles: 5.5 miles
16. Schematic:
17. Documentation: Managed Lanes Corridor Project Feasibility Study (December 2013)
18. Jurisdictions: Virginia, District of Columbia and Maryland
19. Baseline Cost (in Thousands): cost estimate as of MM/DD/YYYY
20. Amended Cost (in Thousands): cost estimate as of MM/DD/YYYY
21. Funding Sources: X_ Federal; X_ State; X _ Local; X_ Private; _ Bonds; _ Other

MAP-21 PLANNING FACTORS

22. Please identify any and all planning factors that are addressed by this project:
    a. _ Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
    b. _X Increase the **safety** of the transportation system for all motorized and non-motorized users.
        i. Is this project being proposed specifically to address a safety issue? _ Yes; _ No
        ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
    c. _ Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.
    d. _X Increase **accessibility and mobility** of people.
    e. _ Increase accessibility and mobility of **freight.**
    f. _ Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
    g. _ Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
    h. _X Promote efficient system **management and operation**.
    i. _ Emphasize the **preservation** of the existing transportation system.

ENVIRONMENTAL MITIGATION

23. Have any potential mitigation activities been identified for this project? _ Yes; X_No
    a. If yes, what types of mitigation activities have been identified?
    _ Air Quality; _ Floodplains; _ Socioeconomics; _ Geology, Soils and Groundwater; Vibrations;
    _ Energy; _ Noise; _ Surface Water; _ Hazardous and Contaminated Materials; _ Wetlands

CONGESTION MANAGEMENT INFORMATION

24. Congested Conditions
    a. Do traffic congestion conditions necessitate the proposed project or program? _X Yes; _ No
    b. If so, is the congestion recurring or non-recurring? _X Recurring; _ Non-recurring
    c. If the congestion is on another facility, please identify it:
25. Capacity
    a. Is this a capacity-increasing project on a limited access highway or other principal arterial? _X Yes; _ No
    b. If the answer to Question 26.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):

    _ None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required
    _ The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)
    _ The number of lane-miles added to the highway system by the project totals less than one lane-mile
    _ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
    _ The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles
    _ The project consists of preliminary studies or engineering only, and is not funded for construction
    _X The construction costs for the project are less than $10 million.

    c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.

7. I-95/I-495 Interchange at Greenbelt Metro Station

1. Submitting Agency: MDOT
2. Secondary Agency:
3. Agency Project ID:
4. Project Type: X Interstate _ Primary _ Secondary _ Urban _ Bridge _ Bike/Ped _ Transit _ CMAQ
5. Category: X System Expansion; _ System Maintenance; _ Operational Program; _ Study; _ Other
6. Project Name: I-95/I-495 Interchange at the Greenbelt Metro Station

	Prefix	Route	Name	Modifier
7. Facility:	I	495/95	Capital Beltway	
8. From (_ at):			Greenbelt Metro Station	
9. To:				

10. Description: Construct a full interchange along I-95/I-495 at the Greenbelt Metro Station. The existing partial interchange provides access from inner loop Capital Beltway to the Greenbelt Metro Station. The project includes the addition of auxilliary lanes on I-95/I-495 between the Greenbelt metro and MD 201 interchanges.

11. Projected Completion Year: 2020
12. Project Manager:
13. Project Manager E-Mail:
14. Project Information URL:
15. Total Miles:
16. Schematic:
17. Documentation:
18. Jurisdictions: District of Columbia
19. Baseline Cost: $78.21 million cost estimate as of 12/11/2013
20. Amended Cost: cost estimate as of MM/DD/YYYY
21. Funding Sources: X Federal; X State; _ Local; _ Private; _ Bonds; _ Other

MAP-21 PLANNING FACTORS

22. Please identify any and all planning factors that are addressed by this project:
    a. _ Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
    b. _ Increase the **safety** of the transportation system for all motorized and non-motorized users.
        i. Is this project being proposed specifically to address a safety issue? _ Yes; _X No
        ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
    c. _ Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.

d. X Increase **accessibility and mobility** of people.

e. _ Increase accessibility and mobility of **freight.**

f. X Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

g. X Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.

h. _ Promote efficient system **management and operation**.

i. _ Emphasize the **preservation** of the existing transportation system.

ENVIRONMENTAL MITIGATION

23. Have any potential mitigation activities been identified for this project? X Yes; _No
    a. If yes, what types of mitigation activities have been identified?

    _ Air Quality; _ Floodplains; _ Socioeconomics; _ Geology, Soils and Groundwater; Vibrations;

    _ Energy; X Noise; X Surface Water; _ Hazardous and Contaminated Materials; X Wetlands

CONGESTION MANAGEMENT INFORMATION

24. Congested Conditions
    a. Do traffic congestion conditions necessitate the proposed project or program? _ Yes; _ No
    b. If so, is the congestion recurring or non-recurring? _ Recurring; _ Non-recurring
    c. If the congestion is on another facility, please identify it:

25. Capacity
    a. Is this a capacity-increasing project on a limited access highway or other principal arterial? _ Yes; _ No
    b. If the answer to Question 26.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):

    _ None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required
    _ The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)
    _ The number of lane-miles added to the highway system by the project totals less than one lane-mile
    _ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
    _ The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles
    _ The project consists of preliminary studies or engineering only, and is not funded for construction
    _X The construction costs for the project are less than $10 million.

    c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.

9. Widen US 1 from Fuller Road to Russell Road Interchange

1. Agency Project ID: N/A Secondary Agency:
2. Project Type: X System Expansion; _ System Maintenance; _ Operational Program; _ Study; _ Other
   (check all that apply) _ Freeway; X Primary; _ Secondary; _ Urban; _ Bridge; _ Bike/Ped; _ Transit; _ CMAQ; _ ITS; _ Enhancement; _ Other
3. Project Title: Widen US 1 from Fuller Road to Russell Road Interchange

	Prefix	Route	Name	Modifier
4. Facility:	US	1	Jefferson Davis	
5. From (_ at):			Fuller Road	
6. To:			Russell Road	Interchange

7. Jurisdiction(s): Prince William County
8. Description: Widen Route 1 from Fuller Road to Russell Road from 4 to 6 lanes
9. Bicycle or Pedestrian Accommodations: _ Not Included; X Included; _ Primarily a Bike/Ped Project; _ N/A
10. Total Miles:
11. Project Manager: 12. E-Mail:mbackmon@pwcgov.org
13. Project Information URL:
14. Projected Completion Year: 2025
15. Actual Completion Year: _ Project is ongoing. Year refers to implementation.
16. _ This project is being withdrawn from the Plan as of:
17. Total cost: $76 million
18. Remaining cost (in Thousands):
19. Funding Sources: XFederal; _ State; X Local; _ Private; _ Bonds; X Other

CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? X Yes; _ No
21. If so, describe those conditions: _XRecurring congestion; _ Non-site specific congestion; _ Frequent incident-related, non-recurring congestion; _ Other
22. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial? _ Yes; X No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? _ Yes; _ No
24. If not, please identify the criteria that exempt the project here:
    - _ The number of lane-miles added to the highway system by the project totals less than 1 lane-mile
    - _ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
    - _ The project will not allow motor vehicles, such as a bicycle or pedestrian facility
    - _ The project consists of preliminary studies or engineering only, and is not funded for construction
    - _ The project received NEPA approval on or before April 6, 1992
    - _ The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.

_ The construction costs for the project are less than $5 million.

SAFETEA-LU PLANNING FACTORS

25. Please identify any and all planning factors that are addressed by this project:

X Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

_ Increase the safety of the transportation system for all motorized and non-motorized users.

a. Is this project being proposed specifically to address a safety issue? _ Yes; X No

b. Please identify issues: _ High accident location; _ Pedestrian safety; _ Other
_ Truck or freight safety; _ Engineer-identified problem

c. Briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

_ Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.

X Increase accessibility and mobility of people and freight.

_ Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

X Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

_ Promote efficient system management and operation.

_ Emphasize the preservation of the existing transportation system.

ENVIRONMENTAL MITIGATION

26. Have any potential mitigation activities been identified for this project? _ Yes XNo

27. If yes, what types of mitigation activities have been identified?

_ Air Quality; _ Floodplains; _ Socioeconomics; _ Geology, Soils and Groundwater; Vibrations;

_ Energy; _ Noise; _ Surface Water; _ Hazardous and Contaminated Materials; _ Wetlands

INTELLIGENT TRANSPORTATION SYSTEMS

28. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? _ Yes; X No

29. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project? _ Not Started; _ Ongoing, not complete; _ Complete

30. Under which Architecture:

_ DC, Maryland or Virginia State Architecture

_ WMATA Architecture

_ COG/TPB Regional ITS Architecture

_ Other, please specify:

31. Other Comments

10. Widen VA 123 from VA 7 to I-495

1. Agency Project ID: N/A Secondary Agency:
2. Project Type: _x System Expansion; _ System Maintenance; _ Operational Program; _ Study; _ Other
   (check all that apply) _ Freeway; _x Primary; _ Secondary; _ Urban; _ Bridge; _x Bike/Ped; _x Transit; _ CMAQ; _ ITS; _ Enhancement; _ Other
3. Project Title: Widen VA 123 from VA 7, Leesburg Pike to I-495, Capital Beltway

	Prefix	Route	Name	Modifier
4. Facility:	VA	123	Chain bridge Road	
5. From (_ at):	VA	7	Leesburg Pike	
6. To:	I	495	Capital Beltway	

7. Jurisdiction(s): Fairfax County, VA
8. Description: Widen VA Route 123 from Leesburg Pike to the Capital Beltway from 6 to 8 lanes.
9. Bicycle or Pedestrian Accommodations: _ Not Included; _x Included; _x Primarily a Bike/Ped Project; _ N/A
10. Total Miles: 0.35 miles
11. Project Manager: Tad Borkowski 12. E-Mail: Tad.Borkowski@Fairfaxcounty.gov
13. Project Information URL: http://www.fairfaxcounty.gov/tysons/transportation
14. Projected Completion Year: 2021
15. Actual Completion Year: _ Project is ongoing. Year refers to implementation.
16. _ This project is being withdrawn from the Plan as of:
17. Total cost (in Thousands): $22 million
18. Remaining cost (in Thousands):
19. Funding Sources: _ Federal; _ State; _ Local; _ Private; _ Bonds; _ Other

CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? x_ Yes; _ No
21. If so, describe those conditions: x_ Recurring congestion; x_ Non-site specific congestion; _ Frequent incident-related, non-recurring congestion; _ Other
22. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial? _ Yes; x_ No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? _ Yes; _ No
24. If not, please identify the criteria that exempt the project here:
    x The number of lane-miles added to the highway system by the project totals less than 1 lane-mile
    _ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
    _ The project will not allow motor vehicles, such as a bicycle or pedestrian facility
    _ The project consists of preliminary studies or engineering only, and is not funded for construction
    _ The project received NEPA approval on or before April 6, 1992
    _ The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.

_ The construction costs for the project are less than $5 million.

SAFETEA-LU PLANNING FACTORS

25. Please identify any and all planning factors that are addressed by this project:

x_ Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

_ Increase the safety of the transportation system for all motorized and non-motorized users.

a. Is this project being proposed specifically to address a safety issue? _ Yes; x_ No

b. Please identify issues: _ High accident location; _ Pedestrian safety; _ Other
_ Truck or freight safety; _ Engineer-identified problem

c. Briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

_ Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.

_ Increase accessibility and mobility of people and freight.

_ Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

_ Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

_ Promote efficient system management and operation.

_ Emphasize the preservation of the existing transportation system.

ENVIRONMENTAL MITIGATION

26. Have any potential mitigation activities been identified for this project? _ Yes; x_No

27. If yes, what types of mitigation activities have been identified?

_ Air Quality; _ Floodplains; _ Socioeconomics; _ Geology, Soils and Groundwater; Vibrations;

_ Energy; _ Noise; _ Surface Water; _ Hazardous and Contaminated Materials; _ Wetlands

INTELLIGENT TRANSPORTATION SYSTEMS

28. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? _ Yes; x_ No

29. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project? _ Not Started; _ Ongoing, not complete; _ Complete

30. Under which Architecture:

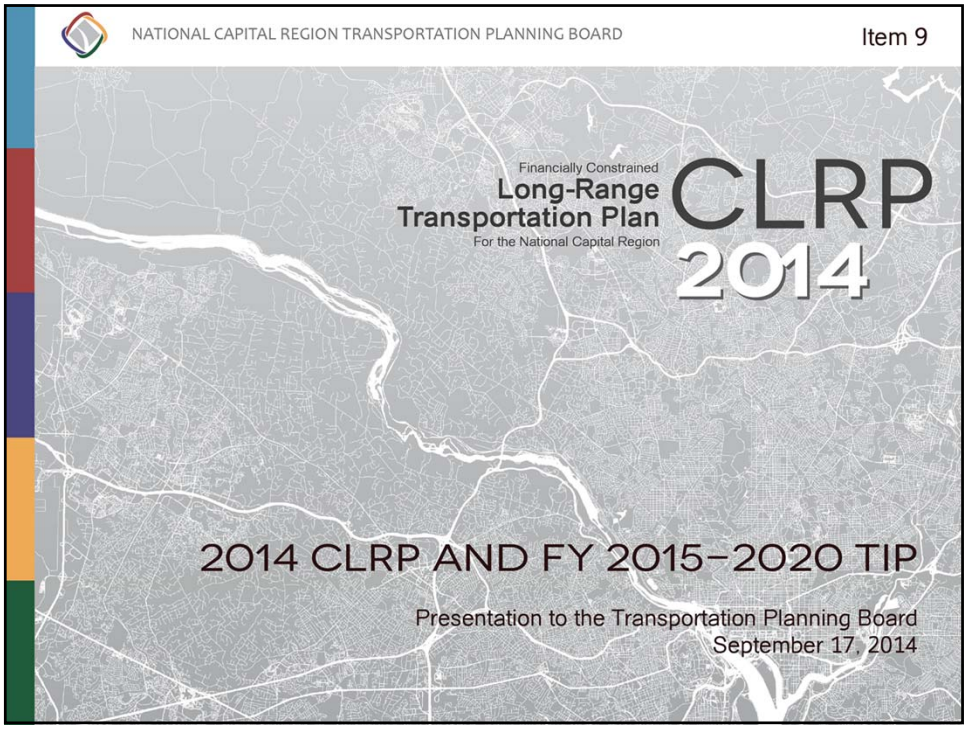
_ DC, Maryland or Virginia State Architecture

_ WMATA Architecture

_ COG/TPB Regional ITS Architecture

_ Other, please specify:

31. Other Comments



The CLRP

- Twenty-six year horizon out to 2040
- All regionally significant projects, $243 billion
  - Operations & maintenance of highways, roads, and bridges, as well as local and regional transit systems and commuter rail services - $201 billion
  - Capital improvements and expansion projects - $42 billion

2

The CLRP

- Call for Projects – November 2013
- Financial Analysis work since late 2013
- Inputs for Air Quality Conformity Analysis approved in April 2014
- Travel demand modeling and air quality analysis from April through August
- Additional Performance Analysis of CLRP since August
- Meets financial constraint requirement
- Meets air quality standards set by EPA

3

CLRP - Capital Improvements

- More than 300 CLRP projects have impacts on the region's roadways and transit networks.
- All phases and segments are listed in the 2014 CLRP and FY 2015-2020 TIP Air Quality Conformity Inputs table with details on changes
- Almost 650 additional lane-miles by 2020, and an additional 538 lane-miles by 2040
- Additional 44 miles of transit rail (Purple Line, Silver Line – Phase 2, DC & Columbia Pike streetcars) by 2020

4

CLRP - Major Projects Update

Summary of some major projects in the CLRP

- CLRP project cost estimates updated as part of Financial Analysis
- Completion dates updated in April based on best information at that time

5

CLRP - Major Projects Update

- Silver Line
  - Phase 1 operational 2014
  - Phase 2 – complete in 2016
    - $2.78 billion
- Corridor Cities Bus Rapid Transit
  - Complete 2020
  - $1.04 billion
- Purple Line
  - Complete in 2020
  - $2.37 billion

6

CLRP - Major Projects Update

- DC Streetcar Project
  - Segments complete in 2014, 2015, 2016 and 2020
  - $822 million
- Crystal City/Potomac Yards Busway
  - BRT from Crystal City to Braddock Road open 2014
  - Segment to Pentagon City Metro complete 2015
  - Crystal City Streetcar complete 2019
- Columbia Pike Streetcar
  - Complete in 2017
  - $358 million

7

CLRP - Major Projects Update

- I-270/US 15 Corridor
  - Complete 2030
  - $5.47 billion
- I-95 HOV/Bus/HOT Lanes
  - Complete 2015
  - $982 million
- South Capitol Street Bridge
  - Complete in 2015
  - $823 million

8

Major Additions and Changes for 2014

DISTRICT OF COLUMBIA

1. STREETCAR – UNION STATION TO GEORGETOWN
2. STREETCAR – M STREET SE/SW LINE
3. STREETCAR – MINNESOTA AVE. SPUR
4. REMOVAL OF PROPOSED H AND I STREETS NW PEAK-PERIOD BUS ONLY LANES (NOT MAPPED)
5. *STUDIES: MANAGED LANES ON 14TH STREET/ROCHAMBEAU BRIDGE, I-395/I-695, AND I-295*

MARYLAND

6. MARC GROWTH AND INVESTMENT PLAN (NOT MAPPED)
7. I-95/I-495 INTERCHANGE AT GREENBELT METRO STATION

VIRGINIA

8. VRE SYSTEM PLAN (NOT MAPPED)
9. WIDEN US ROUTE 1
10. ROUTE 123 WIDENING

9

1. Streetcar - Union Station to Georgetown

from H Street NE to Wisconsin Avenue NW

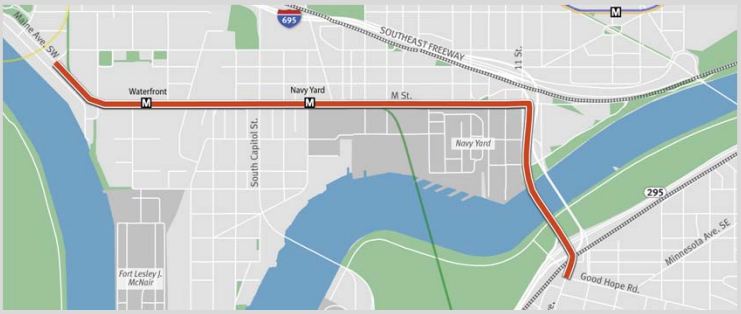
Length: 3.4 miles
Complete: 2020
Cost: $348million

Construct a streetcar line from H Street NE near Union Station, running along H Street NW to New Jersey Avenue NW, and continuing on K Street NW into Georgetown, ending at Wisconsin Avenue NW. The streetcars will travel in mixed traffic lanes through the eastern portion of the route, but will travel in dedicated transit lanes on K Street between 9th Street NW and 23rd Street NW (a project previously approved in the CLRP called the "K Street Transitway").

10

2. Streetcar - M Street SE/SW Line

Good Hope Road SE to Maine Avenue SW



Length: 3 miles
Complete: 2020
Cost: $250 million

Construct a streetcar line running from Good Hope Road SE, across the 11th Street Bridge, to M Street SE/SW, ending at Maine Avenue SW. This line will connect to the planned Anacostia Initial Streetcar Line at Good Hope Road SE.

11

3. Streetcar - Minnesota Avenue Spur

from Benning Rd. NE to Minnesota Ave. Metro Station

Length: < 1 mile
Complete: 2018
Cost: $40 million

Construct a spur from the Benning Road Streetcar Line heading north along Minnesota Ave to the Minnesota Ave Metro Station.

12

4. Removal of Proposed H and I Streets NW Peak Period Bus-Only Lanes

The approved CLRP contains two projects which proposed to implement bus-only lanes during peak periods. The H Street NW lane was planned between 17th Street NW and New York Avenue NW and the I Street NW lane was planned between 13th Street NW and Pennsylvania Avenue NW. These projects will be removed from the CLRP, pending further study.

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5. Studies: Managed Lanes on 14th Street/ Rochambeau Bridge, I-395/I-695, and I-295

A. 14th Street/Rochambeau Bridge The first study will look at converting the two northbound lanes on the 14th Street/Rochambeau Bridge to HOV 3+ during morning peak periods on weekdays and the two southbound lanes on the same facility to HOV 3+ during the evening peak period on weekdays, to mirror existing HOV lanes in Virginia. The study will also consider a subsequent conversion of the HOV lanes into HOT lanes.

B. I-395/I-695, Southeast-Southwest Freeway
The second study will look at implementing HOV lanes on the Southeast/Southwest Freeway (I-395/I-695) from the Case Bridge to the 11th Street Bridge, and subsequently converting those to HOT.

C. I-295
The third study will consider implementing HOV and then HOT lanes on I-295 from the 11th Street Bridge to the DC/Maryland Line.

Complete: 2015
Cost: $5.9 million

14

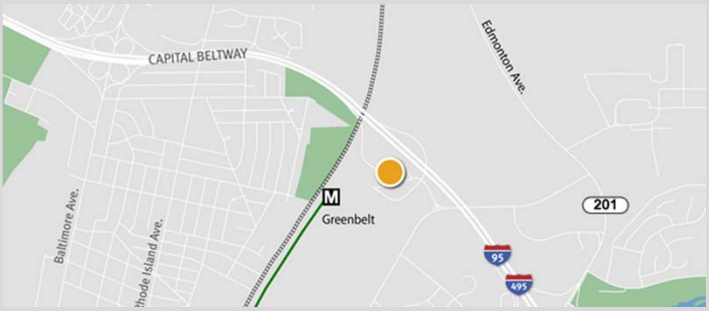
6. MARC Growth & Investment Plan

Primary objectives of the plan include providing better service for current riders and addressing existing problems with capacity, frequency and reliability. This package of projects will increase passenger-carrying capacity and increase share of trips by MARC during peak travel periods, among other benefits. The $1.295 billion shown reflects the Washington region's proposed contribution towards projects in the larger $2.3 billion Growth and Investment Plan, which also includes the Baltimore area.

Complete: 2040
Cost: $1.295 billion (Washington Region)

15

7. I-95/495 Interchange at Greenbelt Metro Station



Length: < 1 mile
Complete: 2020
Cost: $78.21 million

Construct a full interchange along I-95/I-495 at the Greenbelt Metro Station. The existing partial interchange provides access from inner loop Capital Beltway to the Greenbelt Metro Station. The project includes the addition of auxiliary lanes on I-95/I-495 between the Greenbelt metro and MD 201 interchanges.

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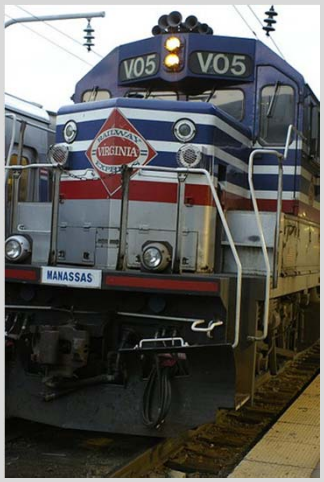
8. VRE System Plan

The Plan includes system investments and expansion of peak service on the Fredericksburg and Manassas Lines, introduction of reverse-peak service, additional mid-day service, and service extension to the Gainesville-Haymarket area of Prince William County. Major railroad capacity projects focus on the relief of key capacity bottlenecks on the VRE system, including additional track capacity in the Long Bridge corridor and completion of a third main track on the Fredericksburg Line from Alexandria to Spotsylvania County.

Complete: 2040
Cost: $997.4 million (Washington Region)

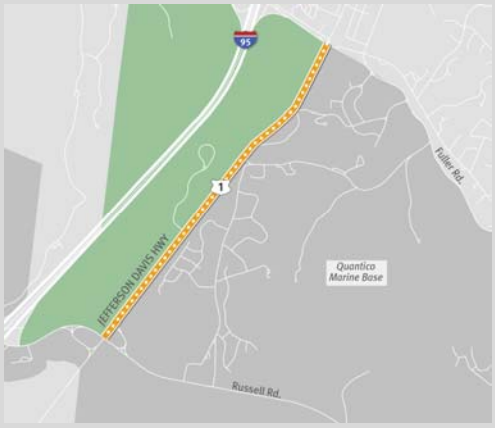


17

9. Widen US Route 1
from Fuller Road to Russell Road Interchange

Widen US 1 from Fuller Road to Russell Road from 4 to 6 lanes.

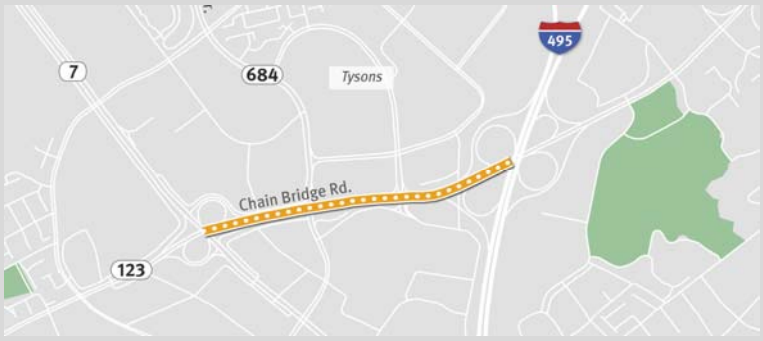
Length: 2.4 miles
Complete: 2025
Cost: $76 million



18

10. Widen VA Route 123

from VA 7, Leesburg Pike to I-495, Capital Beltway



Length: < 1 mile
Complete: 2021
Cost: $22 million

Widen VA Route 123 from Leesburg Pike to the Capital Beltway from 6 to 8 lanes.

19

FY 2015-2020 TIP

- Obligation of federal funds to state and local projects
- Covers all modes – road, transit, and bicycle/ pedestrian projects
- Capital projects, and operations and maintenance
- Snapshot of funding, constantly updated

20

FY 2015-2020 TIP

- Six year total - $17.97 billion
- Priority given to first two years of the TIP
  - $6.71 billion in FY 2015 (annual element)
  - $3.22 billion in FY 2016

Project Type	FY 2015	FY 2016	FY 17-20	Total
Roads/Bridges	$3,479	$867	$1,941	$6,035
Transit	$1,831	$1,854	$4,736	$8,423
Bike/Ped	$84	$62	$199	$344
Other	$1,315	$438	$1,162	$2,915
	$6,709	$3,221	$8,038	$17,968

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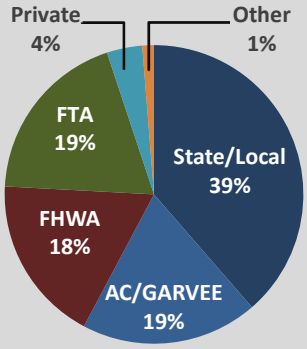
FY 2015-2020 TIP

- Six year total - $17.97 billion
- Largest share from state and local governments - $7.82 billion



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Public Comment

- The 2014 CLRP, Financial Plan, FY 2015-2020 TIP, and Air Quality Conformity Analysis will be released for a 30-day public comment period on Thursday, September 11.
- Newspaper ads placed in Washington Post (9/11), Afro-American (9/12), and El Pregonero (9/4)
- Web and Social Media:
  - www.mwcog.org/TPBcomment
  - TPBcomment@mwcog.org
  - www.mwcog.org/CLRP2014

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Schedule

- September 11 – Public comment period begins
- September 17 – TPB briefed on CLRP &TIP
- October 11 – Public comment period ends
- October 15 – TPB asked to approve CLRP and FY 2015-2020 TIP, as well as Financial Plan and Air Quality Conformity Analysis

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ITEM 10 - Information
September 17, 2014

Briefing on the Draft Air Quality Conformity Analysis
of the 2014 CLRP and FY 2015-2020 TIP

Staff Recommendation: Receive briefing on the draft air quality conformity analysis of the 2014 CLRP and FY 2015-2020 TIP.

Issues: None

Background This conformity analysis and the draft CLRP and TIP were released for public comment on September 11. The TPB will be asked to approve the conformity analysis at its October 15 meeting.

MEMORANDUM

DRAFT

September 17, 2014

To: **Transportation Planning Board**

From: **Jane Posey**
Senior Transportation Engineer

Subject: **Air Quality Conformity Analysis for the 2014 Constrained Long Range Plan (CLRP) and the FY2015-2020 Transportation Improvement Program (TIP)**

INTRODUCTION

This memo documents summary results of the air quality conformity analysis of the 2014 CLRP and FY2015-2020 TIP with respect to the following pollutants: (1) ground level ozone precursors- Volatile Organic Compounds (VOC) and Nitrogen Oxides (NOx), (2) fine particulate matter – $PM_{2.5}$ direct and $PM_{2.5}$ Precursor NOx, and (3) Wintertime Carbon Monoxide (CO). A summary description of the emissions threshold (budgets) for these pollutants is provided below.

- **Ozone Season VOC and NOx**. On May 21, 2012 EPA designated the Metropolitan Washington, DC, (DC-MD-VA) region as 'marginal' nonattainment for the 2008 ozone National Ambient Air Quality Standards (NAAQS). Under a 'marginal' designation it is not necessary to develop updated mobile budgets; however, the region must still adhere to those currently approved by EPA under the old 1997 standard. The currently approved budgets for VOC and NOx were submitted to the EPA by the Metropolitan Washington Air Quality Committee (MWAQC) in 2007, as part of an 8-hour ozone SIP, responding to the 1997 Ozone Standard, under which the region was designated as 'moderate'. On February 7, 2013 EPA found adequate the 2009 Attainment and 2010 Contingency budgets included in this SIP. The budgets are 66.5 tons/day of Volatile Organic Compounds (VOC) and 146.1 tons/day of Nitrogen Oxides (NOx) for the 2009 Attainment Plan and 144.3 tons/day of NOx for the 2010 Contingency Plan.

- **Fine Particles ($PM_{2.5}$).** On December 17, 2004 EPA designated the Metropolitan Washington, DC, (DC-MD-VA) region as nonattainment for the 1997 Fine Particles NAAQS. The region developed and submitted an Attainment SIP with motor vehicle emissions budgets for $PM_{2.5}$ direct and $PM_{2.5}$ Precursor NOx. On January 12, 2009, however the EPA determined that the region had attained the 1997 $PM_{2.5}$ NAAQS and issued a clean data determination for the area. The region subsequently withdrew the $PM_{2.5}$ Attainment SIP and decided to seek redesignation as a Maintenance Area for the 1997 $PM_{2.5}$ Fine Particles NAAQS. On May 22, 2013 MWAQC approved a $PM_{2.5}$ Redesignation Request and a Maintenance Plan for the Washington region. This Maintenance Plan includes forecast year mobile budgets for $PM_{2.5}$ direct and $PM_{2.5}$ Precursor NOx for 2017 and 2025. On April 28, 2014, EPA found these mobile budgets adequate for use in conformity analyses, with an effective date of May 13, 2014, so these budgets will be used for the first time officially in

the conformity analysis of the 2014 CLRP. The Maintenance Plan includes two tiers of mobile budgets. Tier 1 budgets were based on mobile emission inventory projections for 2017 and 2025, and are applicable with EPA's adequacy finding. Tier 2 budgets were developed by adding a 20% buffer to the mobile emission inventory projections for 2017 and 2025. The Tier 2 mobile budgets will become effective if it is determined that technical uncertainties primarily due to model changes and to vehicle fleet turnover, which may affect future motor vehicle emissions inventories, lead to motor vehicle emissions estimates above the Tier 1 budgets. The determination to use the Tier 2 budgets will be made through the interagency consultation process. Tier 1 mobile budgets are 1,787 tons/year for 2017 $PM_{2.5}$ direct, 1,350 tons/year for 2025 $PM_{2.5}$ direct, 41,709 tons/year for 2017 $PM_{2.5}$ Precursor NOx, and 27,400 tons/year for 2025 $PM_{2.5}$ Precursor NOx. Tier 2 mobile budgets are 2,144 tons/year for 2017 $PM_{2.5}$ direct, 1,586 tons/year for 2025 $PM_{2.5}$ direct, 50,051 tons/year for 2017 $PM_{2.5}$ Precursor NOx, and 32,880 tons/year for 2025 $PM_{2.5}$ Precursor NOx.

- **Wintertime CO.** The region is designated as a Maintenance Area for mobile source wintertime CO, and is required to show that CO emissions from on-road mobile sources do not exceed the approved budget of 1671.5 tons/day.

The regional air quality conformity analysis of the projects and programs in the 2014 CLRP and FY2015-2020 TIP shows that mobile emissions are within the mobile budgets for all analysis years for all pollutants.

The results, based upon analyses contained in the full technical report, of the Air Quality Conformity Analysis of the 2014 Constrained Long Range Plan and FY2015-2020 Transportation Improvement Program for the Washington Metropolitan Region, were released for public comment and interagency consultation on September 11, 2014. The public comment period ends on October 11, 2014.

BACKGROUND

The Transportation Planning Board (TPB) approved the Scope of Work and project submissions for the 2014 CLRP and FY2015-2020 TIP air quality conformity analysis on April 16, 2014.

Key technical inputs and tools include:

- New Cooperative Land Activity Forecasts- Round 8.3
- New Project and Updates to Existing Project Submissions
- The Version 2.3.57 Travel Demand Model including a 3722 Transportation Analysis Zones (TAZ) area system
- 2011 Vehicle Registration Data with an updated vehicle population forecasting methodology
- EPA's MOVES 2010a Emissions Estimation Model
- Updated MOVES Inputs: fuel supply and formulation, Meteorology, and Inspection & Maintenance Program data

WORK ACTIVITIES

Inventories were developed for each pollutant for five forecast years (2015, 2017, 2025, 2030 and 2040). Ozone season pollutants (VOC and NOx) and wintertime CO are inventoried for average weekday conditions, and $PM_{2.5}$ precursor NOx and $PM_{2.5}$ direct are inventoried to reflect

emissions on a yearly total basis. These inventories address a primary conformity assessment criterion to demonstrate that emissions associated with the plan do not exceed the SIP budgets approved or found adequate for use in regional air quality conformity analyses.

CLRP Projects

Attachment A lists the major changes to the conformity project inputs since the 2013 CLRP. A complete list of highway and transit projects with updates as approved by the TPB included in the conformity analysis is shown in Appendix B of the full technical report.

Land Activity Forecasts

The COG Board approved the draft Round 8.3 Cooperative Forecasts for use in the air quality conformity analysis of the 2014 CLRP and FY2015-2020 TIP in February, 2014. This update from Round 8.2 includes changes in the District, as well as Frederick, Fairfax, Loudoun, and Prince William counties. Generally Round 8.3, has slightly higher region-wide projections of households, population, and employment by 2040 when compared to Round 8.2. It also includes updates from the Baltimore region (BMC Round 8) for Anne Arundel, Howard, and Carroll counties. Attachment B shows a summary of the Round 8.3 data.

Travel Modeling Process

Travel demand forecasts were developed for each of the analysis years using the Version 2.3.57 travel demand model. Exhibit 1 presents the geographic areas for travel modeling and for emissions reporting for each pollutant. Exhibit 2 presents the resulting average weekday transit trips, vehicle trips, and Vehicle Miles Travelled (VMT) results through time for each conformity analysis year, for the full modeled area.

MOVES

MOVES (MOtor Vehicle Emissions Simulator) is a software program developed by the US Environmental Protection Agency (EPA) to estimate air pollution emissions from on-road mobile sources. Officially released in 2010, the MOVES model version, MOVES2010, replaced the previous on-road emissions model, MOBILE6.2. MOVES2010a, a subsequent release of the program, was used in this conformity analysis, as it was for the conformity analysis of the 2013 CLRP.

MOVES Inputs

Inputs to the MOVES model include both transportation and environmental data. Transportation data include travel information from the travel demand model, such as VMT and speed distributions. They also include vehicle population data, which is derived from Vehicle Identification Number (VIN) based registration records from the District, Maryland, and Virginia Departments of Motor Vehicles (DMV). Environmental data include fuel supply and formulation, meteorology data, and state Inspection and Maintenance (I/M) program information.

Outputs from the travel demand model served as inputs to the MOVES model after a post-model

processing phase in order to be become MOVES-compatible. Average annual weekday VMT and trip data generated by the travel demand model are adjusted by a post processor to create annual county-level VMT estimates for the MOVES model. VMT are defined as Annual VMT and VMT by facility type. The annual VMT for MOVES input is based on 6 HPMS vehicle types. The VMT by facility type is stratified by MOVES vehicle type (13 categories) and road type (5 categories). Average vehicle speeds are stratified by vehicle type, road type, time of day, and type of day (i.e. weekday vs. weekend). Bus VMT and Auto Access to Transit VMT are added into the mix.

The 2011 VIN vehicle population profile – consisting of age and vehicle type distributions -- served as the basis to develop future year vehicle population distributions. Trendlines, which were derived from actual vehicle population data from the period 1975-2011, served as the basis for developing total vehicle population projections – by jurisdiction -- for the analysis years. As a departure from previous conformity cycles, future year vehicle population projections are no longer derived using growth rates; instead, they are derived directly from the trendlines' equations. The updated methodology is documented in a separate brief technical memorandum, which is available for review.

Inputs related to fuel supply and formulation and Inspection/Maintenance programs are provided directly from the state air agencies in MOVES format through the MWCOG Department of Environmental Programs (DEP). Meteorology inputs are developed by the MWCOG/DEP staff and supplied as hourly records of temperature and relative humidity in MOVES format.

As part of the 2014 CLRP conformity analysis, meteorology data for the Fine Particles' analyses was updated – from what was used during the 2013 CLRP conformity analysis -- in order to be consistent with what was used in the $PM_{2.5}$ Maintenance Plan since the recently found adequate $PM_{2.5}$ mobile budgets now apply for conformity. In addition, the state air agencies provided updated Inspection/Maintenance and fuel inputs updates reflecting Tier III-related gasoline sulfur content reductions, a change to Reid Vapor Pressure (RVP) data for Maryland jurisdictions, and a technical correction in the data for the Maryland jurisdictions.

Mobile Emissions Inventories

Ozone Season and Wintertime CO – Daily Emissions

Ozone season emissions totals are illustrated in Exhibits 3 and 4. Wintertime CO emissions totals are shown in Exhibit 7. The emissions are shown in relation to the approved mobile budget for each pollutant. Ozone Season emissions reductions through time are attributed to cleaner vehicles and fuel standards, including Tier 2 federal standards, Tier 3 fuel formulation, and related emissions reductions/control programs. Tier 3 engine improvements are not included in this conformity analysis because MOVES2010a cannot account for those reductions. The Tier 3 engine improvements will be included once the region adopts MOVES2014 for used in conformity analyses.

$PM_{2.5}$ – Yearly Emissions

$PM_{2.5}$ direct and $PM_{2.5}$ Precursor NO_x emissions totals are illustrated in Exhibits 5 and 6. The $PM_{2.5}$ direct and $PM_{2.5}$ Precursor NOx emissions are shown in relation to the Tier 1 level mobile budgets contained in the region's $PM_{2.5}$ Maintenance SIP. The Tier 2 level mobile budgets for these pollutants are available for conformity on an as/if needed basis. Current analysis indicates

no such need and, as such, Tier 1 level budgets are in effect and are the only ones included on the graphs. The emissions reductions through time are attributed to cleaner vehicles and fuel standards, including Tier 2 federal standards, Tier 3 fuel formulation, and the heavy duty engine rule.

Emissions Inventories vs. Budgets
Exhibits 3-7 display net emissions for each forecast year. The charts show that the mobile emissions are within the mobile budgets for ozone season pollutants, fine particles pollutants, and Wintertime CO for all forecast years.

TERMs

Transportation Emission Reduction Measures (TERMs) are strategies or actions that the TPB and/or its member agencies can employ to offset increases in emissions from mobile sources. All TERMs are intended to reduce motor vehicle emissions by reducing either the number of vehicle trips (VT), vehicle miles traveled (VMT), or both. These strategies may include ridesharing and telecommuting programs, improved transit and bicycling facilities, clean fuel vehicle programs or other possible actions.

TERMs analyzed for the 2014 CLRP conformity analysis were grouped into four categories:

- TPB Commuter Connections Program
- Regional Incident Management Program
- Pedestrian Facilities Expansions & Enhancements
- Freeform Carpooling (Slug Lots)

Exhibit 7 lists the emission reduction potential of these TERMs, by pollutant, for each analysis year. The benefits of these projects are not included in the emissions totals in this report, but are available, if necessary, to ensure that regional emissions stay below the approved motor vehicle emissions budgets and also help offset future growth in mobile emissions.

COMMENTS / RESPONSE TO COMMENTS

SUMMARY

The analytical results described in this air quality analysis provide a basis for a determination by the TPB of conformity of the 2014 CLRP and FY2015-2020 TIP.

Following: Exhibits 1- 8
Attachments A - B

EXHIBIT 1
Washington, D.C.- Maryland - Virginia
Planning Areas

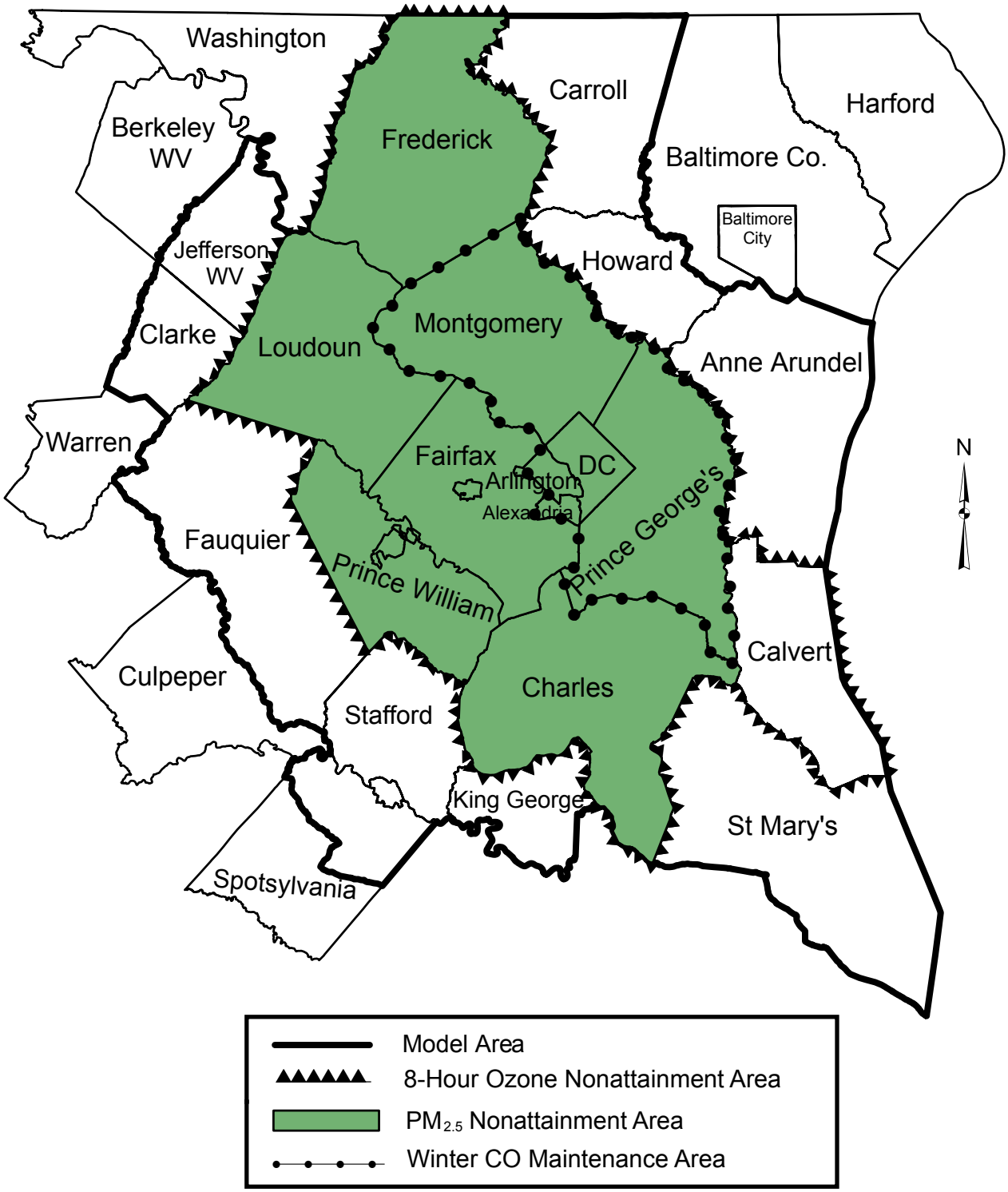


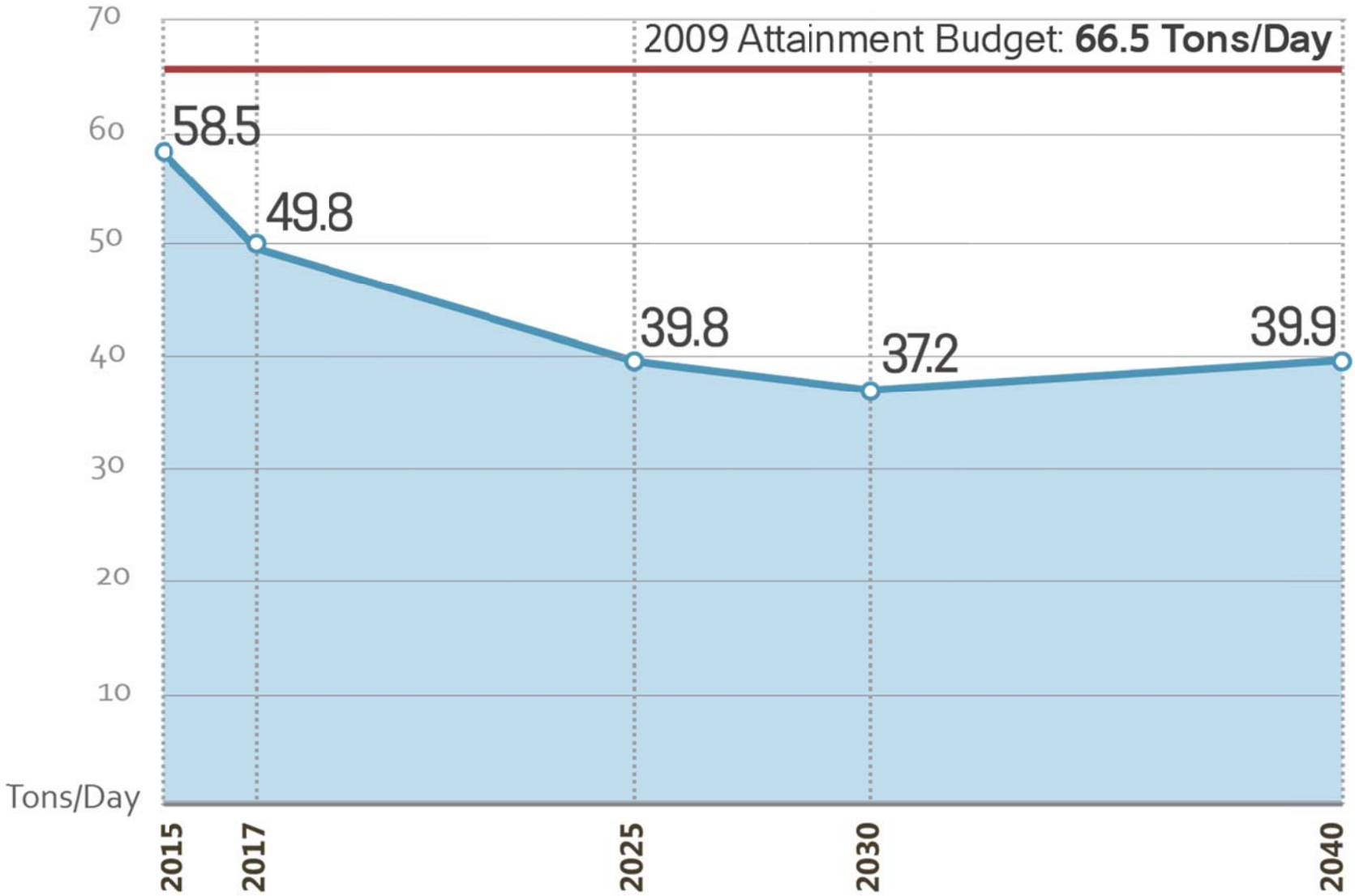
EXHIBIT 2

AIR QUALITY CONFORMITY
Travel Demand Summary
Modeled Area Trips and Vehicle Miles Traveled (000's)
Average Weekday Traffic (AWDT)

	2015	2017	2025	2030	2040
Transit Trips	1,175.1	1,235.9	1,399.9	1,450.1	1,548.0
Vehicle Trips	16,847.4	17,168.1	18,471.2	19,208.0	20,438.0
VMT	167,728.8	171,082.0	186,310.1	194,932.0	207,557.3

NOTE: The Mobile Budget shown was developed in 2007, as part of the 8-Hour Ozone SIP, in response to the 1997 Ozone Standard. This budget, as the most current approved by EPA, is required for use in any conformity analysis assessing ozone season pollutants.

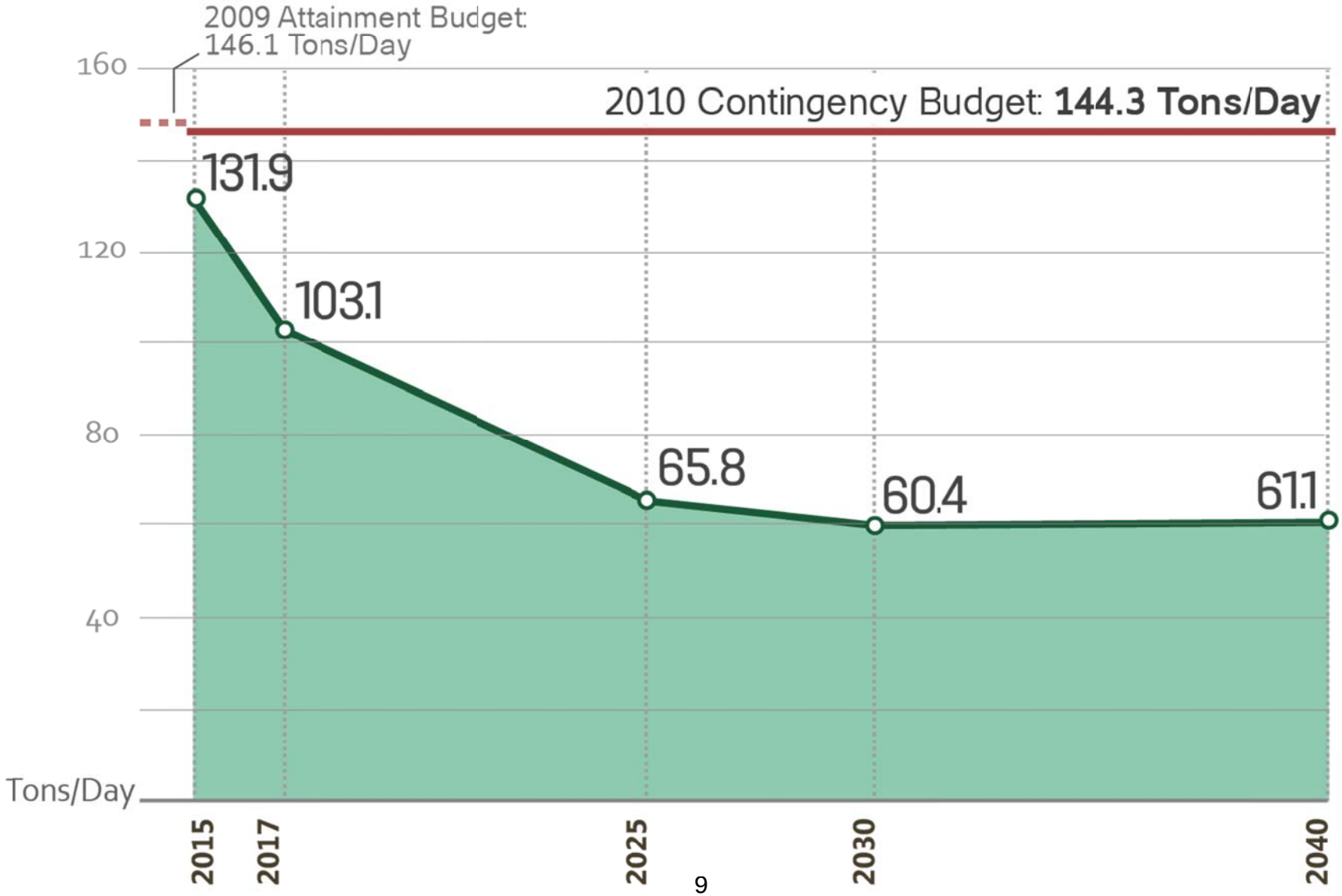
EXHIBIT 3
AIR QUALITY CONFORMITY
2014 CLRP & FY2015-2020 TIP
Mobile Source Emissions
Ozone Season VOC



TCMs and TERMS are not included in totals.

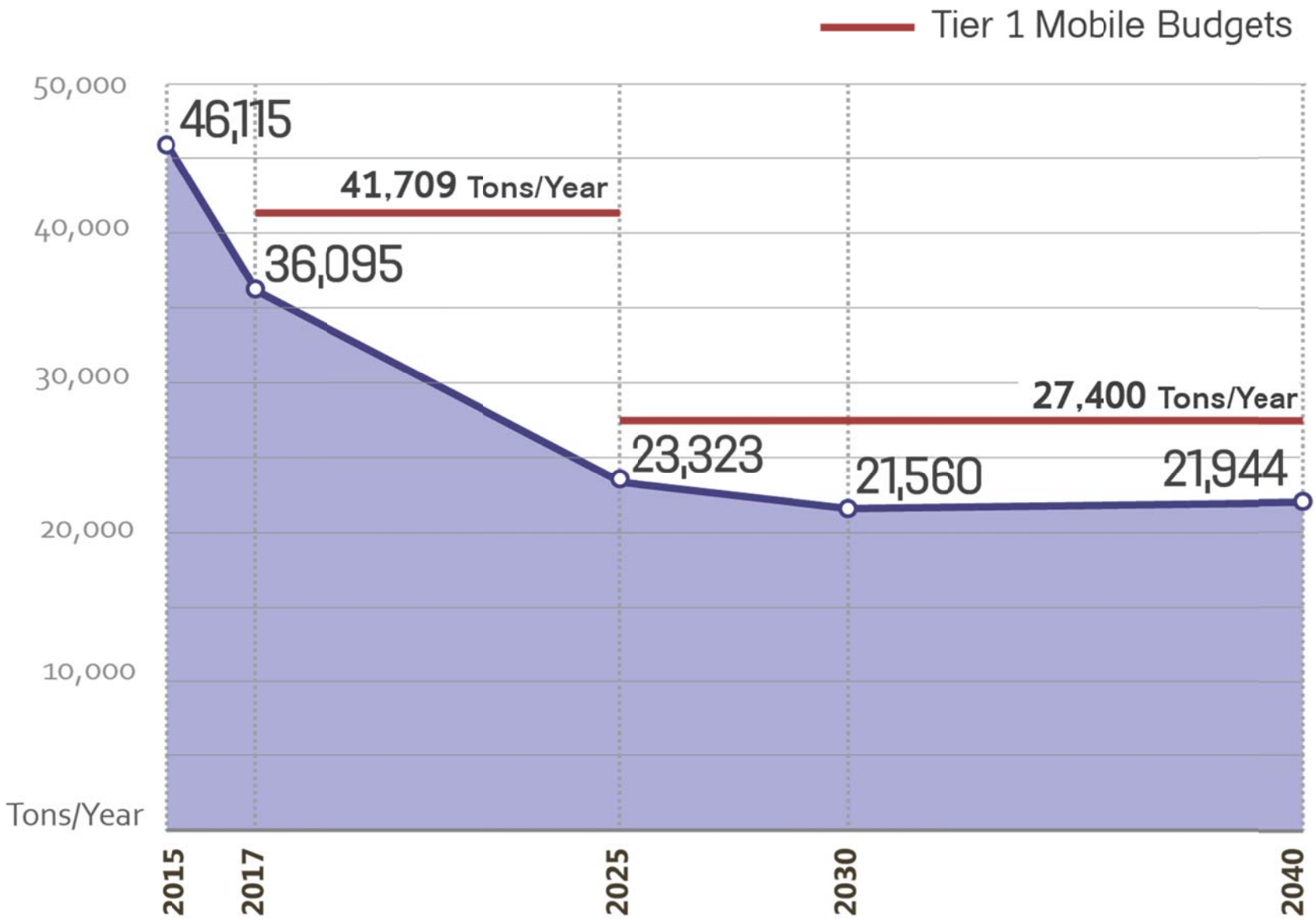
NOTE: The Mobile Budgets shown were developed in 2007, as part of the 8-Hour Ozone SIP, in response to the 1997 Ozone Standard. These budgets, as the most current approved by EPA, are required for use in any conformity analysis assessing ozone season pollutants.

EXHIBIT 4
AIR QUALITY CONFORMITY
2014 CLRP & FY2015-2020 TIP
Mobile Source Emissions
Ozone Season NOx



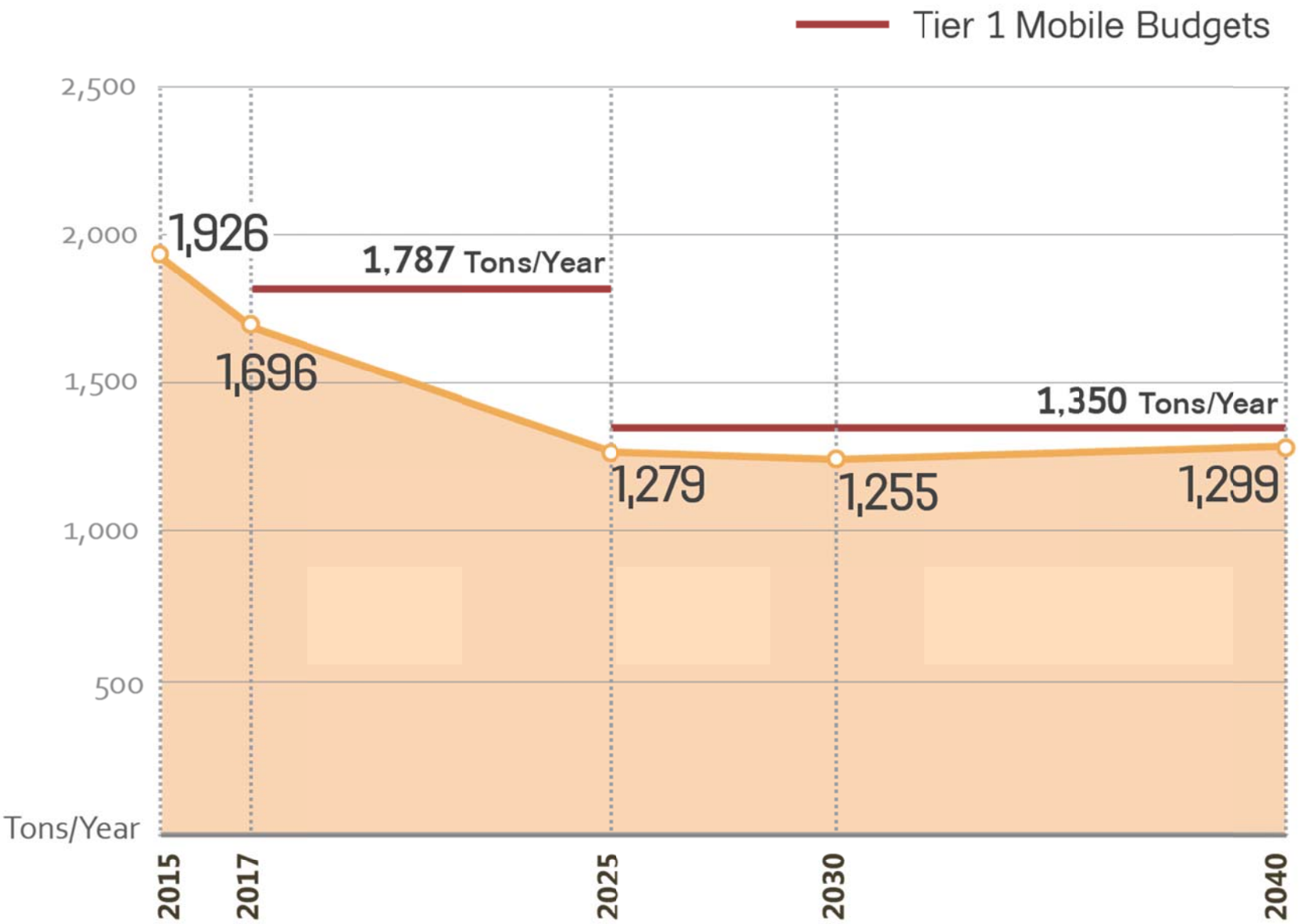
TCMs and TERMS are not included in totals.

EXHIBIT 5
AIR QUALITY CONFORMITY
2014 CLRP & FY2015-2020 TIP
Mobile Source Emissions
$PM_{2.5}$ Precursor NOx



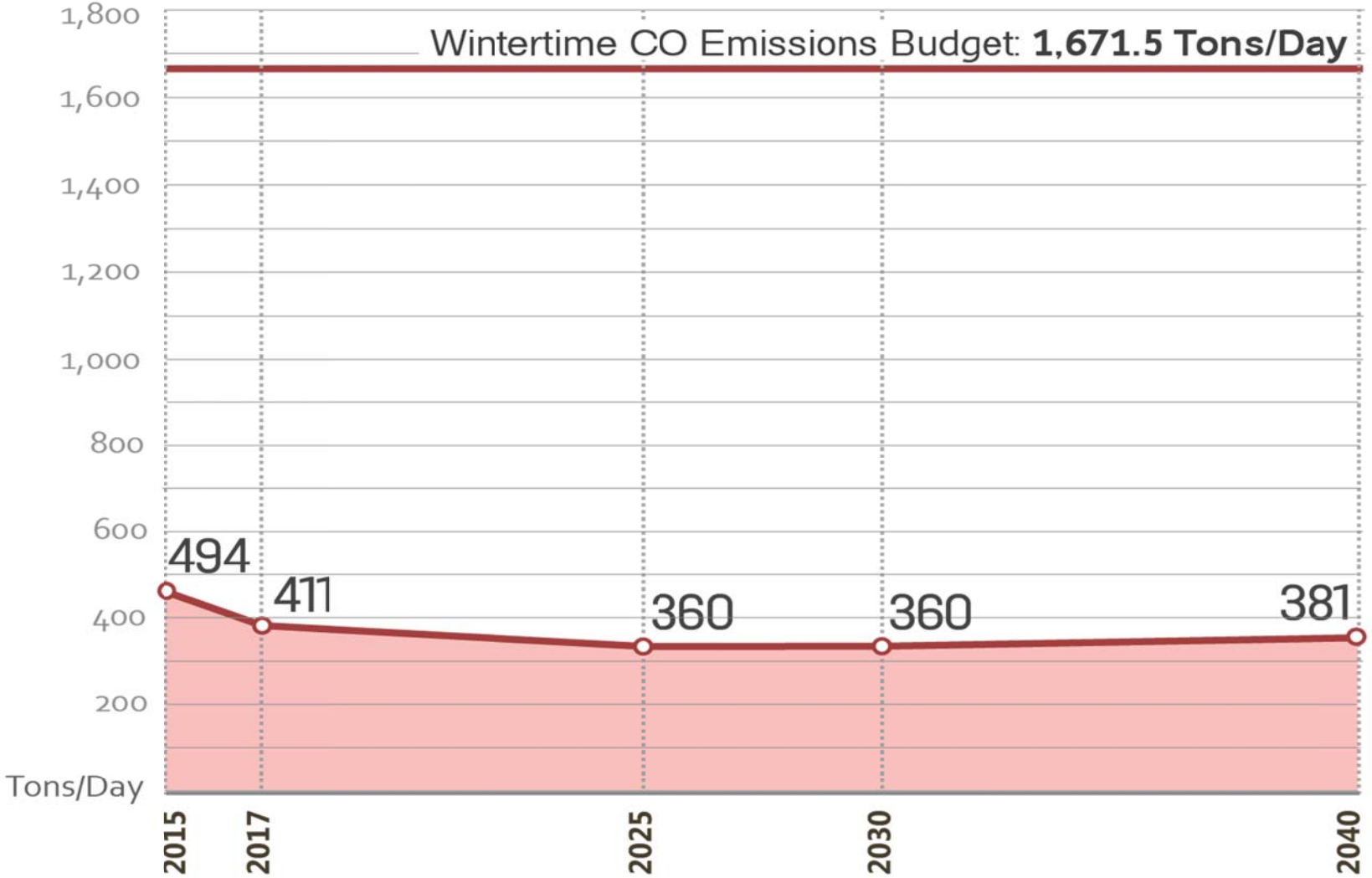
TCMs and TERMS are not included in totals.

EXHIBIT 6
AIR QUALITY CONFORMITY
2014 CLRP & FY2015-2020 TIP
Mobile Source Emissions
$PM_{2.5}$ Direct



TCMs and TERMS are not included in totals.

EXHIBIT 7
AIR QUALITY CONFORMITY
2014 CLRP & FY2015-2020 TIP
Mobile Source Emissions
Wintertime CO



TCMs and TERMS are not included in totals.

EXHIBIT 8

2014 CLRP
TRANSPORTATION EMISSIONS REDUCTION MEASURES
SUMMARY TABLE

REGIONAL EMISSIONS REDUCTIONS- ALL TERMS COMBINED					
Years/Pollutants	**Ozone - VOC**	**Ozone - NOx**	**PM2.5 Direct**	**Precursor NOx**	**Winter CO**
	(tons/day)	(tons/day)	(tons/year)	(tons/year)	(tons/day)
2015	0.06	0.10	1.11	26.72	1.07
2017	0.07	0.10	1.42	27.53	1.30
2025	0.10	0.11	2.32	30.43	2.14
2030	0.12	0.13	2.99	34.63	2.74
2040	0.19	0.19	4.56	49.88	4.23

NOTE: Benefits from these TERMs are not included in the emissions totals in this conformity analysis.

ATTACHMENT A

Major Additions and Changes to the 2014 Update to the Financially Constrained Long-Range Transportation Plan

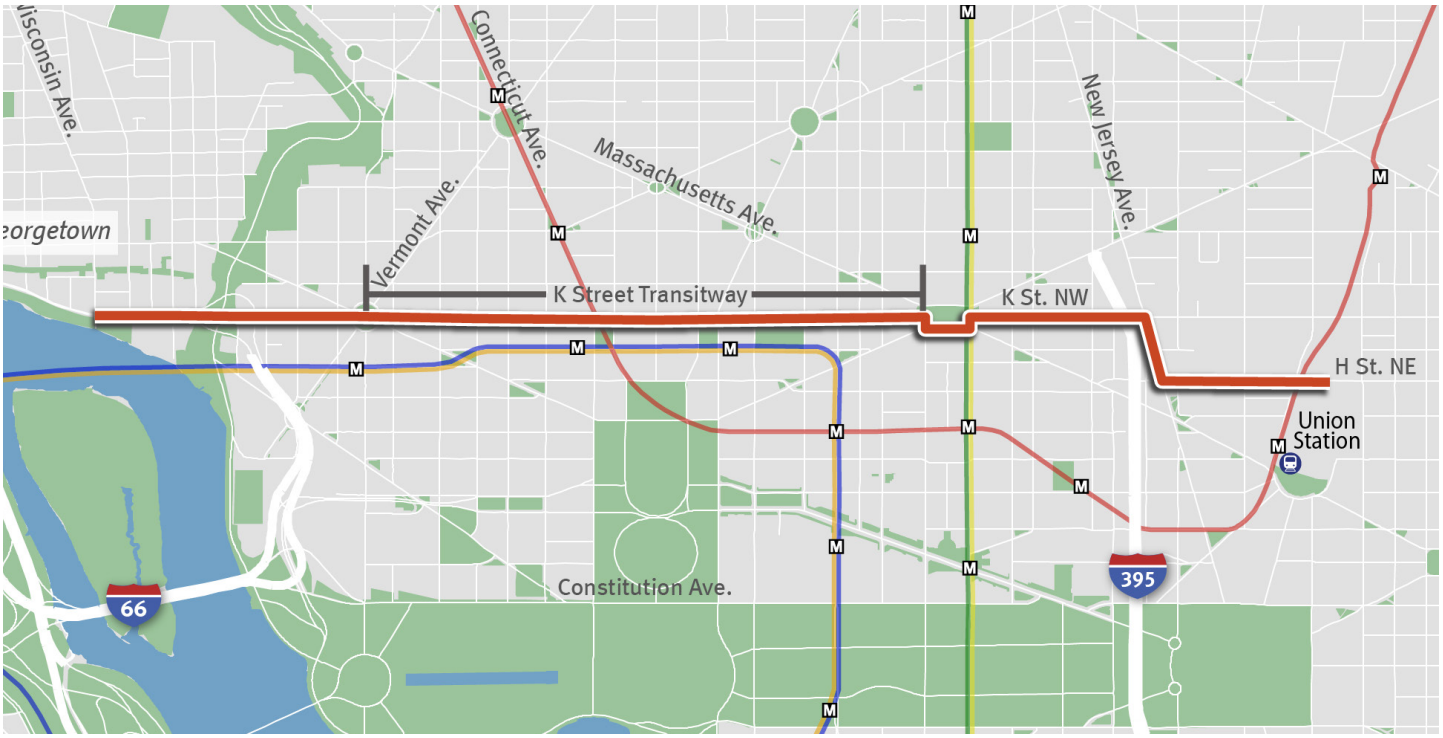
District of Columbia

1. Union Station to Georgetown Streetcar Line from H Street NE to Wisconsin Avenue NW

Length: 3.4 miles

Complete: 2020

Cost: $348 million



Construct a streetcar line from H Street NE near Union Station, running along H Street NW to New Jersey Avenue NW, and continuing on K Street NW into Georgetown, ending at Wisconsin Avenue NW. This line will connect to the H Street NE – Benning Road line, already under construction. The streetcars will travel in mixed traffic lanes through the eastern portion of the route, but will travel in dedicated transit lanes on K Street between Mount Vernon Square/9th Street NW and Washington Circle/23rd Street NW (a project previously approved in the CLRP called the "K Street Transitway").

See CLRP Project Description Form in Attachment A for more information.

2. M Street Southeast/Southwest Streetcar Line from Good Hope Road SE to Maine Avenue SW

Length: 3 miles

Complete: 2020

Cost: $250 million

Construct a streetcar line running from Good Hope Road SE, across the 11th Street Bridge, to M Street SE/SW, ending at Maine Avenue SW. This line will connect to the planned Anacostia Initial Streetcar Line at Good Hope Road SE.

See CLRP Project Description Form in Attachment A for more information.

3. Benning Road Streetcar Spur from Benning Road to Minnesota Avenue Metro Station

Length: < 1 mile

Complete: 2018

Cost: $40 million

Construct a spur from the Benning Road Streetcar Line heading north along Minnesota Ave to the Minnesota Avenue Metro Station.

4. Removal of Proposed H and I Streets NW Peak Period Bus-Only Lanes

The approved CLRP contains two projects which proposed to implement bus-only lanes during peak periods. The H Street NW lane was planned between 17th Street NW and New York Avenue NW and the I Street NW lane was planned between 13th Street NW and Pennsylvania Avenue NW. These projects will be removed from the CLRP, pending further study.

5. *Studies: Managed Lanes on 14th Street/Rochambeau Bridge, I-395/I-695, and I-295*

Length: ≈9 miles

Complete: 2015

Cost: $5.9 million

A. 14th Street/Rochambeau Bridge

The first study will look at converting the two northbound lanes on the 14th Street/ Rochambeau Bridge to High Occupancy Vehicle (HOV 3+) during the morning peak period on weekdays and the two southbound lanes on the same facility to HOV 3+ during the evening peak period on weekdays, to mirror existing HOV operations in Virginia. The existing four northbound lanes on the Arland Williams, Jr. Bridge and four southbound lanes on the George Mason Memorial Bridge would remain as general purpose lanes. The study will also consider a subsequent conversion of the HOV lanes into High Occupancy/Toll (HOT) lanes.

B. I-395/I-695, Southeast-Southwest Freeway

The second study will look at implementing HOV lanes on the Southeast/Southwest Freeway (I-395/I-695) from the Case Bridge to the 11th Street Bridge, and subsequently converting those to HOT.

C. I-295

The third study will consider implementing HOV and then HOT lanes on I-295 from the 11th Street Bridge to the DC/Maryland Line.

See CLRP Project Description Forms in Attachment A for more information.

Maryland

6. MARC Growth and Investment Plan

Complete: 2040

Cost: $1.295 billion (Washington region)

MDOT is including $1.06 billion of project improvements for MARC as identified in the MARC Growth and Investment Plan. The MARC Growth and Investment Plan is a multi-phased, multi-year plan to increase the capacity of MARC, Maryland's commuter rail system. MARC is a key component of Maryland's commuter network providing rail service for more than 30,000 commuters a day traveling between Washington's Union Station and northern, central and western Maryland.

Primary objectives of the plan include providing better service for current riders and addressing existing problems with capacity, frequency and reliability. This package of projects will increase passenger-carrying capacity and increase share of trips by MARC during peak travel periods, among other benefits. The $1.295 billion shown reflects the Washington region's proposed contribution towards projects in the larger $2.3 billion Growth and Investment Plan, which also includes the Baltimore area.

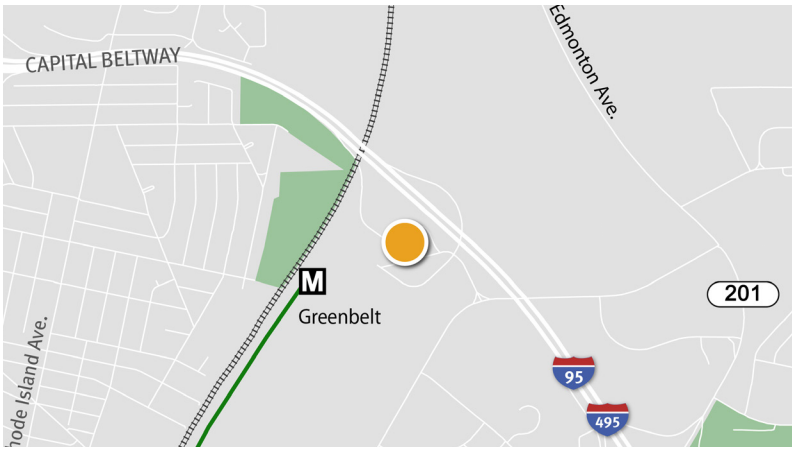
7. I-95/495 Interchange at Greenbelt Metro Station

Length: <1 mile

Complete: 2020

Cost: $78.21 million

Construct a full interchange along I-95/I-495 at the Greenbelt Metro Station. The existing partial interchange provides access from the inner loop of the Capital Beltway to the Greenbelt Metro Station. The project includes the addition of auxiliary lanes on I-95/I-495 between the Greenbelt metro and MD 201 interchanges.



See CLRP Project Description Form in Attachment A for more information.

Virginia

8. Virginia Railway Express System Plan

Cost: 2040

Cost: $977.4 million

The VRE System Plan provides a framework for VRE service expansion through 2040. The Plan includes system investments and expansion of peak service on the Fredericksburg and Manassas Lines, introduction of reverse-peak service, additional mid-day service, and service extension to the Gainesville-Haymarket area of Prince William County. Major railroad capacity projects focus on the relief of key capacity bottlenecks on the VRE system, including additional track capacity in the Long Bridge corridor and completion of a third main track on the Fredericksburg Line from Alexandria to Spotsylvania County.

The VRE System Plan outlines capital investments totaling $3.2 billion to implement plan recommendations. It builds upon prior VRE growth plans included in the CLRP financial analysis and transit-modeling assumptions proposed for implementation by 2020, for which funding has been identified. Funding for projected VRE station, yards and equipment needs through 2040 has also been identified and is reflected in the $977 million CLRP project cost. Full funding for long-term system investments in railroad capacity, including the expansion of the Long Bridge and Fredericksburg Line third main track, and service enhancements such as reverse-peak service, additional mid-day trains or the future run-through of VRE and MARC trains has not been identified. Those recommendations are included for information purposes. As funding is identified for those initiatives they will be added to the CLRP and air quality conformity analysis.

9. Widen US 1 from Fuller Road to Russell Road Interchange

Length: 2.38 miles

Complete: 2025

Cost: $76 million

Widen US 1 from Fuller Road to Russell Road from 4 to 6 lanes.

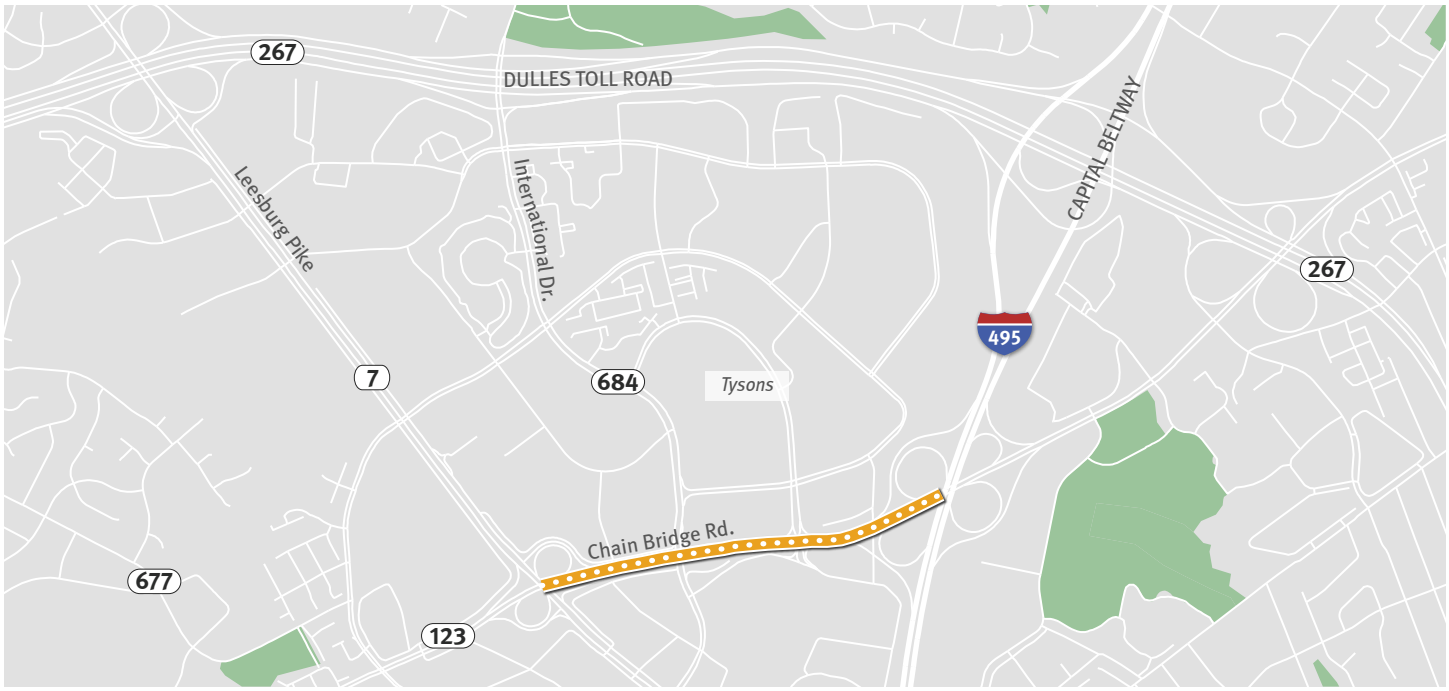
See CLRP Project Description Form in Attachment A for more information.

10. Widen VA 123 from VA 7, Leesburg Pike to I-495, Capital Beltway

Length: <1 mile

Complete: 2021

Cost: $22 million



Widen VA Route 123 from Leesburg Pike to the Capital Beltway from 6 to 8 lanes.

See CLRP Project Description Form in Attachment A for more information.

ATTACHMENT B

HOUSEHOLD DATA

TPB PLANNING AREA:	2015	2017	2020	2025	2030	2040
D.C.	287,112	294,489	305,550	323,191	340,307	370,758
MONTGOMERY	377,524	385,296	396,955	414,873	434,767	460,161
PR.GEORGES	323,364	328,465	336,107	348,307	359,878	379,020
ARLINGTON	105,692	108,296	112,211	117,332	121,383	128,605
ALEXANDRIA	72,306	74,175	76,978	81,352	84,717	94,890
FAIRFAX	412,183	419,165	429,673	455,610	478,867	523,521
LOUDOUN	122,644	129,391	139,505	151,558	158,142	164,297
PR. WILLIAM	166,083	172,975	183,321	197,890	210,450	229,944
FREDERICK	89,935	92,546	96,471	103,944	111,118	123,247
CHARLES	57,528	60,235	64,299	70,833	75,847	85,901
SUBTOTAL	2,014,371	2,065,033	2,141,070	2,264,890	2,375,476	2,560,344
ADDITIONAL COUNTIES:						
HOWARD	116,453	120,597	126,806	133,807	137,635	140,696
ANNE ARUNDEL	206,441	209,268	213,504	220,567	227,628	241,619
CALVERT	34,298	34,991	36,027	37,374	38,348	40,301
CARROLL	64,142	64,972	66,219	68,025	69,692	72,853
FREDERICKSBURG (VA) &N. SPOTSYLVANIA	47,742	49,894	53,122	57,878	62,604	69,306
CLARKE&JEFFERSON	29,378	30,455	32,064	34,783	37,347	42,371
FAUQUIER	25,337	25,981	26,954	28,616	30,272	33,801
K. GEORGE	9,808	10,379	11,237	12,808	14,366	17,142
ST. MARY'S	44,443	46,408	49,352	53,960	58,143	66,509
STAFFORD	49,673	52,815	57,533	65,473	73,367	87,670
SUBTOTAL	627,715	645,760	672,818	713,291	749,402	812,268
TOTAL	2,642,086	2,710,793	2,813,888	2,978,181	3,124,878	3,372,612

SOURCE:

- MWCOG Round 8.3 Cooperative Forecasts
- BMC Round 8 Cooperative Forecasts
- George Washington Regional Commission / Federicksburg Area MPO February 2013
  TAZ Refinements of the January 2012 GWRC/FAMPO Long-Range Transportation Plan
  Update Control Estimates and Forecasts for City of Fredericksburg, King George, Spotsylvania and Stafford Counties
- Tri-County Council for Southern Maryland data for Calvert, Charles and St. Mary's
- COG/TPB Staff used Virginia Employment Commission Population Projections, February 2013 for Clark and Fauquier
- COG/TPB Staff used West Virginia University Population Projections, February 2013 for Jefferson County

EMPLOYMENT DATA

TPB PLANNING AREA:	2015	2017	2020	2025	2030	2040
D.C.	814,957	833,701	861,814	905,846	944,096	1,001,814
MONTGOMERY	532,004	544,949	564,377	598,824	635,264	715,121
PR.GEORGES	356,958	365,324	377,879	403,134	427,514	497,652
ARLINGTON	247,460	258,989	276,281	292,078	303,044	308,830
ALEXANDRIA	110,248	112,872	116,812	131,152	149,552	167,598
FAIRFAX	693,803	719,557	758,260	814,740	866,739	930,665
LOUDOUN	163,850	177,217	197,265	224,249	248,803	278,216
PR. WILLIAM	163,423	172,538	186,215	207,340	230,047	278,151
FREDERICK	102,014	103,707	106,242	109,802	114,558	125,556
CHARLES	68,439	69,758	71,731	74,731	77,537	83,138
SUBTOTAL	3,253,156	3,358,612	3,516,876	3,761,896	3,997,154	4,386,741
ADDITIONAL COUNTIES:						
HOWARD	172,819	178,098	186,021	199,221	212,413	229,066
ANNE ARUNDEL	321,519	328,912	339,998	353,529	367,834	398,632
CALVERT	41,059	42,422	44,457	46,258	47,159	48,955
CARROLL	67,946	69,081	70,781	72,933	75,219	79,383
FREDERICKSBURG (VA) &N. SPOTSYLVANIA	78,759	81,609	85,881	92,897	99,865	116,175
CLARKE & JEFFERSON	27,533	28,329	29,530	31,348	33,052	36,300
FAUQUIER	29,270	30,016	31,135	33,071	34,996	39,086
K. GEORGE	17,804	18,433	19,377	20,947	22,490	25,747
ST. MARY'S	64,083	65,350	67,268	70,093	71,969	75,862
STAFFORD	52,681	54,970	58,399	64,304	70,170	84,159
SUBTOTAL	873,473	897,220	932,847	984,601	1,035,167	1,133,365
TOTAL	4,126,629	4,255,832	4,449,723	4,746,497	5,032,321	5,520,106

SOURCE:

- MWCOG Round 8.3 Cooperative Forecasts
- BMC Round 8 Cooperative Forecasts
- George Washington Regional Commission / Federicksburg Area MPO February 2013
  TAZ Refinements of the January 2012 GWRC/FAMPO Long-Range Transportation Plan
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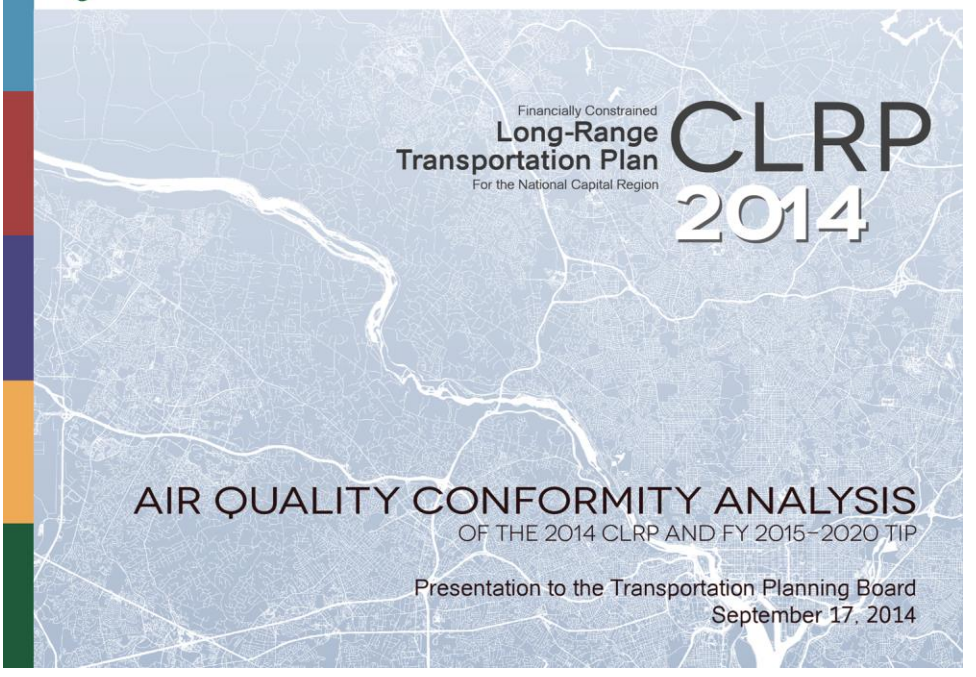
- COG/TPB Staff used West Virginia University population projections, February 2013 for Clark and Fauquier Counties
- COG/TPB Staff used West Virginia University population projections, February 2013 for Jefferson County

NOTE: Includes Census Adjustment



Air Quality Conformity
2014 CLRP and FY2015-2020 TIP

Pollutants

- Volatile Organic Compounds (VOC)
- Nitrogen Oxides (NOx)
- Direct Fine Particles ($PM_{2.5}$)
- $PM_{2.5}$ Precursor NOx
- Wintertime Carbon Monoxide (CO)

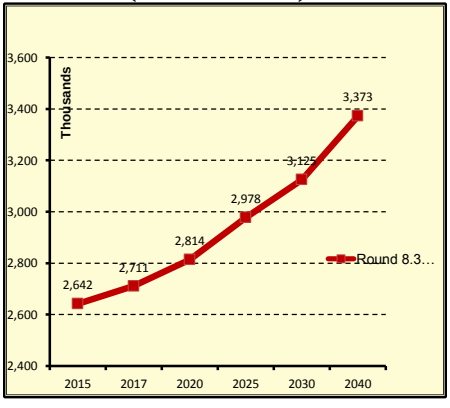
Air Quality Conformity
2014 CLRP and FY2015-2020 TIP
Technical Approach

Key Technical Inputs and Tools:

- Round 8.3 Cooperative Forecasts - ***NEW***
- "Regionally Significant" Transportation Projects - ***UPDATED***
- Version 2.3.57 Travel Demand Model - ***UPDATED***
- 2011 Vehicle Registration Data (VIN)
- EPA's MOVES 2010a Emissions Model
- MOVES Inputs: Fuel Supply and Formulation, Meteorology, and Inspection & Maintenance (I/M) Program Data - ***UPDATED***

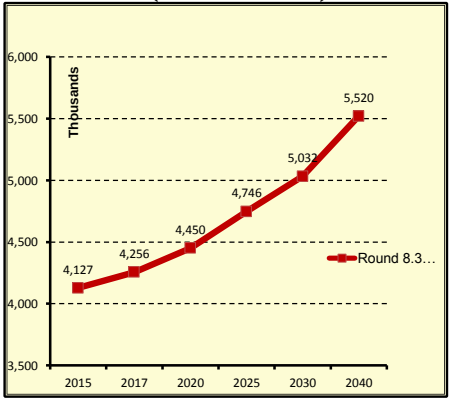
Air Quality Conformity
2014 CLRP and FY2015-2020 TIP
Round 8.3 Cooperative Forecasts

Households
(in thousands)



NOTE: Values are for the modeled area.

Employment*
(in thousands)



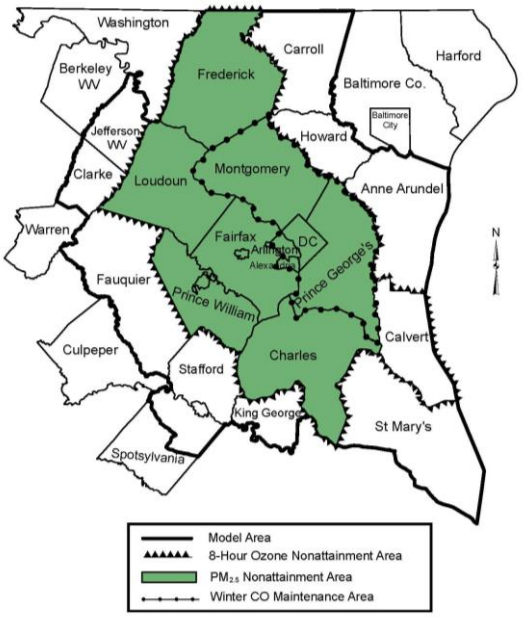
*Includes census adjustment

Air Quality Conformity
2014 CLRP and FY2015-2020 TIP
Technical Approach

Analysis Years:

2015, 2017, 2025, 2030, 2040

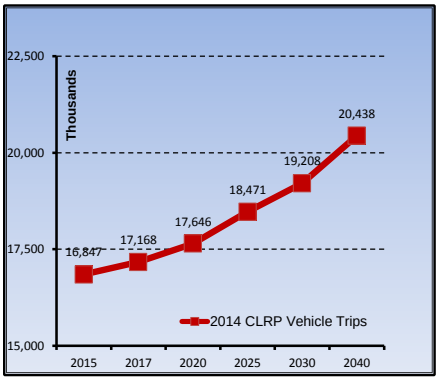
Washington, DC-Maryland-Virginia Nonattainment Areas



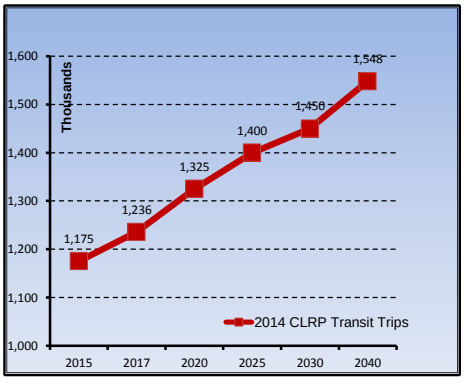
Air Quality Conformity
2014 CLRP and FY2015-2020 TIP
Travel Demand Summary

Average Weekday Traffic
Modeled Area

Vehicle Trips
(in thousands)



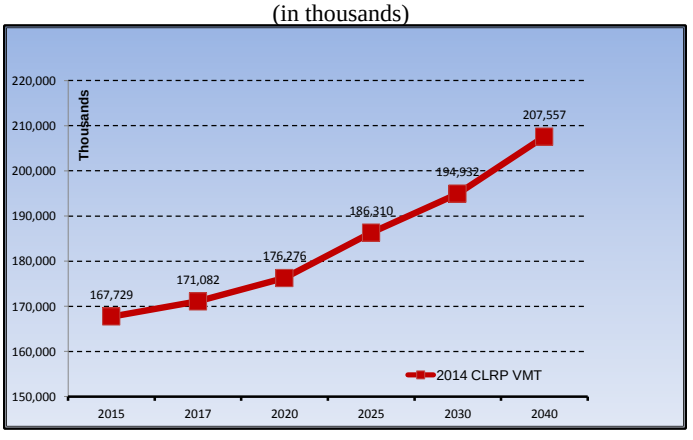
Transit Trips
(in thousands)



Air Quality Conformity
2014 CLRP and FY2015-2020 TIP
Travel Demand Summary

Average Weekday Traffic
Modeled Area

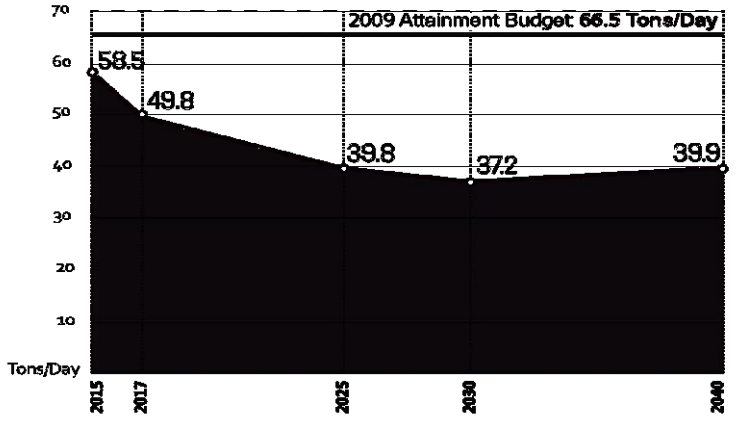
Vehicle Miles Traveled
(in thousands)



Air Quality Conformity
2014 CLRP and FY2015-2020 TIP
Mobile Source Emissions

NOTE: The Mobile Budget shown was developed in 2007, as part of the 8 Hour - Ozone SIP, in response to the 1997 Ozone Standard. This budget, as the most current approved by EPA, is required for use in any conformity analysis assessing ozone season pollutants.

Ozone Season VOC

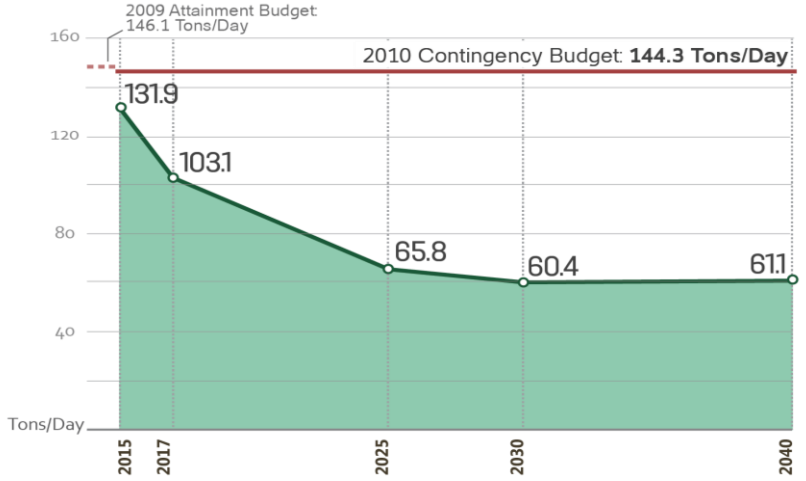


TCMs and TERMS are not included in totals.

Air Quality Conformity
2014 CLRP and FY2015-2020 TIP
Mobile Source Emissions

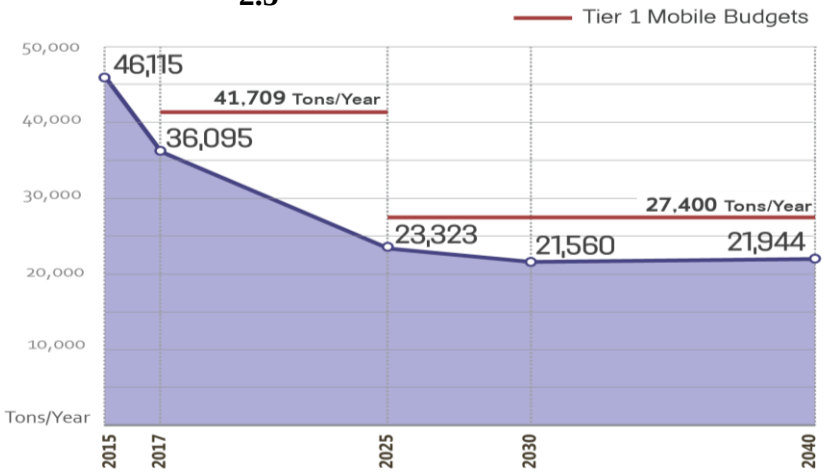
NOTE: The Mobile Budgets shown were developed in 2007, as part of the 8-Hour Ozone SIP, in response to the 1997 Ozone Standard. These budgets, as the most current approved by EPA, are required for use in any conformity analysis assessing ozone season pollutants.

Ozone Season NOx



Air Quality Conformity
2014 CLRP and FY2015-2020 TIP
Mobile Source Emissions

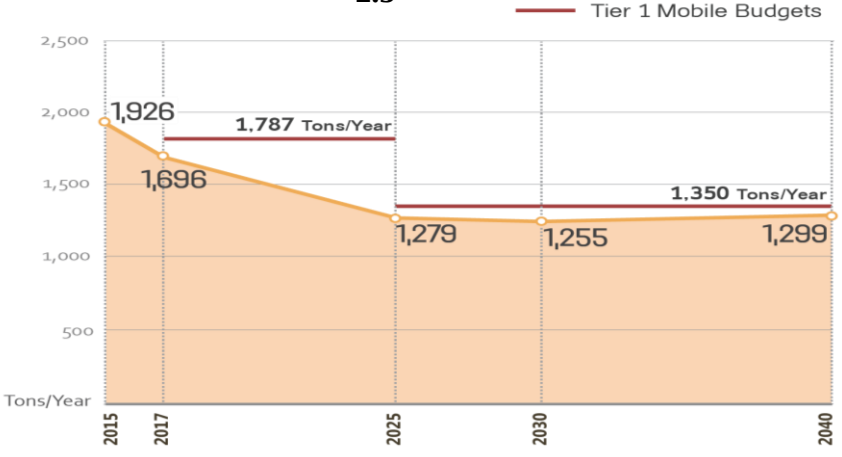
$PM_{2.5}$ Precursor NOx



TCMs and TERMS are not included in totals.

Air Quality Conformity
2014 CLRP and FY2015-2020 TIP
Mobile Source Emissions

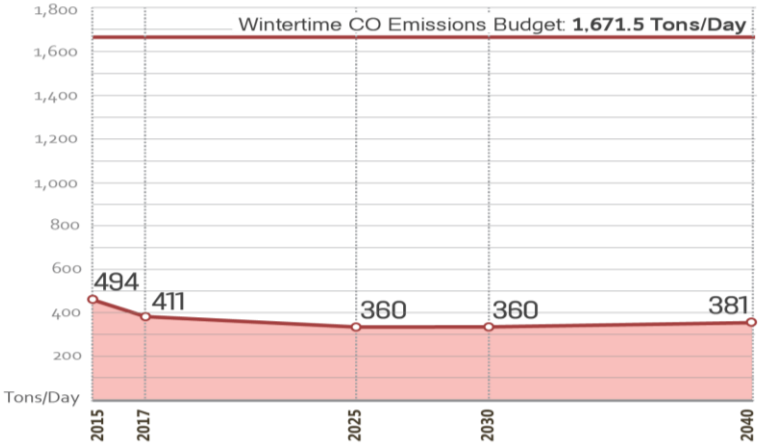
$PM_{2.5}$ Direct



TCMs and TERMS are not included in totals.

Air Quality Conformity
2014 CLRP and FY2015-2020 TIP
Mobile Source Emissions

Wintertime CO



Air Quality Conformity
2014 CLRP and FY2015-2020 TIP
Transportation Emission Reduction Measures (TERMs)

REGIONAL EMISSIONS REDUCTIONS- ALL TERMS COMBINED					
Years/Pollutants	Ozone - VOC (tons/day)	Ozone - NOx (tons/day)	PM2.5 Direct (tons/year)	Precursor NOx (tons/year)	Winter CO (tons/day)
2015	0.06	0.10	1.11	26.72	1.07
2017	0.07	0.10	1.42	27.53	1.30
2025	0.10	0.11	2.32	30.43	2.14
2030	0.12	0.13	2.99	34.63	2.74
2040	0.19	0.19	4.56	49.88	4.23

NOTE: Benefits from these TERMs are not included in the emissions totals in this conformity analysis.

Air Quality Conformity
2014 CLRP and FY2015-2020 TIP
Schedule

*October 16, 2013	TPB is Briefed on Draft Call for Projects
*November 20, 2013	TPB Releases Final Call for Projects - Transportation Agencies Begin Submitting Project Information through On-Line Database
December 13, 2013	**DEADLINE:** Transportation Agencies Complete On-Line Submission of Draft Project Inputs.
March 7, 2014	Technical Committee Reviews Draft CLRP & TIP Project Submissions and Draft Scope of Work for the Air Quality Conformity Analysis
March 13, 2014	CLRP & TIP Project Submissions and Draft Scope of Work Released for Public Comment
*March 19, 2014	TPB is Briefed on Project Submissions and Draft Scope of Work
April 8, 2014	TPB Staff Briefs MWAQC TAC on Project Submissions and Scope of Work
April 12, 2014	Public Comment Period Ends
*April 16, 2014	TPB Reviews Public Comments and is asked to Approve Project Submissions and Draft Scope of Work
June 6, 2014	DEADLINE: Transportation Agencies Finalize Congestion Management Documentation Forms (where needed) and CLRP & TIP Forms. (Submissions must not impact conformity inputs; note that the deadline for changes affecting conformity inputs was April 16, 2014).
September 5, 2014	Technical Committee Reviews Draft CLRP & TIP and Conformity Analysis
September 11, 2014	Draft CLRP & TIP and Conformity Analysis Released for Public Comment at Citizens Advisory Committee (CAC)
***September 17, 2014**	**TPB Briefed on the Draft CLRP & TIP and Conformity Analysis**
September 9, 2014	**TPB Staff Briefs MWAQC TAC on the Draft CLRP & TIP and Conformity Analysis**
October 11, 2014	**Public Comment Period Ends**
***October 15, 2014**	**TPB Reviews Public Comments and Responses to Comments, and is Presented the Draft CLRP & TIP and Conformity Analysis for Adoption**

*TPB Meeting

Air Quality Conformity
2014 CLRP and FY2015-2020 TIP

QUESTIONS?

ITEM 11 - Information
September 17, 2014

Briefing on the Draft Financial Analysis for the 2014 CLRP

Staff Recommendation: Receive briefing on the draft financial analysis report for the 2014 CLRP. The report documents the financial plan for the 2014 CLRP which the TPB will be asked to approve at its October 15 meeting.

Issues: None

Background: Federal planning regulations require the CLRP and TIP to have a financial plan that demonstrates how they can be implemented and the sources of funding reasonably expected to be made available to carry them out.

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

Financially Constrained
Long-Range Transportation Plan
For the National Capital Region

CLRP 2014

FINANCIAL ANALYSIS

Analysis of Financial Resources for the 2014 Financially Constrained Long-Range Transportation Plan (CLRP)

Acknowledgements

National Capital Region Transportation Planning Board (TPB)

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Lyn Erickson and Heather Murphy; Maryland Department of Transportation (MDOT)

Norman Whitaker; Virginia Department of Transportation (VDOT)

Wendy Jia, Jonathan Parker, and Danielle Wesolek; Washington Metropolitan Area Transit Authority (WMATA)

Special thanks to the many other regional staff who provided input and comments for this analysis. Special thanks also to Arlee Reno for his advice and assistance throughout the process.

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Section 1: Introduction and Summary

Introduction

The National Capital Region Transportation Planning Board (TPB) is the federally designated Metropolitan Planning Organization (MPO) for the National Capital Region as per 23 USC Part 450 and 49 USC Part 613 and plays an important role as the regional forum for transportation planning. The TPB prepares plans and programs that the federal government must approve in order for federal-aid transportation funds to flow to the Washington region.

Members of the TPB include representatives of local governments; state transportation agencies; the Maryland and Virginia General Assemblies; the Washington Metropolitan Area Transit Authority; and non-voting members from the Metropolitan Washington Airports Authority and federal agencies. The TPB has an extensive public involvement process, and provides a 30-day public comment period before taking action on plans and programs. The TPB's planning area covers the District of Columbia and surrounding jurisdictions. In Maryland these jurisdictions include Charles County, Frederick County, Montgomery County, and Prince George's County, plus the cities of Bowie, College Park, Frederick, Gaithersburg, Greenbelt, Rockville, and Takoma Park. In Virginia, the planning area includes Alexandria, Arlington County, the City of Fairfax, Fairfax County, Falls Church, Loudoun County, The Cities of Manassas and Manassas Park, Prince William County and a portion of Fauquier County.

The TPB is responsible for conducting the 3C planning process as outlined in 23 USC 450 and 49 USC 613. The primary products of the 3C Planning process the TPB is required to develop are the Constrained Long Range Plan (CLRP) and the Transportation Improvement Program (TIP). The CLRP documents the MPO's transportation planning policy together with the planned transportation projects intended to be implemented over the next 20 years. Per federal regulations 23 USC 450.322, the Long Range Plan shall include a financial plan that outlines the amount and source of funding needed and is reasonably expected to be available to implement the transportation projects included in the CLRP. In this manner the scope and contents of the Long Range Plan is financially constrained and thus the term Constrained Long Range Plan (CLRP).

The 2014 CLRP covers the period of 26 years, between 2015 and 2040 and represents its major update to the previous 2010 CLRP. The update of the CLRP has been developed over the past year collectively by the representatives of the TPB's member jurisdictions and agencies. Throughout the process the TPB has engaged and received comments and input from the region's citizens and interest groups via its Citizens Advisory Committee process, the Board's 30 day open public comment period preceding updates to the projects and the TIP, and its on-line publications and outreach activities.

The update to the projects in the CLRP was done as part of the TPB's Call for Projects for the Air Quality Conformity Analysis of the 2014 Update to the Financially Constrained Long-Range Transportation Plan (CLRP) and the FY 2015-2020 Transportation Improvement

Program (TIP) that started in November of 2013 and ended with the TPB's approval, after a 30 day public comment period, of the project updates for use in regional air quality conformity analysis on April 16, 2014. The updates to the projects were provided by the TPB member jurisdictions and agencies working with the TPB staff. The TPB Policy element, the Vision, together with the US DOT's focus areas for regional planning guided the project updates. It is worth noting that during this period the TPB was in the process of finalizing a Regional Transportation Priorities Plan (RTPP) but was yet to officially adopt the Plan. The member jurisdictions and its staffs were involved in the development of the RTPP and as such it is reasonable to acknowledge that the project updates provided by the member jurisdictions and agencies were in some part informed by the RTPP.

The update of the financial plan element of the CLRP, specifically the project cost estimates and the revenue amounts reasonably expected to be available to implement the projects as well as operate and maintain the existing transportation system, was prepared by the TPB member jurisdiction and agency staffs, working with the TPB staff and its financial plan consultant, Mr. Arlee Reno. The forecasts and the assumptions they are based on were reviewed by a working committee and subsequently reported to and reviewed by the TPB's Technical Committee. The financial plan includes revenue and expenditure estimates for the regional rail and bus transit system operated by WMATA and funded by member jurisdictions. The expenditure and revenue estimates for the WMATA transit system were developed, reviewed and agreed upon jointly between WMATA and its members. Similarly the financial plan includes commuter rail services, VRE and MARC, whose expenditure and revenue estimates were developed, reviewed and agreed to by its respective members.

Executive Summary

This analysis demonstrates that the updated 2014 CLRP, covering the period 2015 through 2040, is financially constrained. The plan is fiscally realistic, balancing all proposed new project investments and system maintenance and operating costs with reasonable revenue expectations, as agreed upon by the MPO and its implementation agency partners in the metropolitan planning process. The plan demonstrates that the forecast revenues reasonably expected to be available cover the estimated costs of expanding and adequately maintaining and operating the highway and transit system in the region.

A total of $244 billion in transportation expenditures is projected for the Washington Metropolitan Region for the 26-year period of 2015 to 2040. WMATA expenditures constitute 41 percent and local transit 18 percent of the total for the 2014 CLRP and highways constitute 41 percent. Because Federal planning regulations require that the financial analysis show reasonably anticipated revenues and expenditures in year of expenditure (YOE) dollars, this report provides estimates in year of expenditure dollars. Year of expenditure dollars include inflation rates in the future years[1].

The majority of future transportation revenues will be devoted to the operations and maintenance of the current transit and highway systems. However, funding is identified for

[1] Previous financial analyses for the updated CLRPs through 2006 were reported in constant dollars and so are not directly comparable.

significant capital projects, including the Streetcar Projects and the South Capitol Street Corridor project in the District of Columbia; I-270 widening, reconstruction of the Nice Bridge, the Purple Line, the Corridor Cities Transitway, and the MARC Growth and Investment Plan for commuter rail in Maryland; and the I-95 HOT Lanes, phase two of the Silver Line, the Columbia Pike streetcar, and the VRE System Expansion Plan in Virginia. Most importantly, the plan also demonstrates full funding for WMATA's forecast needs for both Operations and State of Good Repair through 2040.

Contents of the analysis report include:

- Section 2 summarizes the results of the regional forecasts for revenues and expenditures. Observations are made about the forecasts for both and the new revenue sources since 2010 are described. The transit ridership capacity constraint on the travel demand model is described in relation to WMATA's Metro 2025 plan of capital projects, for which funding has not yet been identified. In addition, there is a review of the 2013 legislative actions regarding new transportation funding in Maryland and the Commonwealth of Virginia. Both jurisdictions passed significant transportation revenue legislation that increased the state and local funding available for future transportation investments.
- Section 3 provides information on the methodologies used in developing the forecast of revenues and expenditures for each state and for WMATA.
- Section 4 provides a comparison of the 2014 financial analysis results to those of the 2010 CLRP.
- Section 5 provides an overview of recent trends and future options for additional transportation revenues for the region. Recent projects and proposals that make use of innovative financing are also discussed. In regard to additional potential finance resources and innovative financing techniques, an extensive review was conducted for the 2010 CLRP financial analysis, which includes information still applicable.

Section 2: Summary of the Results of the Regional Forecasts

This analysis demonstrates that the projects and programs contained in the long-range plan for the years 2015-2040 can be funded with the reasonably expected revenues and that the 2014 CLRP conforms to Federal guidelines requiring metropolitan areas to develop a financially constrained long-range transportation plan. The revenue and expenditure estimates were developed cooperatively by the states, local jurisdictions, and transit agencies of the Washington Metropolitan Region with TPB staff assistance. Revenue projections do not include projections of new sources but assume a continuation of current sources.

As per federal regulations, the revenue and expenditure estimates are shown in year of expenditure dollars. Year of expenditure dollars were arrived at by applying an inflation factor to estimates in 2014 dollars. However, these future year dollars are not the same as current year dollars in terms of their buying power. For the near-term years, agencies already have estimated inflation rates and have converted their estimates of revenues and expenditures to year of expenditure dollars, as part of their work to update their respective capital improvements plans. The conversions between year of expenditure dollars and constant dollars were accomplished by utilizing existing year of expenditure estimates for each revenue and expenditure category, and for (the near term) years for which agencies already have estimated inflation, using the existing inflation estimates of those agencies. For the longer term, the conversions between year of expenditure dollars and constant dollars typically use a long-term inflation rate of 2.5 percent, which is the inflation rate included in the long-term forecasts of the Congressional Budget Office[2].

Forecast Revenues

The anticipated revenues for the 2014 update of the CLRP are shown in Table 1. Revenues are broken down into five source categories (Federal, state, local, private/other, and fares/tolls) and grouped under the three major "state"-level jurisdictions (District of Columbia, Suburban Maryland, and Northern Virginia) and a fourth "non-jurisdictional regional" level. The overall category of private/other is comprised of a variety of sources and includes anticipated developer contributions. The regional "non-jurisdictional" revenues listed in the table are WMATA fares, Federal grants, and other non-jurisdictional funds. Transit fare revenues for WMATA and the local transit systems include revenues from planned services. For convenience, total aggregate revenues for WMATA which combines all non-jurisdictional funds with the jurisdictional funding is provided in Table 1A (which already are included in prior rows of the table) categorized by the five funding source columns. Special Federal, state, and local revenues (already included in the summary above) also are shown separately for some specific projects of regional significance.

[2] Congressional Budget Office, 2014 Long Term Budget Outlook (Table A-1, page 104). http://www.cbo.gov/sites/default/files/cbofiles/attachments/45471-Long-TermBudgetOutlook.pdf.

Table 1. Revenues – Financially Constrained Long-Range Plan (2015-2040)

Millions of Year of Expenditure Dollars

	Federal	State	Local[a]	Private/ Other	Fares[b]/ Tolls	Total
District of Columbia						
Highway	$5,624	$2,128		$1,956		**$9,708**
Local Transit	$282	$5,210			$879	**$6,371**
Commuter Rail						**$0**
WMATA Support		$17,042				**$17,042**
Subtotal	**$5,906**	**$24,380**	**$0**	**$1,956**	**$879**	**$33,121**
Suburban Maryland						
Highway	$11,494	$26,622	$10,023	$824		**$48,964**
Local Transit	$1,791	$5,126	$6,380		$2,422	**$15,718**
Commuter Rail		$4,951			$791	**$5,742**
WMATA Support		$16,902				**$16,902**
Subtotal	**$13,285**	**$53,600**	**$16,403**	**$824**	**$3,213**	**$87,325**
Northern Virginia						
Highway	$3,767	$12,036	$13,880	$2,745	$8,080	**$40,509**
Local Transit	$294	$1,794	$4,909	$1,573	$3,268	**$11,838**
Commuter Rail	$1,125	$602	$583	$8	$1,430	**$3,749**
WMATA Support		$5,860	$6,525			**$12,385**
Subtotal	**$5,186**	**$20,292**	**$25,897**	**$4,327**	**$12,779**	**$68,480**
WMATA Fares, Grants and Other Non-jurisdictional (Regional) Funds						
Subtotal	$13,382			$647	$41,132	**$55,160**
Total	**$37,759**	**$98,272**	**$42,300**	**$7,754**	**$58,002**	**$244,086**

[a] For Virginia, Local funds include both county and city jurisdictions as well as the funds allocated to the Northern Virginia Transportation Authority (NVTA), which receives the revenues from a dedicated regional sales tax.

[b] Fares also includes other transit operating revenues.

Table 1A. Revenues – Financially Constrained Long-Range Plan (2015-2040)

Millions of Year of Expenditure Dollars (continued)

	Federal	State	Local	Private/ Other	Fares/ Tolls	Total
Regional Significant Capital Project Revenues (included above)						
District of Columbia						
St. Elizabeth Access	$123	$35				$158
South Capitol Street Bridge and Corridor	$642	$181				$823
Streetcar Projects		$822				$822
Subtotal	**$765**	**$1,038**	**$0**	**$0**	**$0**	**$1,803**
Suburban Maryland						
Nice Bridge Replacement		$961				$961
Purple Line[c]	$900	$1,234	$237			$2,371
Corridor Cities Transitway[c]	$207	$725	$104			$1,036
I-270/US 15 Corridor	$4,378	$1,094				$5,472
MARC Growth and Investment Plan		$1,295				$1,295
Subtotal	**$5,485**	**$5,310**	**$341**	**$0**	**$0**	**$11,135**
Northern Virginia						
I-95/I-395 HOV/Bus/HOT Lanes		$71		$911		$982
Silver Line, Phase II		$323	$788	$233	$1,434	$2,778
Columbia Pike Streetcar		$136	$222			$358
VRE System Expansion Plan	$267	$267	$275			$810
Subtotal	**$267**	**$726**	**$1,286**	**$1,144**	**$1,434**	**$4,928**
Subtotal (DC-MD-VA)	**$6,517**	**$7,145**	**$1,626**	**$1,144**	**$1,434**	**$17,866**
WMATA						
Expansion		$418	$149			$567
State of Good Repair	$13,382	$9,461	$2,908			$25,751
Subtotal	$13,382	$9,879	$3,057	$0	$0	**$26,318**
Total Regional Significant Capital Projects	**$19,899**	**$16,953**	**$4,683**	**$1,215**	**$1,434**	**$44,184**
WMATA Summary: Jurisdictional Support Plus Other Non-jurisdictional Funds (included above)						
Capital[d]	$13,382	$10,163	$2,127	$647		$26,318
Operating[e]		$29,642	$4,398		$41,132	$75,172
Subtotal WMATA	**$13,382**	**$39,805**	**$6,525**	**$647**	**$41,132**	**$101,490**

[c] As this project develops, the sharing of the project cost between local, state, federal and private are anticipated to change.

[d] WMATA Capital funding also includes $647 million of bonds, shown under Other funding.

[e] WMATA Operating funding does not include $798 of capital funding for preventative maintenance which would be transferred from the capital budget to the operating budget.

Revenues are identified in Table 1A for significant capital projects for both highways and public transportation, including the Streetcar Projects and the South Capitol Street Corridor project in the District of Columbia; I-270 widening, reconstruction of the Nice Bridge, the Purple Line, the Corridor Cities Transitway, and the MARC Growth and Investment Plan for commuter rail in Maryland; and the I-95 HOT Lanes, phase two of the Silver Line(the Metrorail extension to Dulles International Airport), the Columbia Pike streetcar, and the VRE System Expansion Plan in Virginia.

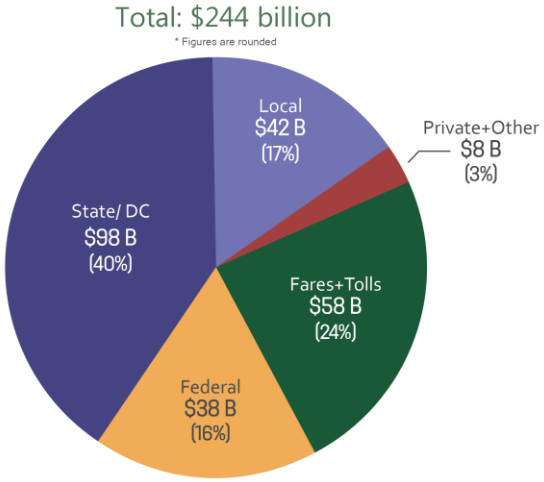
Observations about Forecasted Revenues

As in previous financial analyses, much of future transportation revenues will be devoted to maintenance and operations of the current transit and highway systems in the region. New for the 2014 analysis, agencies have worked to discretely identify state of good repair expenditures for highway and transit systems, previously divided between annual system preservation costs or included in the total capital expenditures for system expansion (i.e., investment). The proportion of revenues devoted to operations and annual maintenance is forecast to be about 51 percent; the expenditures for capital projects to maintain the highway and transit systems in a state of good repair are forecasted at about 32 percent while the expenditures devoted to system expansion are around 17 percent. Together, the state of good repair and expansion investments are about 49%, significantly higher than the total of 30% for capital expenditures reported in the 2010 analysis. This change in definition and reporting better demonstrates the significant needs and costs of investment to keep the existing highway and transit systems functional.

Public transportation is expected to consume 59 percent of the revenues with highways taking up 41 percent. Of the total revenues, WMATA will absorb about 41 percent of the region's revenue for transportation.

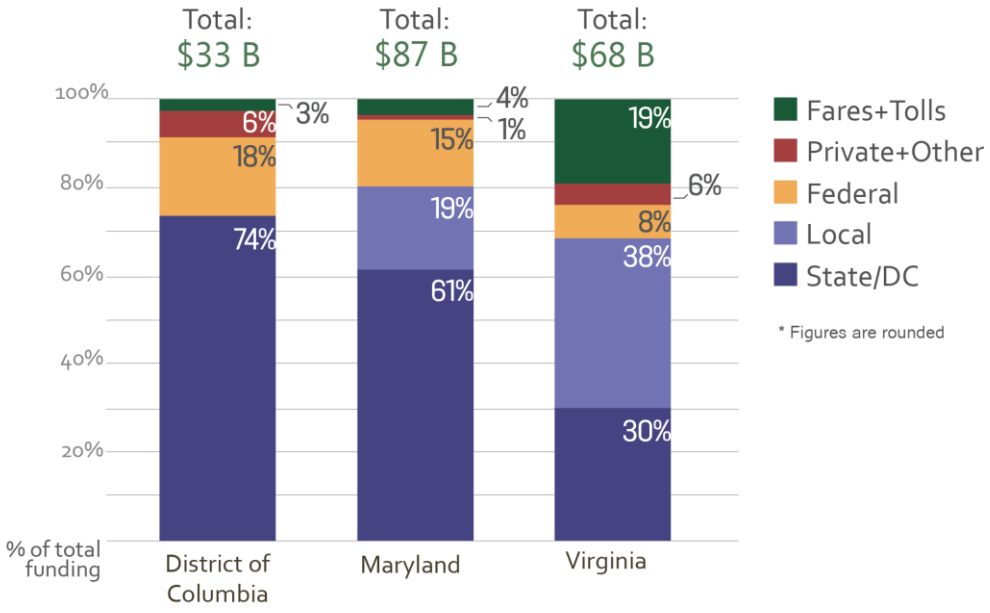
Overall, Federal revenue as a proportion of total revenue has declined (from the percentages in the 2010 CLRP) to 16 percent. State (including the District of Columbia) sources and transit fares are now playing an increasing role (40 percent and 16 percent of the total revenues, respectively). Bonds and private or other sources account for 3 percent of total revenues.

Figure 1 – Revenues by Funding Source



Regarding revenue projections for each jurisdiction, the summary shows that in D.C., Federal revenues constitute 18 percent of its revenues with D.C. contributing the remaining 82 percent. For Maryland the revenue contributions are Federal – 15 percent, state – 61 percent, local – 19 percent, private/other – 1 percent and tolls/fares – 4 percent. In Virginia, the contributions are 8 percent Federal, 30 percent state sources, locals – 38 percent, private/other – 6 percent, and tolls/fares - 19 percent.

Figure 2 – Revenues by Funding Sources by State



New Revenue Sources Since 2010

Significant new revenue sources since the 2010 CLRP include the revenues raised by legislation in 2013, by both the State of Maryland and the Commonwealth of Virginia. This substantially increases the state and local funding available for transportation investments in the region. Additionally, all three major jurisdictions included provisions by which at least part of fuel taxes are now collected based on a percentage of price. This means that fuel tax revenues will increase if there is inflation or if there are significant increases in the price of fuel, as opposed to the previous method in which a fixed tax per gallon over time did not adjust tax collection to account for inflation.

While fuel taxes are only a modest source of revenues for the District of Columbia, the District switched to a wholesale tax rate of 8.0% on fuel. This is equivalent to the previous 23.5 cents/gallon rate for a wholesale price of $2.94, which value is also set as a minimum rate for tax calculations.

Maryland passed the Transportation Infrastructure Investment Act of 2013, which phases in a variety of increases in revenues. When fully implemented, it is anticipated this act will provide $4.4 billion in new transportation funding statewide over the next six years. The act added a 1% sales tax to the state's fuel tax of 27.5 cents/gallon (an increase of about 3.5 - 4 cents/gallon). Additional increases are also programmed: another 1 percent on Jan. 1, 2015, and another 1 percent on July 1, 2015. If federal legislation allowing states to collect a sales tax on Internet sales does not pass, the sales tax is scheduled to rise another 1 percent in January 2016. Maryland's previous fuel tax increase was in 1992.

Virginia passed the Road to the Future (HB 2313) bill. The primary change was to replace the previous 17.5 cents/gallon tax rate with a 3.5 percent sales tax rate on the wholesale price of fuel (about 11.1 cents/gal based on then current fuel prices). In addition, the Commonwealth provided for additional funding by dedicating to transportation a statewide sales tax increase of 0.3% (to 5.3%). For Northern Virginia, there was an additional sales tax rate increase of 0.7% (for a new total rate of 6%) to collect dedicated local revenues for transportation. It is anticipated this act will add approximately $3.4 billion in additional statewide transportation funding, as well $300 - $350 million per year by 2018 for local transportation funding in the Northern Virginia region or more than $1.5 billion over the next five years. The law is also counting on federal revenue that would be paid to Virginia if Congress enacts the federal Marketplace Equity Act, which would allow states to collect out-of-state sales (i.e., Internet sales) taxes. If that measure doesn't become law by January 2015, Virginia's wholesale gas tax rate will increase from 3.5 percent to 5.1 percent. Virginia's previous fuel tax increase was in 1987.

In regard to Federal revenues, no significant increases are expected, though program funds are anticipated to increase with inflation in the long-term. Additionally, an extension is assumed of the Passenger Rail Investment and Improvement Act of 2008 (PRIIA) for WMATA rehabilitation beyond 2019, for which federal funds are matched with local funds. The revenues shown in Table 1 include contributions by the District of Columbia, Maryland, and Virginia, with each of the three jurisdictions contributing $50 million annually as match for $150 million of annual federal funds through 2040.

It is reasonable to assume that the current commitment by the states through 2019 will be continued if PRIIA is extended by Congress. The region and local jurisdictions, the three states, WMATA, and the business community are committed to working to extend this federal legislation. In the 2018 Update of this financial analysis, this assumption will be revisited and if necessary new sources will be identified for these federal funds.

WMATA's Momentum Strategic Plan and Metro 2025

In response to the 2014 CLRP call for projects, WMATA submitted a budget for capacity expansion initiatives totaling $6 billion. Funding all or part of these Metro 2025 initiatives was considered for the 2014 CLRP; however no jurisdiction or funding agency was able to include funding for the capacity expansion initiatives in their individual CLRP submissions.

In June 2013, the Washington Metropolitan Area Transit Authority (WMATA) Board adopted the Momentum strategic plan to ensure the transit system meets the needs of the region now, in 2025, and beyond. Momentum provides a road map to achieve the goals and guides

WMATA's annual business plan over the next ten years, including ongoing operations, infrastructure renewal and upkeep, and potential capacity expansion.

Metro 2025 is a package of seven initiatives for capacity expansion identified in Momentum that will serve to keep pace with travel demand and to continue the support of the region's economic competitiveness and quality of life by expanding capacity. Metro 2025 capital initiatives include: 100% Eight-car Trains, Station Capacity Improvements, Metrobus Priority Corridor Network, Metrobus Fleet Expansion, Next Generation Customer Communications, and special track infrastructure to provide operational flexibility, and a New Blue Line Connection at Rosslyn. Metro 2025 would require an additional $500 million, on average, in annual capital funding through 2025. As part of the 2014 CLRP, WMATA formally submitted all seven Metro 2025 initiatives, with detailed expenditures itemized by initiative and year; however, funding for the initiatives could not be identified within the timeline for the development of the 2014 CLRP.

Among the Metro 2025 initiatives, the 100% eight-car train and core station programs directly target Metrorail capacity expansion and congestion relief across the system, especially within the system's core. The 100% eight-car trains program will enable Metro to maximize the existing line infrastructure and operations efficiency, with additional railcar procurement and the necessary infrastructure upgrades in support of the eight-car train operations – traction power, train control system, storage tracks and maintenance bays in the rail yards. The core station program will provide improvements and expansion at high ridership stations, the majority of which are located within the core. Once revenues are identified to fund the Metro 2025 initiatives, together these two programs will collectively expand capacity from lines to stations and support removing the ridership constraint within the core. Programming funding for these projects in the future will enable to removal of the transit capacity constraint.

Beyond Metro 2025, WMATA has also sketched out longer-term capacity investments needed by 2040 to meet travel demand, including a new rail tunnel in downtown DC and a third rail line in Virginia. Without increased capacity in the downtown core, no further Metrorail extensions in Maryland or Virginia can be contemplated.

Transit Ridership Capacity Constraint

For the purposes of the 2014 CLRP air quality conformity determination, a transit ridership constraint will be imposed post 2020, as has occurred in past plans where there were capital funding shortfalls for expansion of the Metrorail's core capacity. Because funding has not yet been identified to accommodate all of the projected Metrorail ridership growth, a method that has been applied since the 2000 CLRP is used to limit the projected ridership to reflect the limits of the current service levels and core station capacity. Congestion on the Metrorail system beyond 2020 is explicitly accounted for by constraining transit ridership to or through the core area to 2020 levels.

The transit constraint method is applied during the travel demand modeling process as part of the air quality conformity analysis of the CLRP. First, unconstrained origin and destination trip tables are produced for the years 2020, 2030, and 2040. Constrained transit trip tables are then created for 2030 and 2040 by inserting 2020 totals for the transit trip patterns that correspond to

trips into or through the core area containing the maximum load points in the rail system. The transit person trips that cannot be accommodated are then allocated back to the auto person trip tables, resulting in increased daily automobile trips and vehicle emissions.

Forecast Expenditures

The forecast expenditures for the 2014 update of the CLRP are shown in Table 2. The total estimated expenditures are summarized in year of expenditure dollars for the 26-year period from 2015 through 2040. The totals can be compared with those in Table 1 to show that expenditures and revenues match for each major jurisdiction, mode, and the region overall, and thus the TPB's 2014 CLRP is financially constrained as required.

For the 2014 analysis, expenditures are now separated into three major categories, adding a state of good repair category to the previous categories of operations and system expansion. Expenditures are further divided among four modal categories: highway, local transit, commuter rail, and WMATA support. The rows in the table show expenditures by the three jurisdictions (the District of Columbia, Suburban Maryland, Northern Virginia), the regional nonjurisdictional expenditures, and the aggregate total. The regional "non-jurisdictional" expenditures are those covered by WMATA fares, grants, and other non-jurisdictional funds for regional services. Within each jurisdictional category, Table 2 shows the expenditure breakdown by the principal modes (highway, local transit, commuter rail, and WMATA).

Table 2 also shows a summary of total aggregate revenues for WMATA (already included in prior rows of the table) categorized by the two expenditure columns. The total expenditures shown in Table 2 are $244.1 billion and match the revenues shown in Table 1.

The expenditures (already included in the summary above) for the significant new expansion projects in the CLRP for both highways and public transportation are identified in Table 2A. These projects include the Streetcar Projects and the South Capitol Street Corridor project in the District of Columbia; I-270 widening, reconstruction of the Nice Bridge, the Purple Line, the Corridor Cities Transitway, and the MARC Growth and Investment Plan for commuter rail in Maryland; and the I-95 HOT Lanes, phase two of the Silver Line, the Columbia Pike streetcar, and the VRE System Expansion Plan in Virginia.

Observations about Forecasted Expenditures

The majority of future transportation revenues will be devoted to the operations and state of good repair of the current transit and highway systems. For highways, two-thirds of expenditures are anticipated on operations and state of good repair projects. Under local transit, commuter rail, and WMATA, operations is 68 percent of the forecast expenditures, with another 21 percent devoted to state of good repair.

Over the 26-year period, public transportation is projected to absorb 59 percent of the total expenditures of $244.1 billion. WMATA expenditures requests are estimated to be $101.5 billion (42 percent of the total) and match the available revenues. Highway expenditures and revenues total $99.2 billion (41 percent).

Table 2. Expenditures – Financially Constrained Long-Range Plan (2015-2040)

Millions of Year of Expenditure Dollars

	Operations	State of Good Repair	Expansion	Total
District of Columbia				
Highway	$1,297	$6,332	$2,079	**$9,708**
Local Transit	$3,710	$159	$2,502	**$6,371**
Commuter Rail				**$0**
WMATA Support	$12,768	$4,073	$201	**$17,042**
Subtotal	**$17,775**	**$10,564**	**$4,782**	**$33,121**
Suburban Maryland				
Highway	$10,582	$21,437	$16,945	**$48,964**
Local Transit	$7,788	$2,136	$5,795	**$15,718**
Commuter Rail	$2,882	$565	$2,295	**$5,742**
WMATA Support	$12,764	$3,946	$192	**$16,902**
Subtotal	**$34,016**	**$28,083**	**$25,227**	**$87,325**
Northern Virginia [3]				
Highway	$12,050	$20,434	$8,024	**$40,508**
Local Transit	$6,482	$1,839	$3,517	**$11,837**
Commuter Rail	$2,723	$216	$810	**$3,749**
WMATA Support	$8,508	$3,704	$174	**$12,386**
Subtotal	**$29,763**	**$26,192**	**$12,525**	**$68,480**
WMATA Expenses Covered by Fares, Grants, and Other Non-jurisdictional Funds				
Subtotal	$41,132	$14,028		**$55,160**
Total	***$122,685***	***$78,867***	***$42,534***	***$244,086***

[3] Northern Virginia expenditures include the regional revenues newly allocated to the NVTA. NVTA is still in the process of assigning its new revenues to specific projects. Forecast expenditures were developed through projections for the type of projects that will be funded.

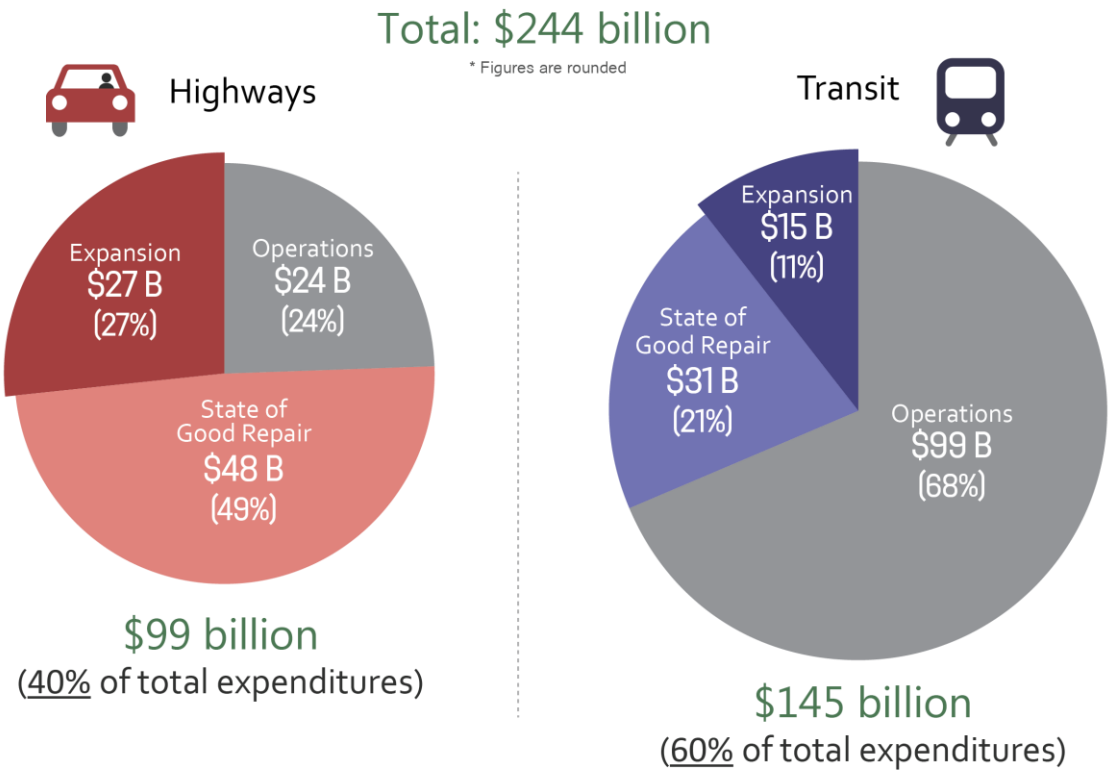
Table 2A. Expenditures – Financially Constrained Long-Range Plan (2015-2040)
Millions of Year of Expenditure Dollars (continued)

Regional Significant Capital Project Expenditures (included above)	Total
District of Columbia	
St. Elizabeth Access	$158
South Capitol Street Bridge and Corridor	$823
D.C. Streetcar Projects	$822
Subtotal	**$1,803**
Suburban Maryland	
Nice Bridge Replacement	$961
Purple Line	$2,371
Corridor Cities Transitway	$1,036
I-270/US 15 Corridor	$5,472
MARC Growth and Investment Plan	$1,295
Subtotal	**$11,135**
Northern Virginia	
I-95/I-395 HOV/Bus/HOT Lanes	$982
Silver Line, Phase II	$2,778
Columbia Pike Streetcar	$358
VRE System Expansion Plan	$810
Subtotal	**$4,118**
Subtotal (DC-MD-VA)	**$17,506**
WMATA	
Expansion	$567
State of Good Repair	$25,751
Subtotal	**$26,318**
Total Regional Significant Projects	**$43,374**

WMATA Summary: Jurisdictional Support Plus Other Non-jurisdictional Funds (included above)

	Operations	State of Good Repair	Expansion	Total
D.C.	$12,908	$3,856	$201	**$16,965**
Maryland	$12,764	$3,946	$192	**$16,902**
Virginia	$8,508	$3,704	$174	**$12,386**
WMATA Expenses Paid by Fares, Grants, and Other Non-jurisdictional Funds	$41,132	$14,028	$0	**$55,160**
Subtotal WMATA	**$75,312**	**$25,534**	**$567**	**$101,413**

Figure 3 – Expenditures by Mode and Type



The expenditures shown in Table 2 include contributions by the District of Columbia, Maryland, and Virginia through 2040 as match for an extension of the Passenger Rail Investment and Improvement Act of 2008 (PRIIA) for WMATA rehabilitation beyond 2019. Each of the three jurisdictions contributes $50 million annually, to match $150 million of annual federal funds, all of which is expended on state of good repair capital projects.

As noted under the section on revenues, WMATA's Metro 2025 plan for capacity expansion is not currently funded and therefore not included in the 2014 CLRP or this analysis. However, WMATA's forecast needs for both Operations and State of Good Repair through 2040 were fully met by the funding agencies. This is a departure from the 2010 analysis, when WMATA's long-term needs could not be met with the available projected revenues at that time. At that time, the region could not identify matching funds for a continuation of PRIIA past 2019. Additionally, the District could not fund its projected share of WMATA's operating costs; instead the District proposed a set of alternative service delivery methods for Metrobus and MetroAccess to reduce costs by approximately $2.7 billion over the thirty-year analysis period. For the 2014 CLRP financial analysis, neither of these 2010 exceptions is applicable.

Section 3: How Revenues and Expenditures are Forecast

Period of Analysis and Summary of Approach

The CLRP financial analysis covers both expenditures and revenues for a 26-year period for 2015 to 2040. Agencies used the 2010 CLRP and the existing TIP as a starting point for expenditures and made appropriate adjustments to extend their forecasts for the 26-year period while revenues were forecast based on historic funding trends and changes in federal and state revenues. Spreadsheets were distributed to each agency and jurisdiction for their use in preparing the estimates of revenues and expenditures. Agencies that wished to utilize their own existing spreadsheets or models could do so and reported the information back using the common spreadsheet format.

Methodologies

Revenue and expenditure data were developed and synthesized by the states of Maryland and Virginia and the District of Columbia, by WMATA and other transit agencies, and by the local jurisdictions. The District DOT provided all District of Columbia estimates. MDOT coordinated all of the local jurisdiction and state inputs in Maryland and VDOT coordinated all the local jurisdiction and transit agency inputs in Virginia. WMATA provided forecasts of capital and operating expenditures for its regional Metrobus, Metrorail, and MetroAccess services, which were coordinated with the jurisdictions and agencies that fund those services.

Highway expenditures in Maryland are made by both MDOT and by the local jurisdictions. Transit in Maryland is funded and operated either directly by MDOT, which provides WMATA's funding and which operates the commuter rail and bus service, or by the local jurisdictions themselves. Charles, Frederick, Montgomery and Prince Georges Counties fund and operate their own local bus services.

Highways in Virginia are mostly owned and funded by VDOT, with some local jurisdiction and private funding. Transit in Virginia is provided by WMATA, by the local jurisdictions themselves and by specific Northern Virginia transit agencies, with the Virginia DRPT providing state funding support.

A methodology similar to that used to forecast revenues and expenditures in the 2010 Update was adopted in this study. Each agency and jurisdiction was requested to provide year-by-year forecasts of their transportation revenues and expenditures through 2040. TPB staff converted back and forth between constant and future year of expenditure dollar estimates for all forecasts that were not converted by the agencies themselves.

District of Columbia Forecast

Over the near term, D.C.'s revenues forecasts rely on budget projections. For revenue forecast beyond 2015, the District assumes future escalations at the rate of general inflation.

The revenue numbers for highways ($9.8 billion in year of expenditure dollars) in the summary tables (Table 1) has been derived from yearly revenue projections provided by the District Department of Transportation (DDOT) in spreadsheet format. The District forecasts that $5.6

billion of this would be covered by Federal aid and $4.2 billion from various local D.C. sources used to fund highways. The total highway expenditure forecast is also based on DDOT's highway expenditure spreadsheet.

Projected federal revenues are based on the existing Federal program. Revenues are projected as flat through 2018, and increasing at a 2.5% annual rate beginning in 2019. As the District builds out a local transit network, the revenue forecasts also project formula funds for State of Good Repair and Urbanized Area program grants through the Federal Transit Administration.

Projected state revenues include highway, local transit, and WMATA needs, both capital and operating. The District's Highway Trust Fund revenue projections are anticipated to remain available to match available Federal funds; these projected revenues have been projected as minimum of 22% of Federal Highway funds. Local revenues for the District's 22-mile priority streetcar system come from a new funding mechanism whereby part of the incremental growth in the District's revenues will be dedicated to the streetcar program until the 22-mile system is substantially complete. The revenue projections for the streetcar program also include bond revenues programmed in the FY 2015-2020 proposed budget.

State revenues for WMATA and non-streetcar local transit include funds programmed for WMATA State of Good Repair capital investments and local bus transit. These are anticipated to remain as local transit capital revenues. The average revenues are projected into the future with a 3.0% annual growth rate due to the costs of upgrading aging systems and District policy statements that commit to funding transit capital projects and transit State of Good Repair. For transit operations, recent historic growth rates in WMATA transit subsidies are carried forward through 2022, at a higher than the general rate of inflation since new services are coming on line. Beginning in 2023, the projections assume a reduced rate of increase for these revenues in line with the overall inflation rate assumed and consistent with the level of transit expansion planned in the later years of the CLRP.

For user fee revenues from fares and tolls, revenues from District transit fares (streetcar and DC Circulator) are assumed in keeping with planned transit expansions. These are anticipated to increase at a 3.0% rate throughout the CLRP financial plan period due to the anticipated growth in ridership projected during the financial plan period. For private and other revenues, DDOT assumes a large proceed from a GARVEE bond issuance for the South Capitol Street Bridge. There are also assumptions of private spending for several projects in the CLRP that will result in improved regional transportation infrastructure. There are no revenue assumptions beyond known projects in the CLRP.

For expenditures, DDOT project highway spending on CLRP-type capital projects from planned spending on major projects in the FY2015-2020 budget with ongoing expenditures projected for CLRP-type projects based on past trends. These expenditures also include the District's planned GARVEE Bond repayments for CLRP-type projects. Projected spending on operations and maintenance is assumed to follow past trends, and is roughly 20% of non-CLRP-type highway expenditures, while spending on state of good repair capital is assumed to follow past trends at roughly 80% of non-CLRP-type highway expenditures.

Tables 1 and 2 include $6.4 billion in revenue and expenditures for local transit that mainly consists of the D.C. Streetcar and the D.C. Circulator Bus. Operating and capital costs for local

transit (DC Circulator and DC Streetcar) are taken from existing financial plans for both systems, with a long-term operating cost increase assumed of 2.5% past 2023.

The District's forecasts for WMATA transit expenditures are based on estimates provided by WMATA through the CLRP financial plan process. WMATA's request from the District was for $12.7 billion (in year of expenditure dollars) for operations and $4.3 billion in year of expenditure dollars to meet capital allocation for state of good repair and system expansion. This included $1,306 million in match from District for the extension of PRIIA through 2040.

Suburban Maryland Forecast

The revenue numbers in Table 1 for Suburban Maryland includes estimates for MDOT funding and from the suburban jurisdictions (Charles County, Frederick County, Montgomery County, Prince George's County, the City of Frederick, and the City of Rockville). Suburban Maryland's figures show MDOT's and the jurisdictions' funding projections and expenditure projections for the future. As opposed to previous years, the forecast commuter rail (MARC) figures are presented separately from the total local transit figures.

MDOT bases its overall revenue projections on the state's Consolidate Transportation Plan (CTP) budget for the next few years, extrapolation of past trends, and assumptions about future increases for out years (approximately 2019-2040). For years 2019-2040, the numbers from MDOT imply an annual increase of approximately 3.89 percent in real terms for state funds, while federal fund projections are based on an average growth rate of 2.75% for highway and 4.7% growth for transit program funds. The long-term federal contribution is a decrease from past financial assumptions, mainly due to the current federal funding uncertainties. MDOT projections commit matching funds for continuation of funding of the Passenger Rail Investment and Improvement Act of 2008 for WMATA Metrorail state of good repair types of expenditures through 2040.

Maryland jurisdictions also base their overall revenue projections on the budget estimates over the next few years, extrapolation of past trends, and assumptions about future increases for out years (approximately 2019-2040). For years 2019-2040, while each jurisdiction makes slightly different assumptions about future escalations, the aggregate numbers imply an overall annual increase of approximately 2.1 percent in funding for highway and transit by the Maryland jurisdictions.

Table 1 revenue breakdown in year of expenditure dollars by source for Maryland shows $13 billion from Federal, $54 billion from state, $16.4 billion from local, $0.8 billion from tolls/private, and $3.2 billion from non-WMATA transit fares.

On the expenditure side (Table 2), the figures again include MDOT data and data from the five suburban Maryland jurisdictions. MDOT and jurisdictions typically match their expenditures to the forecasted revenues available for each year. Table 2 includes $34 billion for operations and annual system preservation, $28 billion for capital state of good repair projects and $25 billion for expansion. The WMATA expenditure items include the $1.306 billion Maryland share for continuation of funding of Passenger Rail Investment and Improvement Act of 2008 (PRIIA) type expenditures through 2040.

Northern Virginia Forecast

Northern Virginia estimates of revenues and expenditures were developed cooperatively by VDOT, local jurisdictions, and transit agencies. VDOT developed estimates of Federal and state revenues that would be available both statewide and to the Northern Virginia region. VDOT worked with local jurisdictions to identify their additional highway and transit funding needs, taking into account the state revenues available for highways and transit. VDOT and the jurisdictions reviewed the WMATA requests and WMATA funding.

VDOT coordinated the effort and provided revenue and expenditure information for the state, Federal, and local jurisdiction data. Six different categories of projects and programs were evaluated, including Highways, Local Transit, Silver Line Phase 2, Local Transit, VRE, and WMATA Virginia Allocations, both operating and capital. In each, the revenues by source (state, Federal, local, tolls, other) and expenditures by category (operating, maintenance, administrative, and capital) have been identified. These disaggregated data have been used to build the summary table categories.

Northern Virginia CLRP revenues are derived from multiple Federal, state, local, toll, private and transit user sources, and future forecasts are based on a complex set of assumptions regarding expected escalations of each source. State revenues are expected to grow by 5% to 2019, with a growth rate of 2.1% for years 2020 and beyond. No growth is anticipated for federal revenues.

The six-year estimate of state revenues used for the fiscal annual Budget and the Six-Year Program is extracted the official forecast of state revenues prepared by the Department of Taxation. The state revenues include: Motor Vehicle Sales and Use Tax, Motor Vehicle Fuels Tax, Licenses Fees, International Registration Plan, and State Sales and Use Tax. For the Constrained Long-Range Plan (CLRP), the estimate of state revenues beyond FY 2020 reflects the same growth pattern of the current six-year implementation program.

The total Federal, state, and local funding figures that are shown in Table 1 include both highway and transit funding – $5.2 billion, $20.3 billion, and $25.9 billion, respectively. User charge revenues of $8 billion from tolls on state toll roads and $4.7 billion from local transit and commuter rail fares are shown separately. Private/other funds are $4.3 billion, including funding from the I-95 Express Lanes private consortium.

The local funding amount has increased significantly since the 2010 analysis, due to the legislation enacted in 2013. Regional and local revenues include the new dedicated Northern Virginia Transportation Authority (NVTA) funds. The NVTA funds are made up of a portion of the sales tax in Northern Virginia, a transit occupancy tax, and a grantors tax. A portion of the NVTA funds (30%) is distributed to the Northern Virginia localities and are treated as local funds in the financial analysis. The remaining portion of the NVTA funds (70%) is allocated by the NVTA and is treated as regional funds.[4]

[4] NVTA is in the process of assigning its new revenues to specific projects. Forecast expenditures were developed through projections for the type of projects that will be funded.

Expenditures (Table 2) include data from VDOT and the Northern Virginia jurisdictions. The expenditure data for the near term are derived from the latest annual budget and the six-year program data along with estimates in the TIP. Table 2 shows $29.8 billion for operations, $26.2 billion for state of good repair projects, and $12.5 billion for expansion, including both highways and transit. The amount for expansion has decreased considerably from the 2010 analysis, due to the completion of the I-495 Express Lanes, Silver Line Phase 1, and I-95 Express Lanes mega-projects.

Dulles Rail Phase 2 expenditures of $2.8 billion were included as part of local transit figures; these are capital costs only based on project budgets and preliminary cost estimates. VRE costs are based on the approved state improvement program through 2020, with assumed growth of 2.5% growth in later years, while fares are expected to grow by 3% annually. WMATA expenditure items in Table 2 include WMATA's request of $1,306 million in match from Northern Virginia for the extension of PRIIA through 2040.

Washington Metropolitan Area Transit Authority Forecast

WMATA numbers have been derived from WMATA's latest estimates for CLRP submission. Fare inflation rates for all modes (Metrobus, Metrorail, and MetroAccess) include a 2.5% compounded increase every odd year, consistent with CBO inflation forecasts, Board policy and recent budget practice. At the request of funding agencies, WMATA developed capital expenditure forecasts using a 2% long term inflation rate, below the CBO forecast rate, to incorporate future productivity and efficiency improvements.

Metrobus

The Metrobus fleet is projected to increase by 20 buses per year between FY2015 and FY2040, which is generally consistent with WMATA's Capital Improvement Program. Service growth is expected to grow at a modest rate, perhaps a few tenths of a percent per year. Metrobus expenses are expected to grow by between 4 to 5% in the early years of the plan, reaching the projected long term inflation rate of 2.5% by 2023. The short term rates are informed by recent cost growth rates, while the long term rate was derived from a recent Congressional Budget Office Long Term Outlook rate of 2.5%. Metrobus subsidies are allocated to the local jurisdictions based on policies adopted by the WMATA Board of Directors.

Metrorail

Service and fleet assumptions include operating support and fares for the Silver Line, Phases 1 and 2, with the expectation that revenue service for the latter will begin in FY2019.. A portion of the projected operating and maintenance support needed for Silver Line Phase 2 were assigned to FY 2018 to account for preparations needed in advance of revenue service including testing, staffing of facilities, training, and the like. After the Silver Line, no rail service growth was assumed in the period FY2020-2040. Facilities costs were added for the planned Potomac Yard Metrorail Station sponsored by the City of Alexandria in FY2018, consistent with the current CLRP.

Metrorail expenses are expected to grow by between 4 to 5% in the early years of the plan, reaching the projected long term inflation rate of 2.5% by 2023. The short term rates are informed by recent cost growth rates, while the long term rate was derived from a recent

Congressional Budget Office Long Term Outlook rate of 2.5%. Subsidy Allocation: For the period FY2014-2017, the 2014 budgeted subsidy allocation formula was applied which includes Phase 1 of the Silver Line, while an updated 2019 formula was projected and used for the period FY2018-2040. FY 2018 was selected as the first year for the adjusted rail subsidy allocation formula because many of the costs for operation are expected to begin well in advance of the beginning of revenue service projected in FY 2019, consistent with experience on Silver Line, Phase 1.

MetroAccess

As MetroAccess expenses are a function of ridership, the plan incorporates recent forecasts which range from 2.2 million annual trips to 3.6 million trips by 2040. Costs were then assigned based on the rider's jurisdiction of residence. As WMATA's service is purchased rather than directly operated, the plan uses cost inflation growth rates directly from WMATA's contract rates through 2023. After 2023, a long term cost inflation rate of 2.5% was applied. Subsidy Allocation: For the period FY2015-2017, a short term ridership forecast was used to apply the subsidy to each jurisdiction. For the period FY2018-2040, a long term 2040 ridership forecast (3.6 million annual trips) and interpolated jurisdictional forecasts were used to assign subsidies in intermediate years.

WMATA Capital Expenditures

Committed (CIP) Expansion. The FY2015-FY2020 CIP was approved by the WMATA Board of Directors, and therefore, no additional assumptions to federal formula grants, federal PRIIA, or other federal grants are made in these years. The FY2015-FY2020 CIP was developed based on the infrastructure reinvestment and expansion needs identified in the 2010 Capital Needs Inventory (CNI).

For 2020 and beyond, SGR facility and infrastructure expenditures are based on the average SGR expenditures for FY2015-FY2020. FY21-FY29 are inflated at a 2.5% inflation rate, with a reduction in the inflation rate for the later years (FY-30-FY40) to 2.0%.. SGR facility and infrastructure projections increase in FY2021 to account for additional assets added to the SGR inventory as a result of Silver Line Phase I and increase again in FY2026 for Silver Line Phase II. Assets are assumed to enter SGR inventories seven years after the initiation of operations. Vehicle SGR expenditures are developed based on actual fleet age compositions and schedules for fleet rehabilitation and replacement.

WMATA Capital Revenues

The capital revenues project current and anticipated funding sources from the federal, state and local governments including: Federal formula grants and local match, PRIIA and local match for Metrorail SGR.

Federal Funds: For FY21-40, Federal formula grants are inflated each year by a 2.5% inflation factor. Federal PRIIA funds are maintained at $150M each year, with no inflation assumed.

Revenue allocations for SGR needs are split among the Compact jurisdictions in accordance with the current Capital Funding Agreement (CFA) for FY14-16 and are projected through to

FY2019 consistent with the proposed FY2015-2020 CIP. For FY21-FY40 the local match to Federal formula funds is maintained with a 2.5% inflation factor per year.

System Performance funds are determined as the difference between the SGR expenditures and those federal and state/local revenues generated by Federal Formula grants, Federal PRIIA funds, and the local match to each. State and local match to Federal PRIIA funding is split among the states equally (33.33% each).

WMATA Capital Subsidy

The following assumptions are made in reconciling the capital revenues and expenditures. All PRIIA funds (both the federal funds and the local match) are assumed to support Metrorail projects only. All available non-PRIIA federal funding is applied proportionally across the modes in any given year. With federal funding being applied proportionally, the required federal match and system performance funds are also proportional by mode. Using the jurisdictional operating subsidy shares by mode, the required federal match and system performance funding for each year by mode is allocated to each jurisdiction and summed up.

WMATA regional operating and capital numbers (covered by operating revenues, grants, and other non-jurisdictional funds) are shown in a separate row below the rows summarizing the three jurisdictions in summary Tables 1 and 2. WMATA's request from each jurisdiction is shown under each jurisdiction summary section as well as separately at the end of expenditure Table 2. As mentioned earlier, the expenditures in Table 2 include extension of PRIIA through 2040.

Section 4: Comparison to the 2010 CLRP Update

Initial comparisons between average annual revenues by jurisdiction and type for the 2024 Draft versus the 2010 Update concludes that more revenues are needed on an annual basis than in previous CLRP estimates. All conclusions are of course tempered by the switch to making the forecasts in year of expenditure dollars and including additional years in the forecasts.

The revenues and expenditures for the 2014 and 2010 Updates were developed using the same general methods, however there are now 26 years in the forecasts (2015-2040) in comparison to the 30 years in the earlier forecasts (2011-2040).

The proportion of revenues and expenditures devoted to public transportation has decreased to approximately 58 percent, from slightly below 64 percent in the 2010 CLRP. Revenues for WMATA constitute 41 percent of the total versus 51 percent in 2010 (but were 43 percent of the total in 2006). WMATA revenues largely come from fares (41 percent) and state sources (46 percent). These proportions were 42 percent and 40 percent respectively in 2010.

Federal revenues as a proportion of the total is unchanged since 2010 at 16 percent as are state revenues at 40%. Local revenues are up slightly, now 17% as compared to 13% in 2010. Other sources of revenue, including private and other sources and user fees from tolls and fares, are down slightly, now 24% as compared to 32 percent in 2010. With respect to revenues for individual modes, for highways the Federal government and the states provide 63 percent of the revenues (down from 74 percent contribution in 2010), while local share as a proportion of highway revenues has increased to 24 percent (compared to 11 percent in 2010). This would reflect the change in Virginia funding, with more local funds coming from the NVTA fund. Local transit and commuter rail are largely funded from state and local revenue sources (52 percent) with fares contributing 35 percent and Federal aid 12 percent.

Key observations on changes in expenditures for the 2014 CLRP Financial Analysis include:

Total Expenditures in Billions of YOE Dollars Increased since the 2010 CLRP:

	Total	D.C.	Maryland	Virginia	WMATA (Nonjurisdictional)
(2010 CLRP)	222.8	28.0	74.5	58.0	62
(2014 CLRP)	244.1	33.1	87.3	68.5	55.2
Percent Increase	10%	18%	17%	18%	(11%)

Total expenditures increased by 10 percent from 2010 to 2014 CLRP, due to additional new revenues in Maryland, Virginia, and the District of Columbia. These revenues more than made up for projections of reduced federal funds, as well as other factors including a shorter analysis period (twenty-six years instead of thirty years) and the completion of several mega-projects such as the Inter-County Connector, Woodrow Wilson Bridge, and Silver Line Phase 1

The Percentage of Total Expenditures in Billions of YOE Dollars by Mode

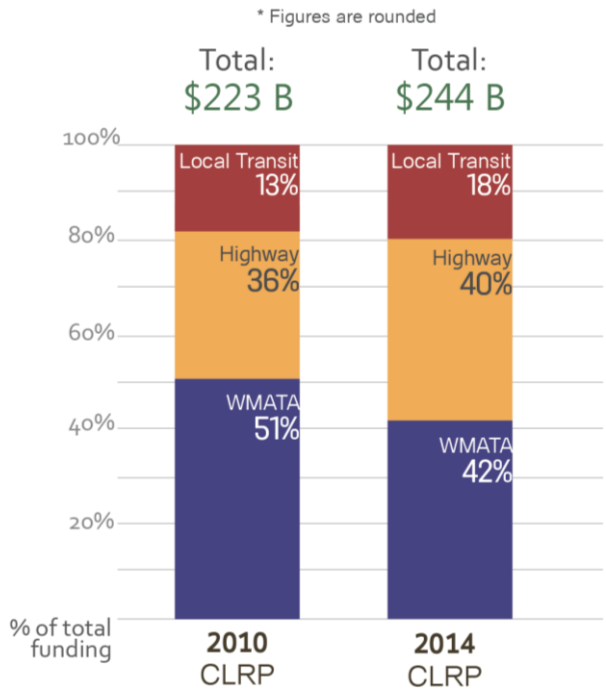
CLRP	Highway	Other Transit	WMATA	Total
2006	68 (43%)	22 (14%)	69 (43%)	159
2010	81 (36%)	28 (13%)	113.8 (51%)	222.8
2014	99 (41%)	43 (18 %)	101 (41%)	244.1

WMATA expenditures constitute 41 percent of the total for the 2014 CLRP and highways constitute 41 percent and local transit 18 percent. In the 2010 CLRP, the proportion of funding for WMATA was higher, over half the total expenditures. However, the 2014 proportions are closer to the 2006 percentages of expenditures by mode, with more funding planned for local transit, including light rail and street car projects. An overall comparison since 2000 shows that the 2014 proportions are closer to the longer-term trend.

The Total Public Transportation Percentage versus Highways since 2000:

	Public Transportation	Highways
2000 CLRP	50	50
2003	60	40
2006	57	43
2010	64	36
2014 CLRP	59	41

Figure 4 - 2010 to 2014 CLRP Expenditures Comparison



Section 5: Transportation Revenues: Recent Trends and Future Options

There have been positive actions taken by agencies since 2010 in terms of seeking adequate revenues to maintain the existing highway and transit systems in a state of good repair. However, major challenges remain if surface transportation capacity is to grow to meet forecast population and economic growth, or if congestion on the entire transportation system leads to costly delay and a negatively impacted quality of life. The region must examine new sources of possible future funding and must identify the critical steps needed to achieve more adequate funding for the unfunded expansion needs of the transportation system. In addition, the region is still recovering from the economic recession. It is important that long-term forecasts be understood in terms of long-term trends, so information is presented here about trends prior to the recession.

While the recent increases in state funding in Maryland, Virginia, and the District of Columbia have been significant, the long-term forecast for federal revenues is dismal. Absent an increase in federal transportation programs to keep up with the population and economy, states and local jurisdictions will have to find more sources of transportation funding, even while under immense pressure to constrain their own revenue exaction. About 43 percent of recent national highway capital and just a slightly smaller percentage of recent national transit capital funding have come from the Federal government, yet as the financial analysis shows, the region forecasts only 16% of overall revenues will come from federal programs through 2040.

The shift to user fees for highway expansion, particularly for specific project-based funding agreements such as for HOT lanes and toll lanes, has been an important step in the direction of increased revenues as well as project implementation. The 2010 opening of the tolled Inter-County Connector in Maryland, built by the State Highway Administration and operated by the Maryland Transportation Authority is one example. More innovatively, nationally recognized private-public partnerships in Virginia have funded the construction of additional capacity in the shape of tolled lanes added to congested highways. The Capital Beltway I-495 Express Lanes opened in 2012, with a connecting project, the I-95 Express Lanes, due to open in 2015. For the express lane projects, Virginia solicited private partners to build and partly finance the construction of new capacity; in exchange the private partners have a long-term contract to collect tolls on the express lanes.

There may be opportunities for future capacity expansion through tolling, including a role for public-private partnerships. In addition, the State of Maryland plans to construct the light rail Purple Line system using a public-private partnership in which the private partner will finance a considerable portion of the costs of construction. However, these limited opportunities are not substitutes for enhanced broad-based funding sources such as fuel taxes, vehicle fees, sales taxes, or other major dedicated sources that can support the operation, preservation, maintenance, and long-term state of good repair replacement and rehabilitation needs for major components of the surface the transportation system. Also, although increases to traditional motor fuel taxes and other current user fees are feasible short- and mid-term sources, they may not necessarily be the best long-term solution given improved vehicle fuel efficiency and

alternative fuelled vehicles. In support of the 2010 CLRP financial analysis, an exhaustive review of potential revenue sources, innovate financing techniques, and relevant factors was conducted and is still very relevant. This report is available at: http://www.mwcog.org/uploads/pub-documents/pV5fWls20101201121202.pdf

Actions Needed to Achieve New or Enhanced Revenue Sources

The National Capital Region still needs additional revenues and new revenue sources in order to support critical needs for expansion of the surface transportation network. As in previous analyses, the vast majority of available future transportation revenues are already dedicated to the maintenance and operations of the current transit and highway systems. Many unfunded but desirable projects are proposed that cannot be included in the CLRP under the funding constraints.

The greatest challenge to the region is the existence of multiple jurisdictions at several levels, each with its own tax base, tax structure, and tax policy. This leads to challenges in funding for regional or inter-jurisdictional coordination, connections, and interoperability, particularly for public transportation services and bicycle/pedestrian facilities. There are opportunities in each jurisdiction to develop new or enhanced revenue sources that can be part of an overall regional solution. There also is the potential for developing metropolitan-level funding sources for planning and implementing regional transportation projects.

Recent analyses have indicated that fuel taxes will remain a viable base for funding in the near term, both for the region and the nation. The recent indexing of state motor fuels taxes to inflation, and the automatic adjustment of dedicated sales taxes, is the most promising development in ensuring that at least a basic level of funding continues to flow to the region's highway and transit systems in the future. The next step would be for federal motor fuel taxes to also be indexed to inflation, along with a rise to incorporate inflation since last adjusted in 1993. In addition to the indexing of revenue sources, recent developments in the region with regard to tolling and pricing mechanisms suggest that their application could be expanded in the shorter term.

Public Support for Additional Transportation Revenues

In the region and across the nation, there is considerable political and popular resistance to increased tolling and to the introduction of additional pricing mechanisms. *What Do People Think About Congestion Pricing? A Study of the Public Acceptability of Congestion Pricing Through a Deliberative Dialogue with Residents of Metropolitan Washington*[5] was completed by the TPB in 2013. The study found that participants agreed that congestion resonates as a critical problem facing the region, with significant personal impacts. However, participants who said they wanted more transportation alternatives rarely connected the lack of those options to the lack of funding. Some expressed doubts about the reality or extent of funding problems while many lacked confidence in the government's ability to solve transportation problems even if enough funding were available. An additional finding was that participants were generally unaware of

[5] http://www.mwcog.org/store/item.asp?PUBLICATION_ID=470

the details of how transportation is currently funded, including the fact that the federal gas tax has not been raised in nearly two decades and is not indexed to inflation. Participants seemed to doubt inherently that congestion pricing would be effective in improving the region's transportation system. Therefore, framing pricing as an effective tool for addressing congestion problems and funding shortfalls does not seem to resonate with the public, despite the opportunity for facility tolling and congestion pricing in cordon or area-specific settings, including the use of variable and dynamic schemes.

However, if congestion pricing can effectively create specific and useful transportation alternatives, people showed more interest during the study discussion. Participants suggested that congestion pricing could play a role in the future, but proposals would need to clearly indicate how revenues raised through congestion pricing will be used, and ensure transparency and accountability in the allocation of these funds.

Private Section Funding Options

The I-495 and I-95 Express Lanes projects in Virginia have received national recognition for their innovative use of private-public partnerships. There have been both strongly negative and strongly positive reactions to the role of private firms in building and managing tolled highway networks, even if only new capacity is provided. Even when tolling is done by the public sector, as in the case of the Inter County Connector and the Dulles Toll Road, there is opposition to tolling. This is additionally the case where highway toll revenues are being used to invest in transit capacity expansion, as is the case for the Silver Line . The conversion of free lanes to toll lanes would likely face much greater public opposition, and be much more difficult than the leasing of current toll facilities or the implementation of new toll facilities on HOV lanes. Implications from these current experiences suggest that pricing and PPPs (those that involve tolling) will not be enough to fund significant surface transportation capacity, and that other sources of revenue will be needed.

The 2014 CLRP includes studies of managed lane feasibility by the District of Columbia on its Interstate roads, though no new tolled or managed projects are specified in the CLRP. Managed lanes with tolling may create an opportunity for private sector involvement in financing of any potential project. In addition, the State of Maryland plans to construct the light rail Purple Line system using a public-private partnership in which the private partner will finance a considerable portion of the costs of construction.

In the long term, new financing mechanisms are important in view of the anticipated shift away from petroleum-based fuels toward new, broad-based user fees that are not dependent on fuel consumption but on the use of the system, e.g., mileage-based or VMT fees. For both political and technological reasons, their actual implementation lies well into the future although significant efforts already are underway to develop technological solutions.

Phasing in of new transportation revenue exaction will be dependent on a variety of factors, including the needs for revenues, and the availability and attributes of the various revenue options, including the roles and required actions of various levels of government. However, if new revenues are ever to be developed, progress will need to be made in developing public and political support for such strategies.

ITEM 12 - Information
September 17, 2014

Briefing on a Performance Analysis of the Draft 2014 CLRP

Staff Recommendation: Receive briefing on the performance analysis of the draft 2014 CLRP.

Issues: None

Background: The 2014 CLRP is scheduled to be adopted by the TPB at its October 15 meeting.

Financially Constrained
Long-Range
Transportation Plan
For the National Capital Region

CLRP 2014

PERFORMANCE ANALYSIS

of The Draft 2014 CLRP

Presentation to the Transportation Planning Board
September 17, 2014

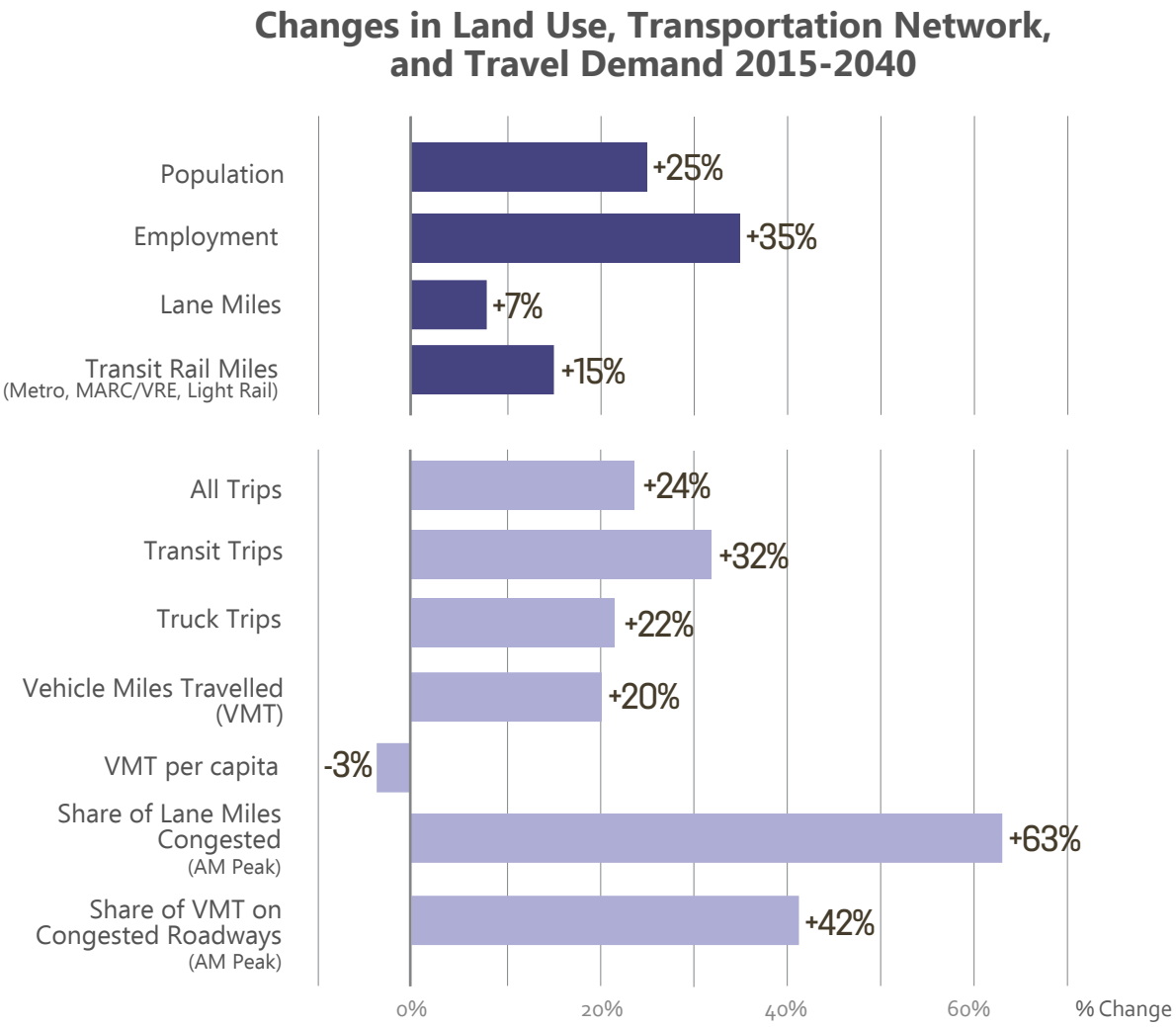
What is the Long-Range Transportation Plan (CLRP)?

- **The CLRP identifies regionally significant transportation projects and programs that are planned between now and 2040**
  - Over 750 Projects are included from simple highway landscaping projects to billion-dollar highway and transit projects (includes 7% more lane miles of roadway, and 15% more miles of transit rail)
  - Funding for programs that aim to make the transportation system in Metropolitan Washington better and more efficient

- **Some specific projects in the CLRP include:**
  - Metro's Silver Line and Columbia Pike Streetcar (in VA)
  - The Purple Line and the Corridor Cities Transitway (in MD)
  - The H. St. / Benning Rd. Streetcar (in DC)
  - Approx. 1,200 new lane-miles of roadway including Express Toll lanes on I-95 in VA
  - 25 improved highway interchanges

For a complete listing of projects and programs in the CLRP, visit:
http://www.mwcog.org/clrp/

2014 CLRP Performance Summary (2015-2040)



The region is forecast to be home to 25% more residents and 35% more jobs in 2040. To accomodate growth, 7% more lane miles of roadway and 15% more transit rail miles are planned to be constructed.

The total number of trips taken is expected to increase by 24%, while transit trips are expected to rise faster than overall trips.

The overall amount of driving (VMT) is expected to grow by 20%. This slightly less than forecast population growth, which means that VMT per capita is expected to drop by 3%.

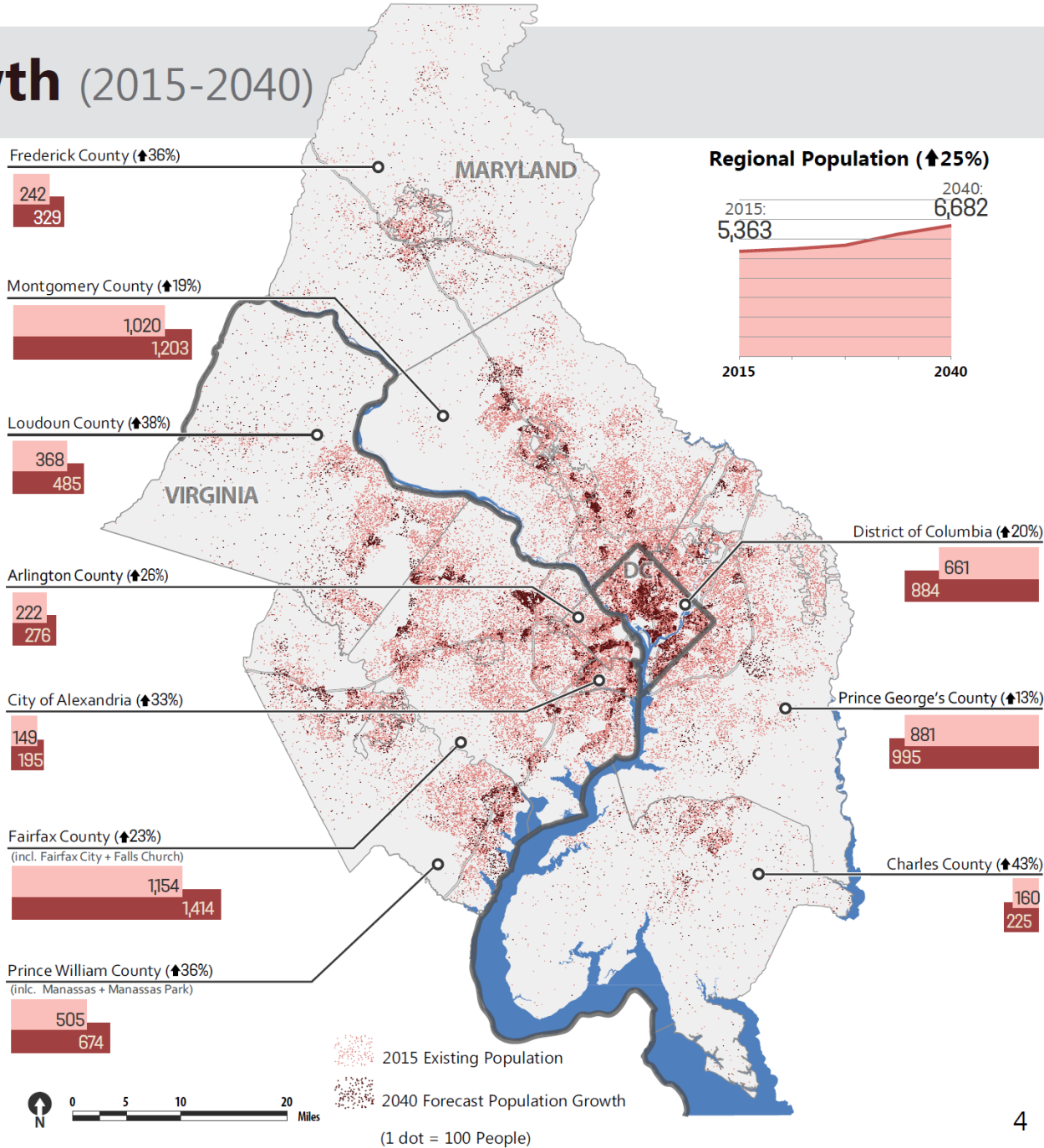
The increase in demand on the roadways is forecast to outpace the increase in supply, leading to a significant increase in congestion.

Population Growth (2015-2040)

By 2040 the region's population is forecast to grow by 25% to over **6.6 million people**.

The population of the outer jurisdictions is expected to grow at a faster rate than the inner jurisdictions, but the inner jurisdictions will retain the majority of the region's population in 2040.

The majority of the new residents are forecast to live in denser population centers throughout the region.



** Population and Job Estimates come from the Round 8.3 cooperative forecast*

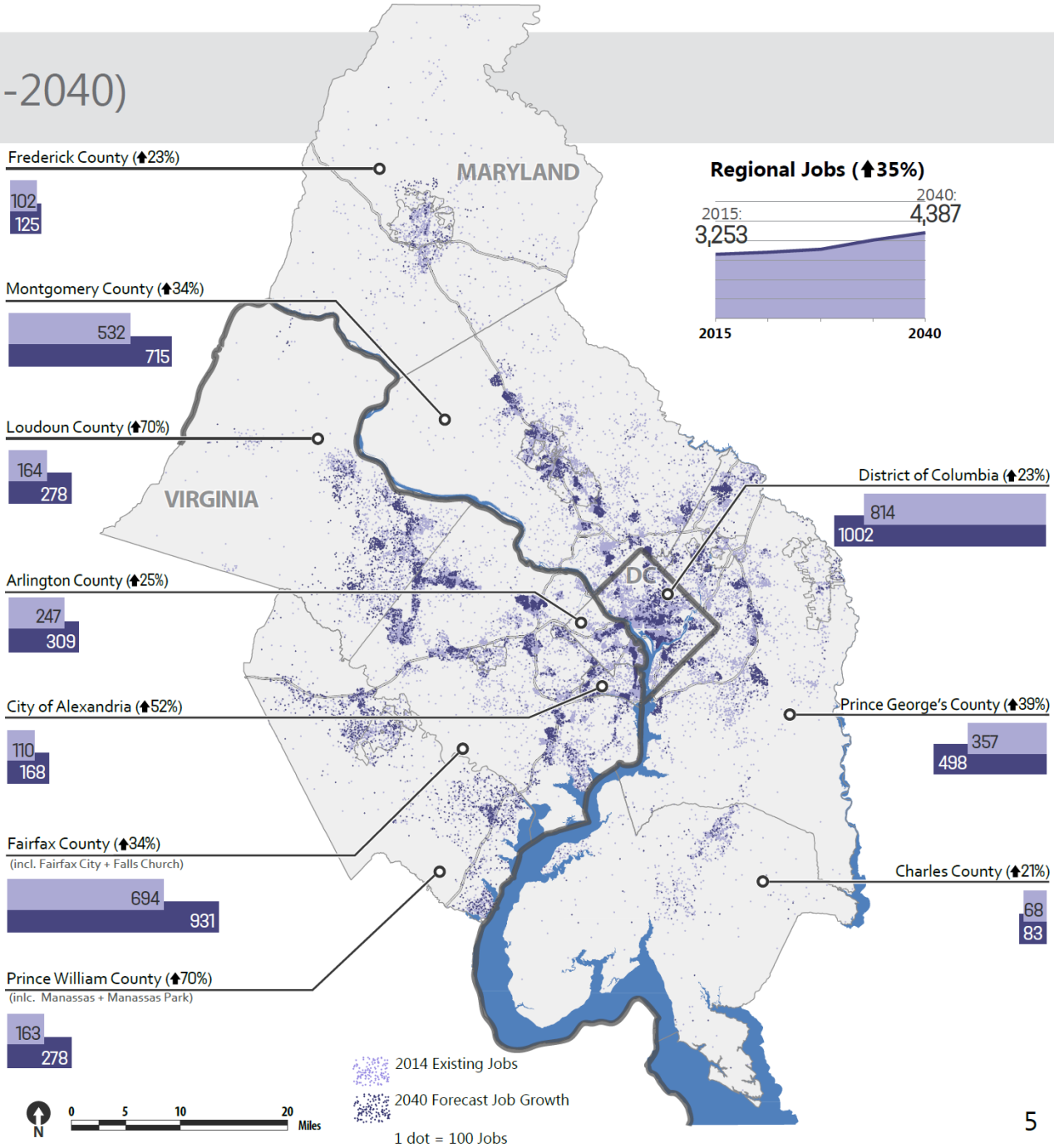
Job Growth (2015-2040)

By 2040 the region's employment will grow by 35% to over **4.3 million jobs.**

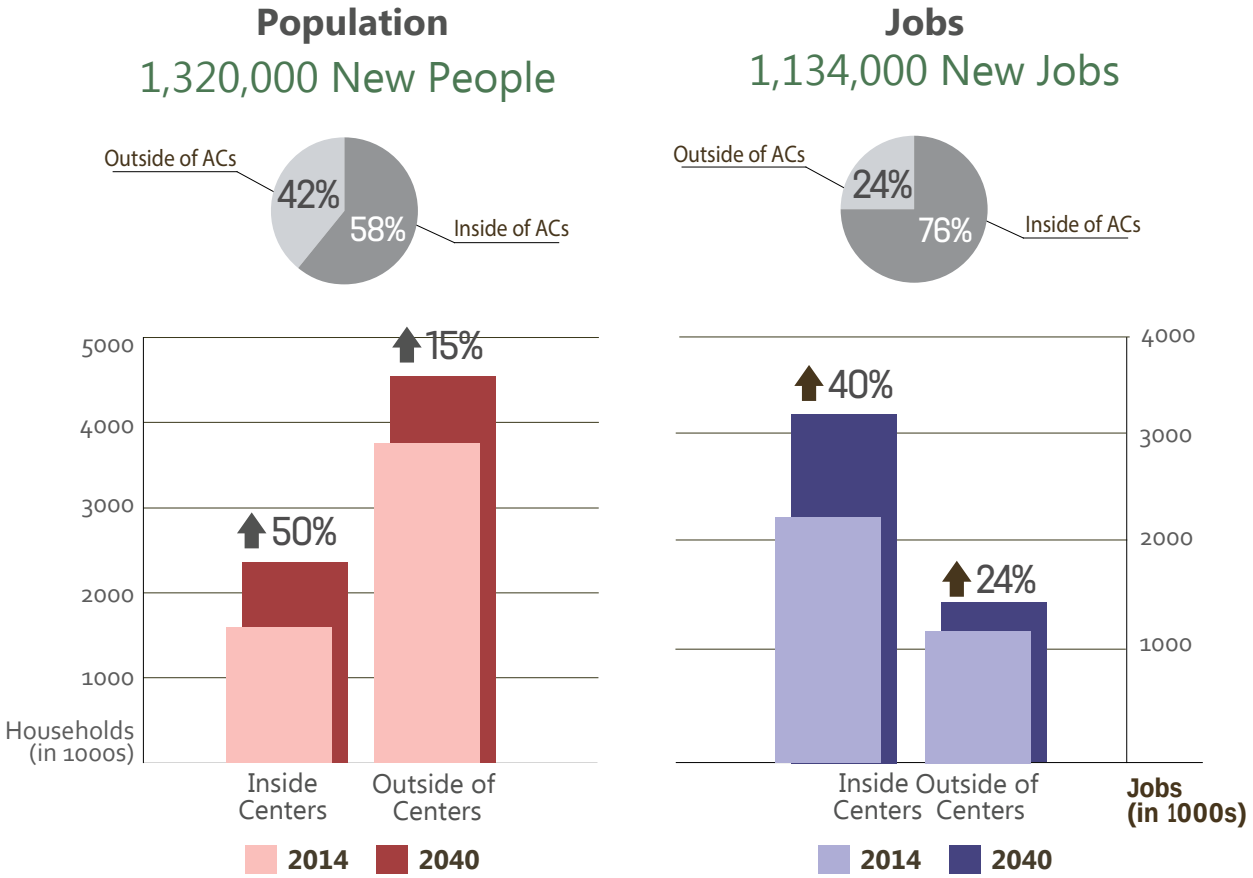
Employment is expected to grow fastest in the outer jurisdictions of Virginia, but the highest concentration of jobs will be in the District of Columbia, Fairfax County, VA, and Montgomery County, MD in 2040.

Jobs will continue to concentrate toward the western side of the region, but the majority of the new jobs are forecast to be in denser housing and job centers throughout all parts of the region.

** Population and Job Estimates come from the Round 8.3 cooperative forecast*

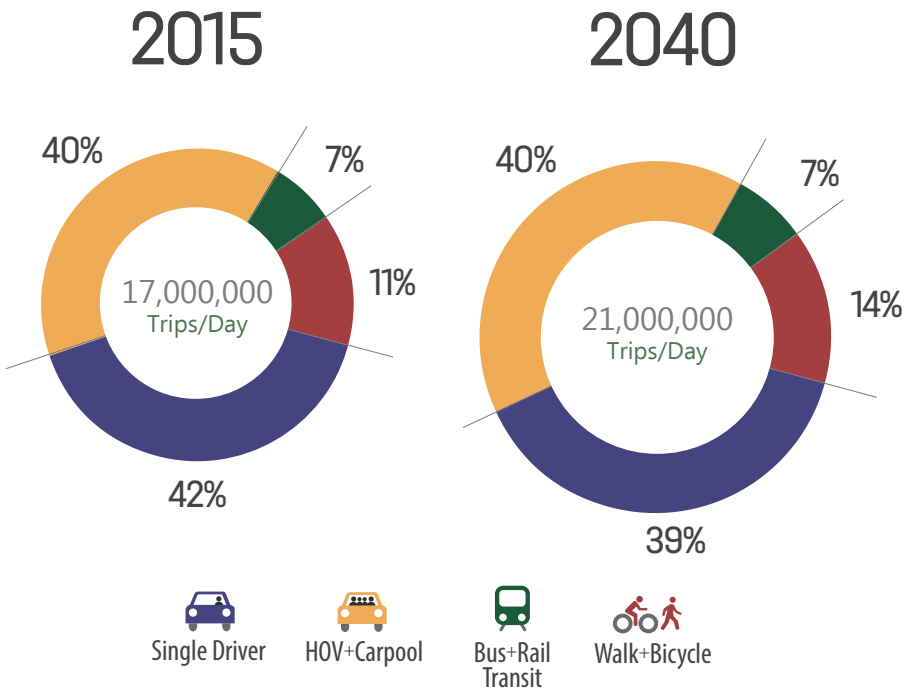


Growth in Activity Centers (2015-2040)



The majority of new jobs and population are forecast to be in housing and job centers refered to as Regional Activity Centers. Though the majority of the regional population will remain outide of Activity Centers in 2040, population is forecast to increase at a faster rate inside Activity Centers over the next 25 years. The majority of jobs today are located in Activity Centers, and this trend will continue in the future.

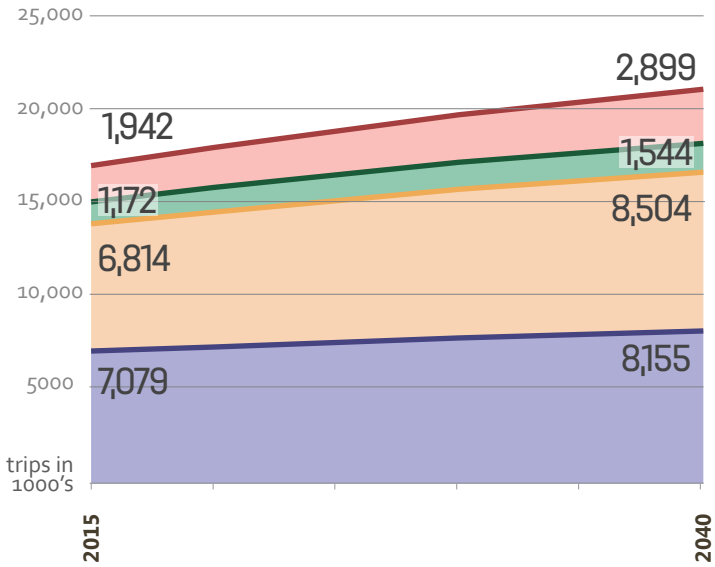
Daily Travel - Mode Share (2015-2040)



In 2040, 4 million more trips are forecast to be taken everyday using all modes on the region's transportations system.

By 2040, the share of trips made by drivers of single-occupant vehicles are expected to drop by a few percentage points, while the share of carpool trips and non-motorized vehicle trips are expected to increase slightly.

Daily Travel - Trips by Mode (2015-2040)

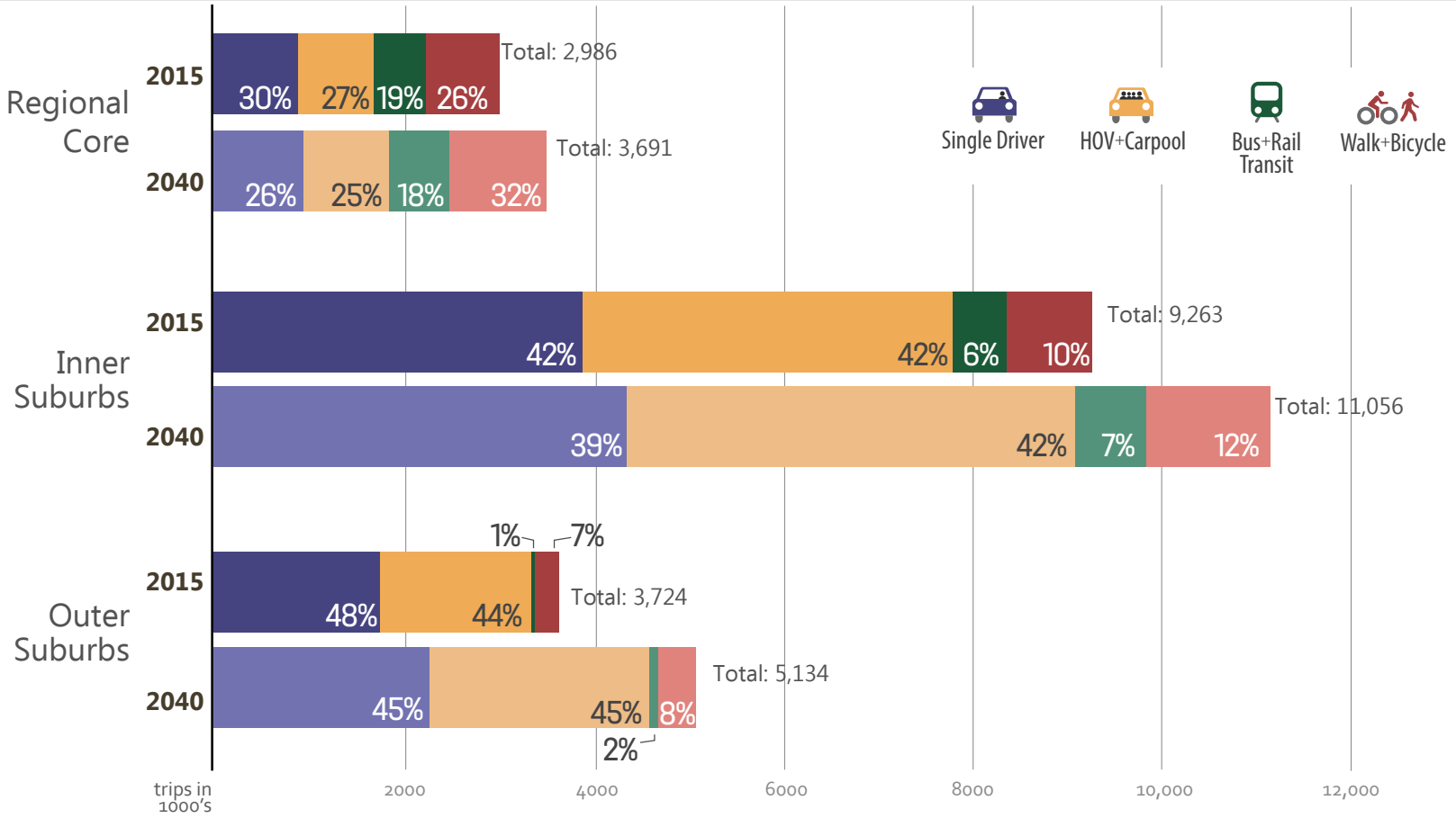


957,000 more trips	Walk+Bicycle	+49% From 2015
372,000 more trips	Transit	+32% From 2015
1,690,000 more trips	HOV+Carpool	+25% From 2015
1,076,000 more trips	Single Driver	+15% From 2015

Although mode share is not forecast to change significantly, the number of trips taken using each mode will rise substantially.

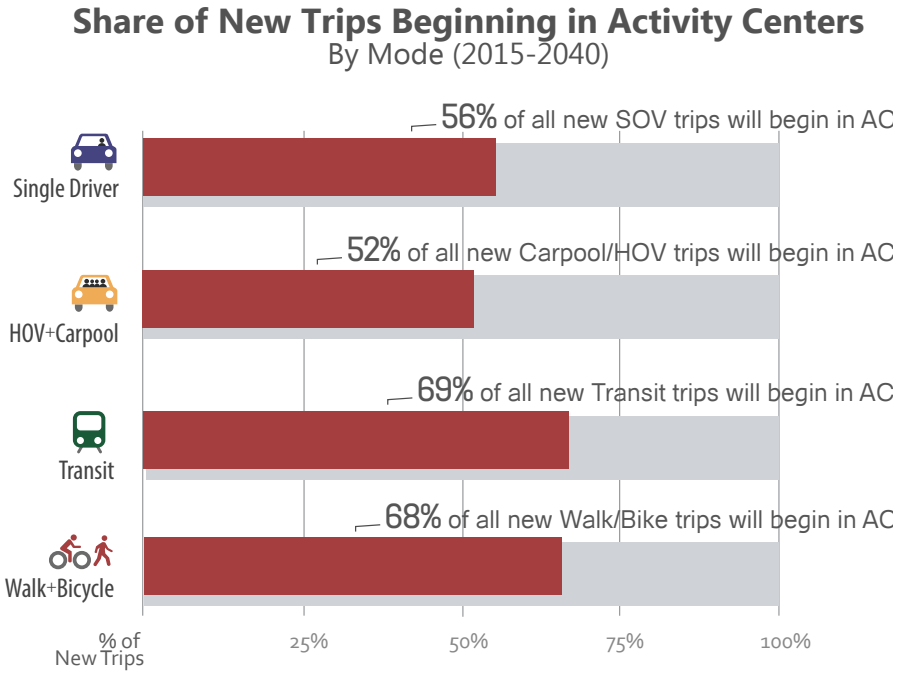
The number of single driver trips is expected to increase by 15%, which is slower than all other modes in the model, while carpooling is expected to increase by 25%. The transit system is forecast to accomodate 32% more trips, which is just over 370,000 new trips per day. And a nearly 1 million new non-motorzied trips are expected, which is a 49% increase from today.

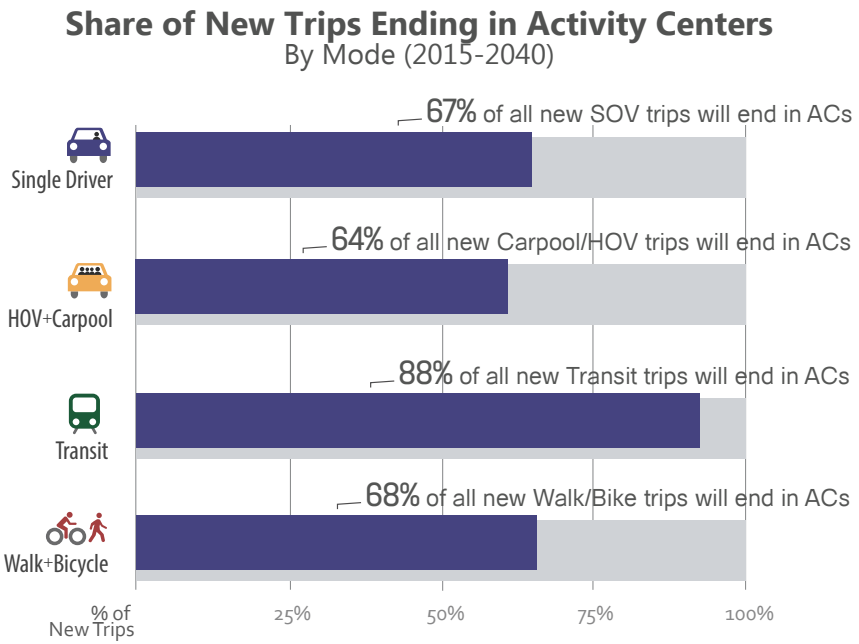
Daily Travel - Mode Share by Core, Inner, & Outer suburbs



In the regional core, the share of single driver trips are expected to decrease in favor of more non-motorized trips. In the inner suburbs the share of single driver trips are expected to drop slightly while of transit and non-motorized trips increases slightly. In the outer suburbs, the share of single driver trips are expected to go down while transit, carpool, and non-motorized trips are expected to increase slightly.

New Trips in Activity Centers (2015-2040)



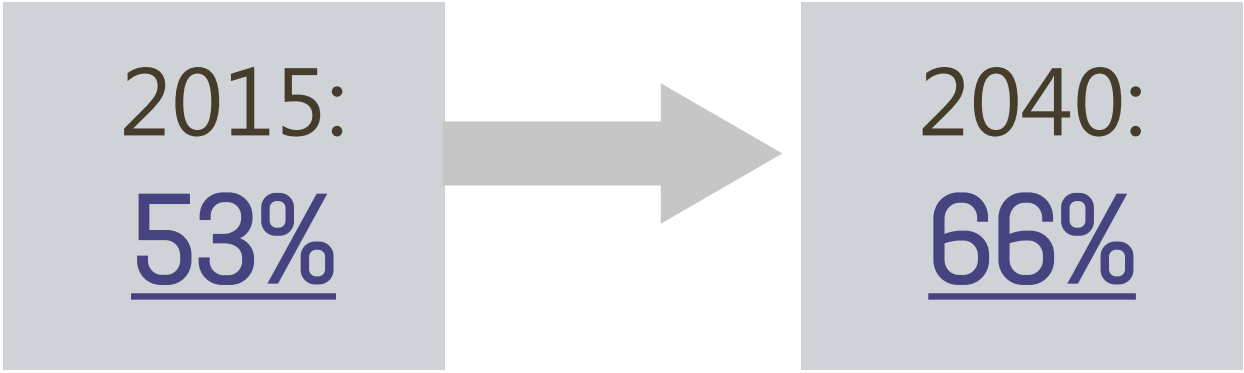


The majority of new trips on all modes are forecast to begin and end in Activity Centers, which are expeceted to be well served by transit and provide an environment that is friendly to walking and biking. Though 58% of the new population is expected in Activity Centers, 69% of new transit trips and 68% of new walk/bike trips are expected to begin in these places.

Since these places are forecast to be well served by transit and have a variety of destinations to travel to, 88% of all new transit trips are expected to end in Activity Centers.

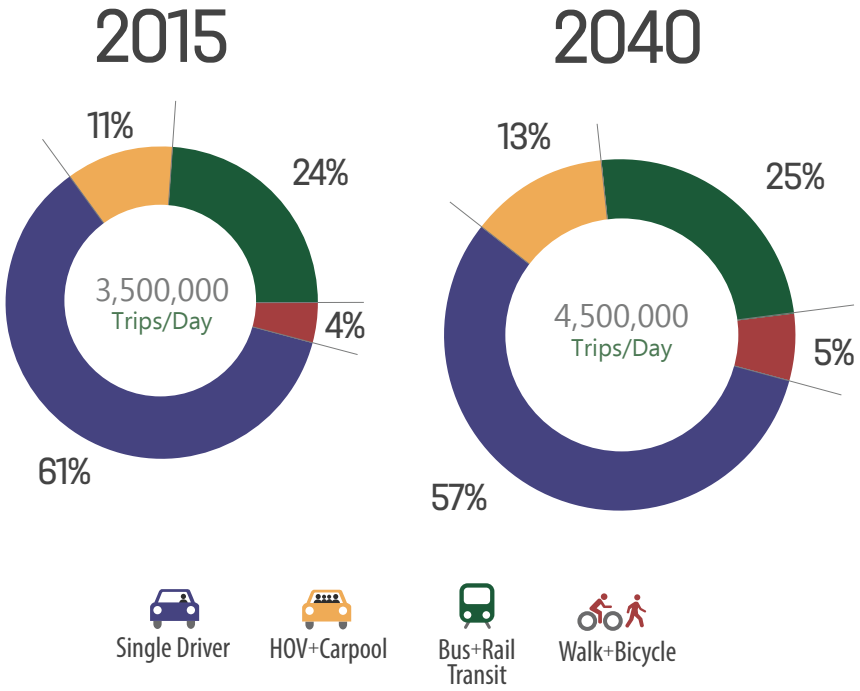
New Transit in Activity Centers (2015-2040)

Activity Centers with High Capacity Transit



Most of the new transit projects included in the 2014 CLRP will serve Regional Activity Centers throughout the region. In 2040, 66% of Activity Centers are expected to be served by high capacity transit compared to 53% today.

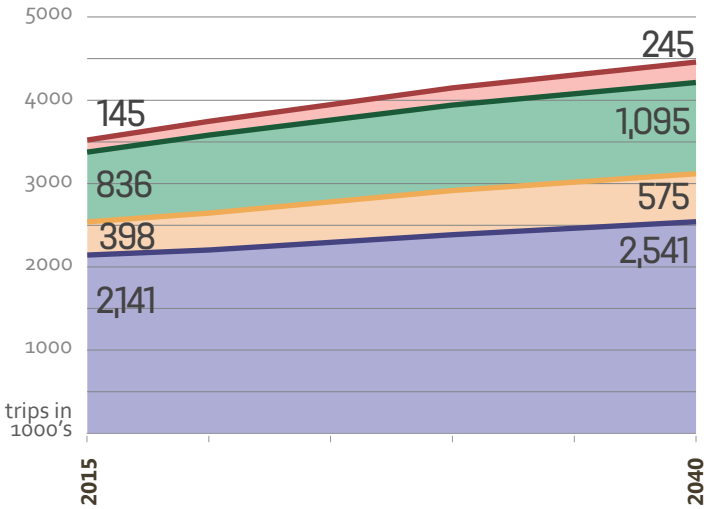
Commute Travel - Mode Share (2015-2040)



Population and job growth region-wide will lead to an increase of approxiately 1 million new commute trips. Commute trips are expected to account for 20% of all travel, but 40% of all vehicle miles travelled.

The share of work trips taken by single-occupant vehicles is expected to drop slightly, while carpool/HOV, bus and rail transti, and non-motorized trips are expected to increase slightly.

Commute Travel - Trips by Mode (2015-2040)

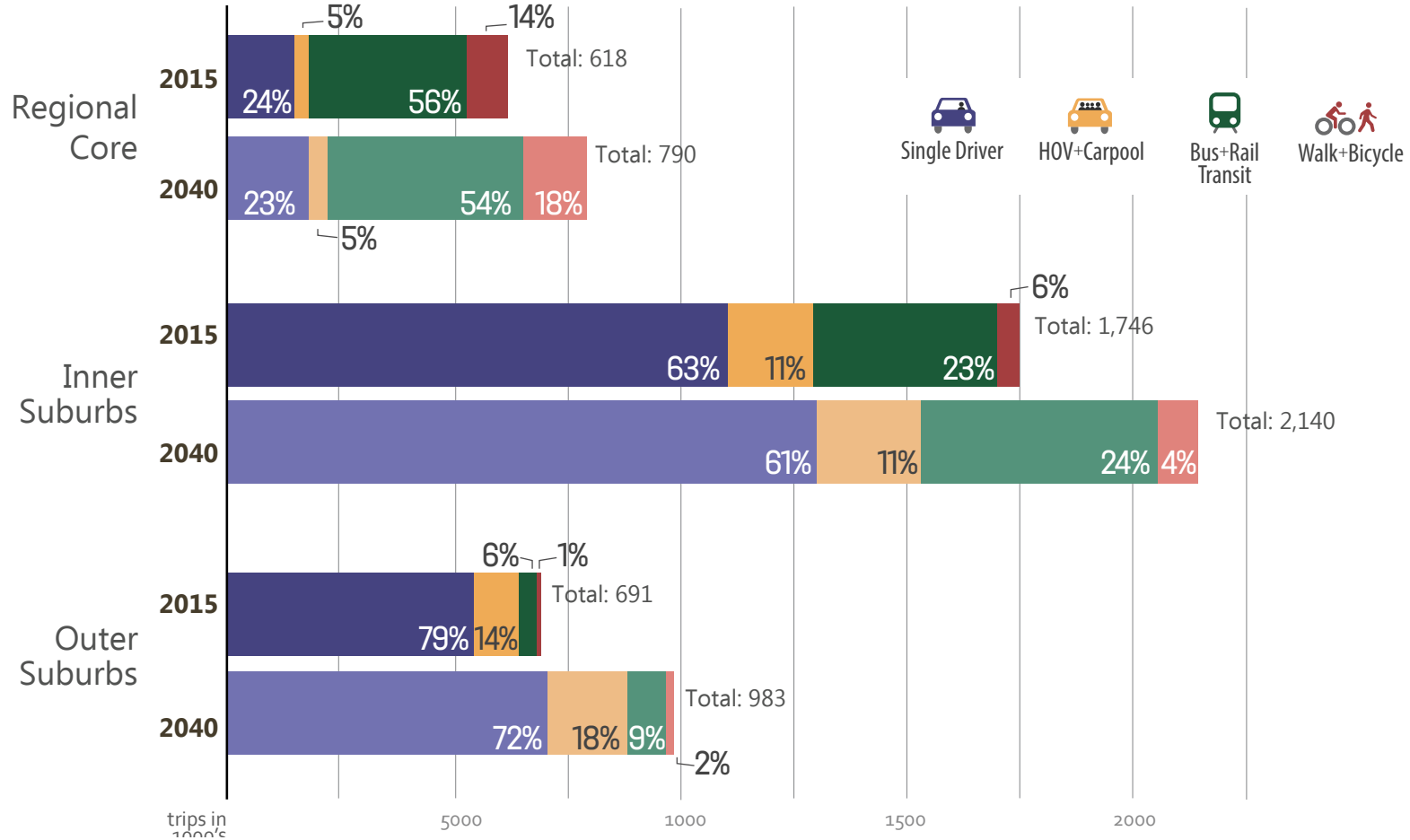


100,000 more trips	Walk+Bicycle	+69% From 2015
259,000 more trips	Transit	+31% From 2015
177,000 more trips	HOV+Carpool	+44% From 2015
400,000 more trips	Single Driver	+19% From 2015

Although commute mode share is also not forecast to change significantly, the number of trips taken using each mode will rise.

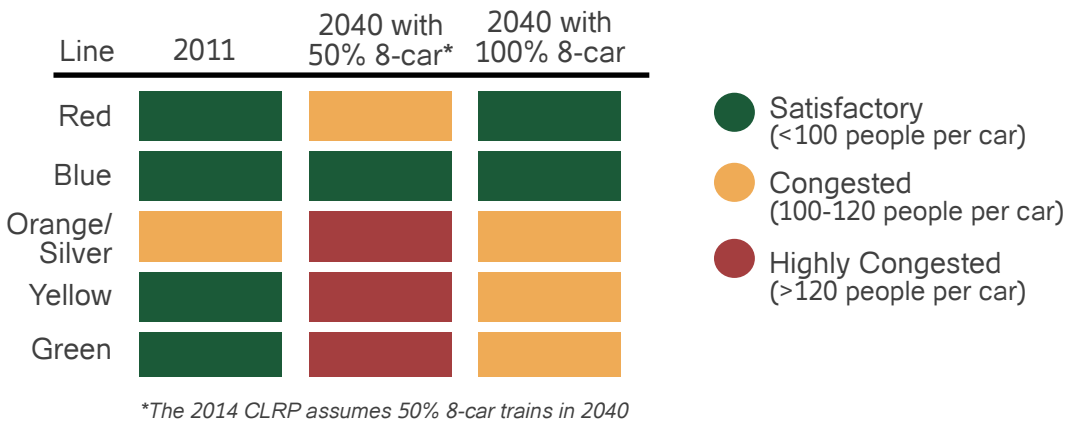
Single driver commute trips are expected to rise at the slowest rate (19%) of all modes modelled, followed by transit (31%), HOV/Carpool (44%), and walking/Biking (69%). Though commute mode share is only expected to go up by one percentage point, regional transit systems will accomodate more than 250,000 additional commute trips per day.

Commute Travel - Mode Share by Core, Inner, & Outer Suburbs



In the regional core the share of single driver trips is forecast to drop in favor of more walk and bike trips. In the inner suburbs the share of single driver trips is expected to drop slightly in favor of higher shares of transit and non-motorized trips. And in the outer suburbs, the share of single driver trips is expected to go down while the shares of transit and carpool trips are expected to increase. The increase in transit mode share is forecast to be greatest in the outer suburbs.

Transit Congestion (2011-2040)

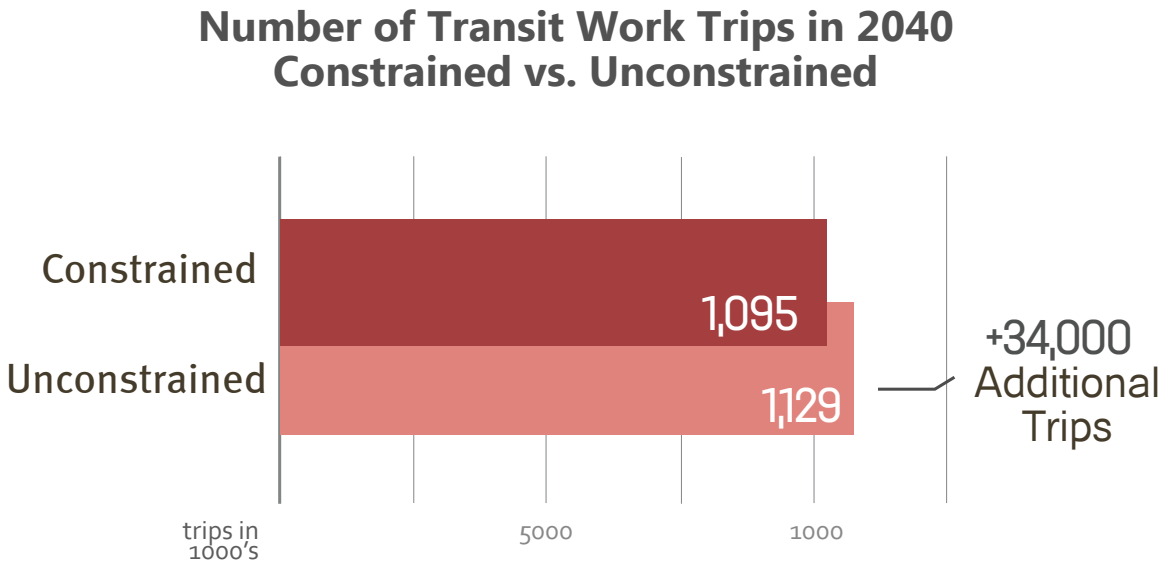


The 2014 CLRP assumes 50% 8-car trains in 2040

The Metrorail system will likely reach capacity on trips to and through the regional core, due to lack of funding for capacity enhancements.

Without additional railcars beyond those currently funded, 4 out of 5 lines entering the core will become congested by 2040.

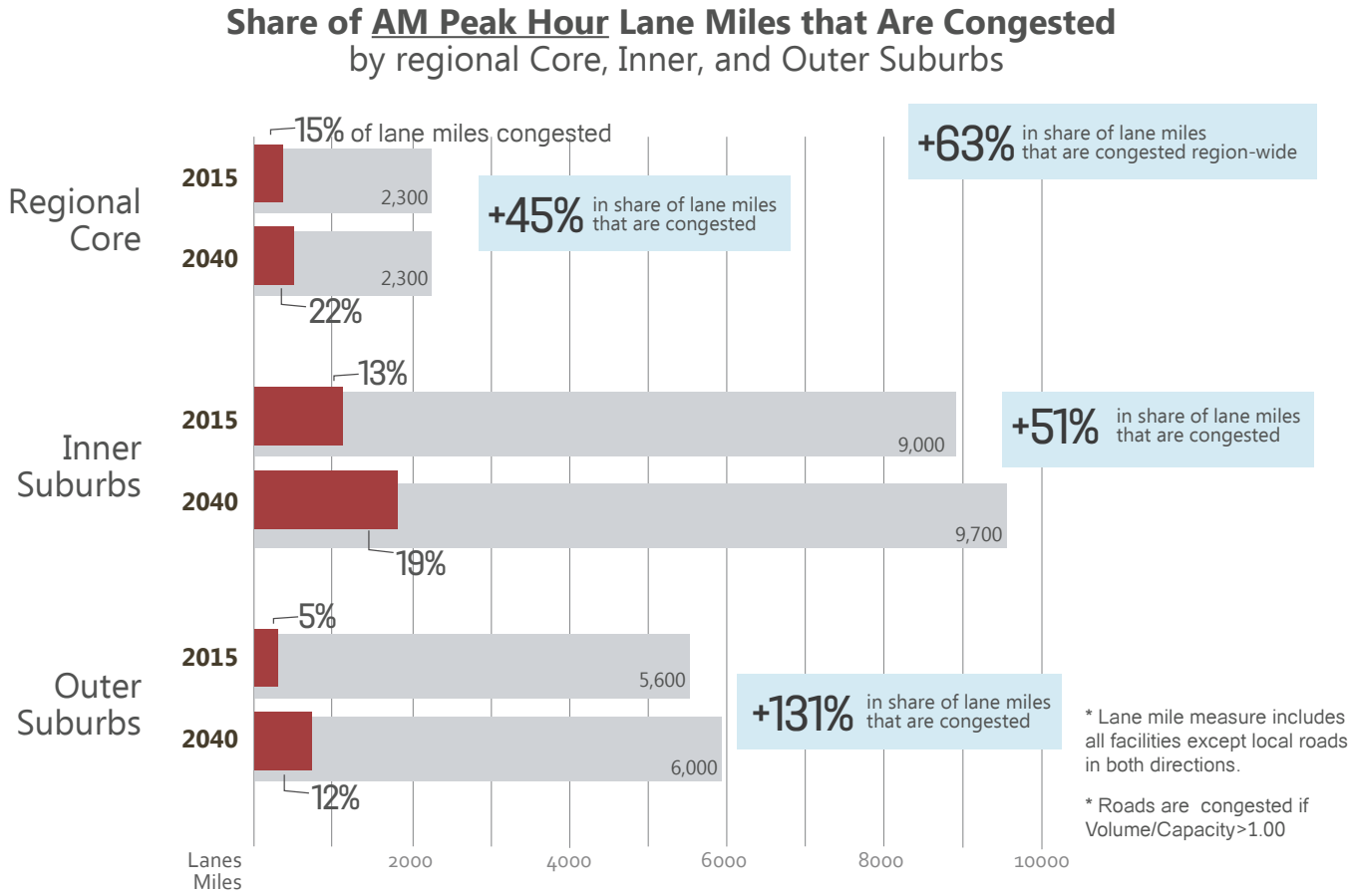
Unconstrained Transit (2015-2040)



To address the lack of identified funding for 8-car trains and core capacity station improvements, Metrorail ridership to or through the core area was constrained to 2020 levels.

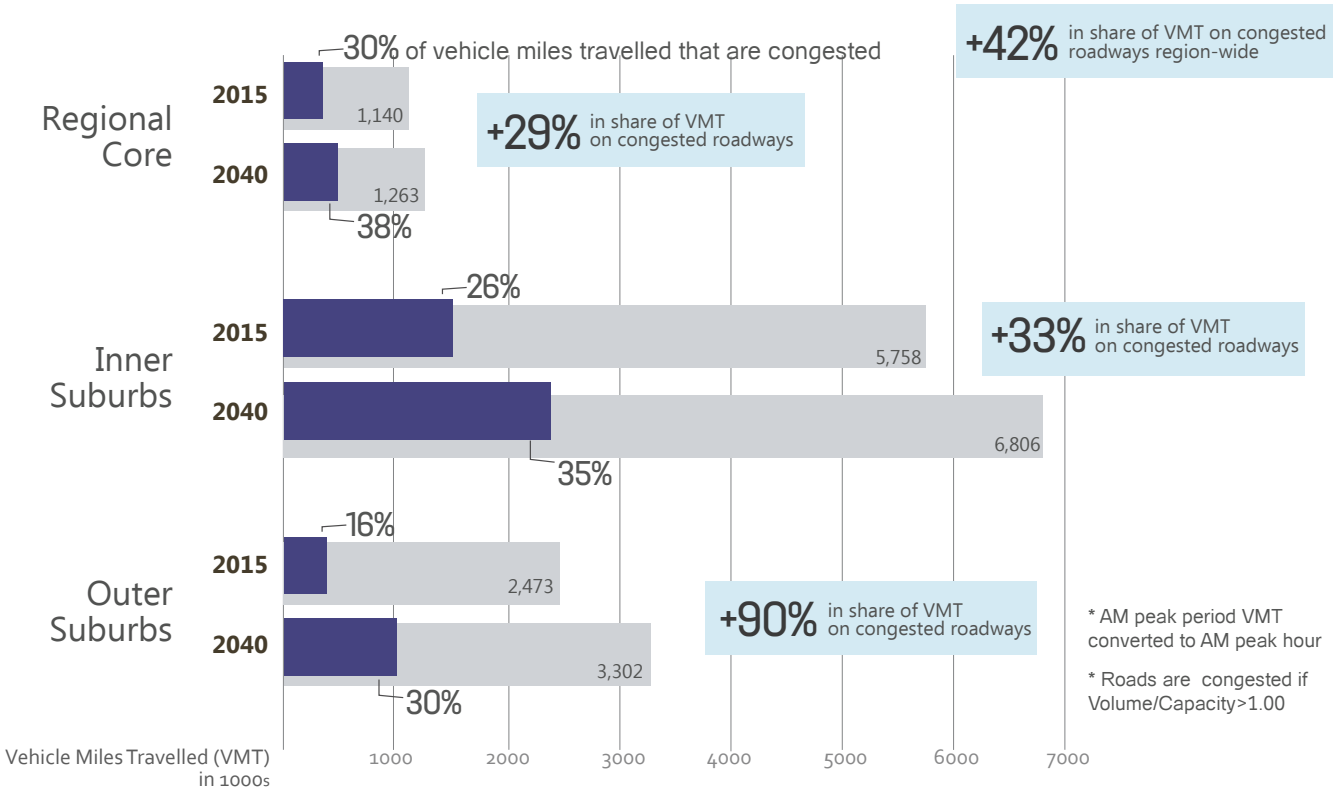
When this constraint on Metrorail trips is lifted, there is an increase of 34,000 transit work trips in 2040. This brings the commute mode share for transit up slightly.

Roadway Congestion (2015-2040)



Overall, congested lane miles are a relatively small proportion of the total lane miles in the region both today and in 2040. However, the total number of congested lane miles is forecast to go up in all 3 sub-areas with the greatest expected increase in the inner suburbs. The share of lane miles that are congested is also expected to increase in all sub-areas, but the highest rate of increase is expected in the outer suburbs.

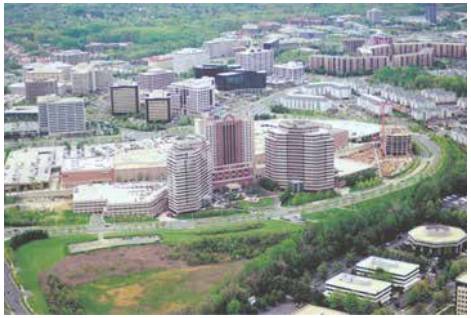
Roadway Congestion (2015-2040)



Though a relatively small share of lane miles are currently congested, a higher share of Vehicle Miles Travelled (VMT) is currently on congested roadways. This indicates that the roadways that are congested are some of the more heavily travelled in the region. In 2040, VMT on congested roadways is expected to increase in each sub-area as well as the share of VMT on congested roadways.

Accessibility to Jobs

What is Job Accessibility?



Location of Jobs

+

Travel Time
(by auto or transit)

=

Accessibility

[Number of Jobs Within 45 Minute Commute]

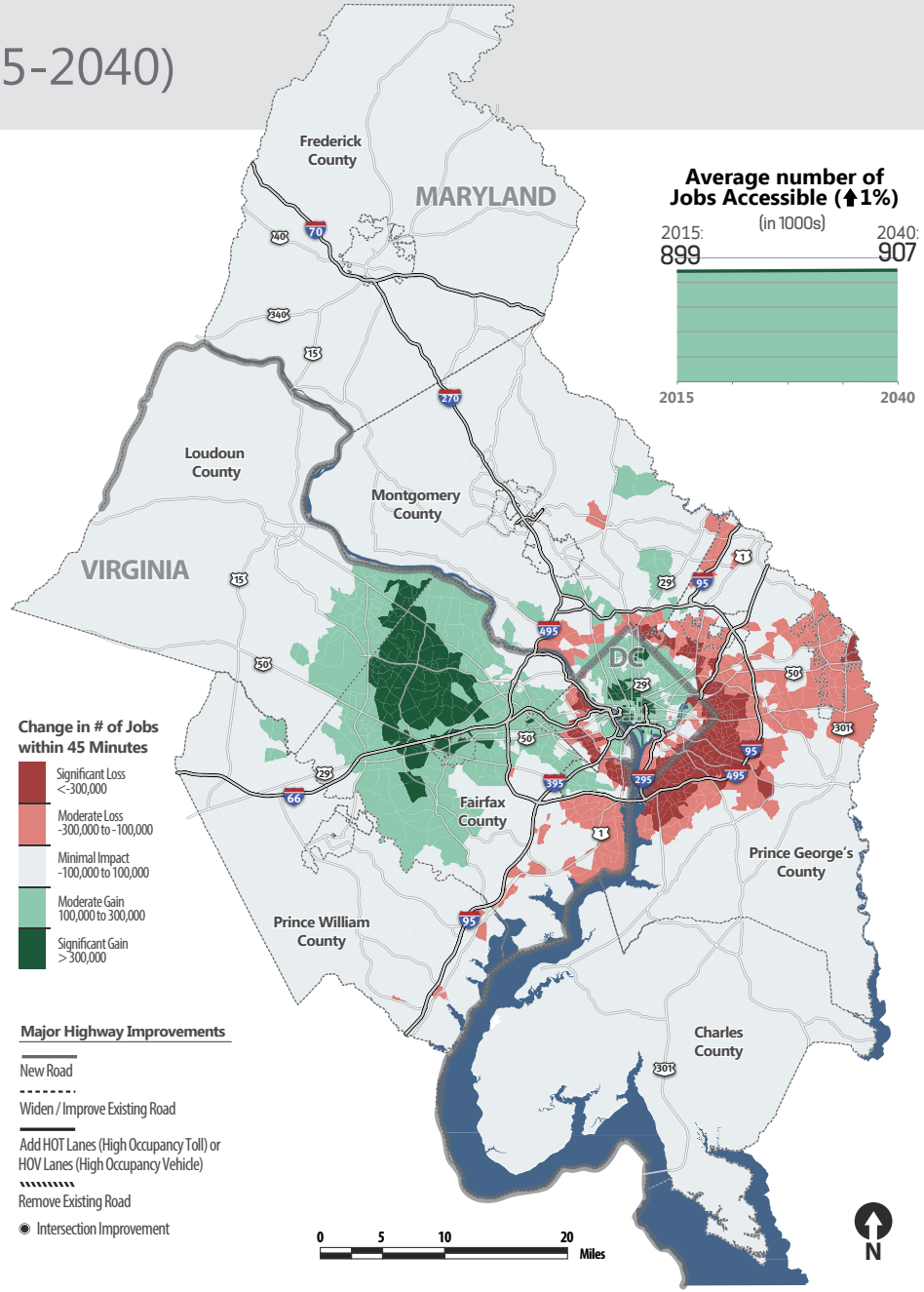
Jobs are considered to be accessible if they are within a 45 minute commute range

Accessibility to Jobs (2015-2040)

By Automobile

The average number of jobs accessible within a 45 minute automobile commute is expected to go up slightly.

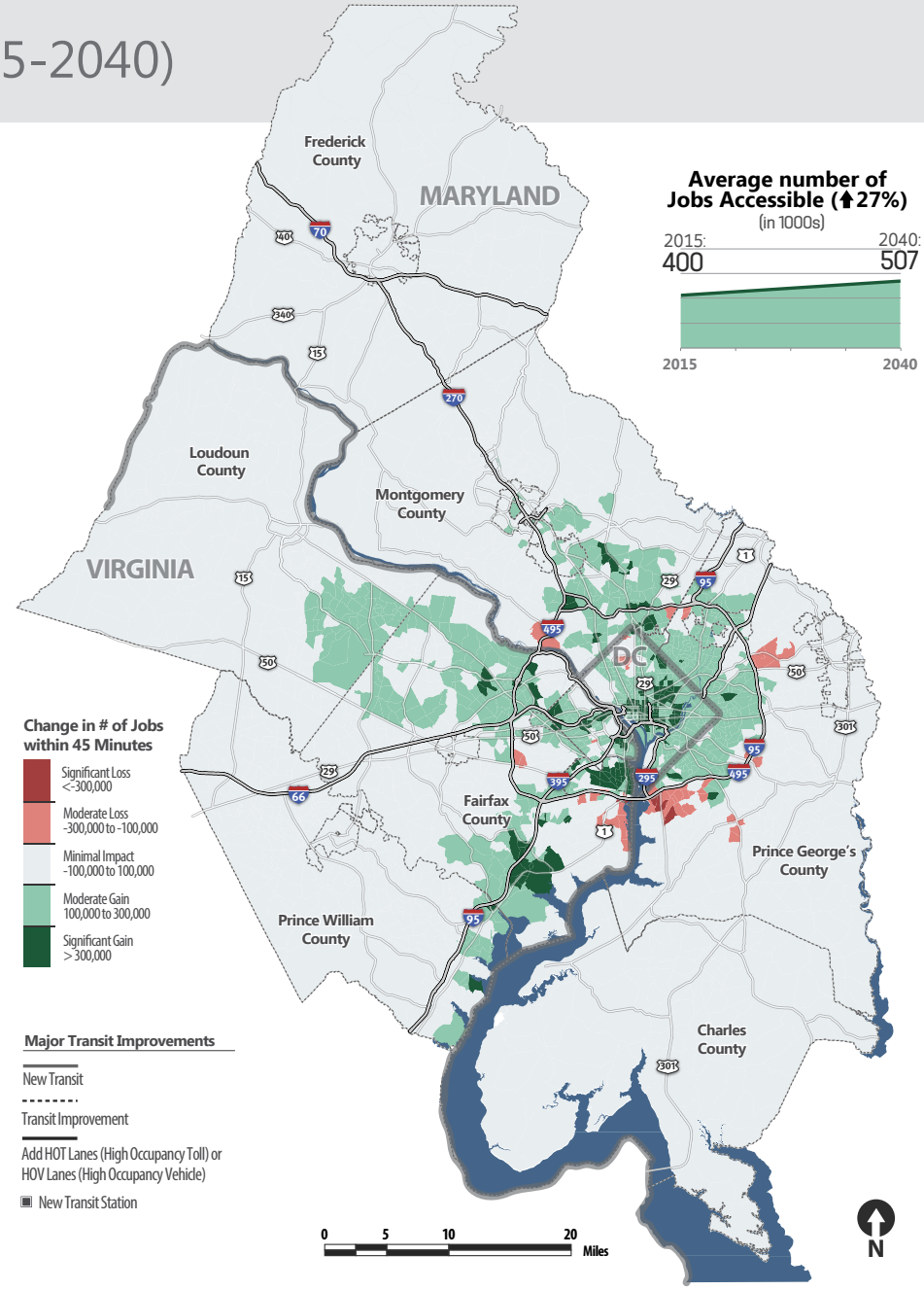
The greatest reductions in job accessibility are expected to be on the eastern side of the region, due to increases in congestion system-wide and a higher concentration of future jobs on the west side.



Accessibility to Jobs (2015-2040)

By Transit

Average accessibility by transit is forecast to increase, but will remain significantly lower than by automobile because transit does not reach all people or jobs in the region.

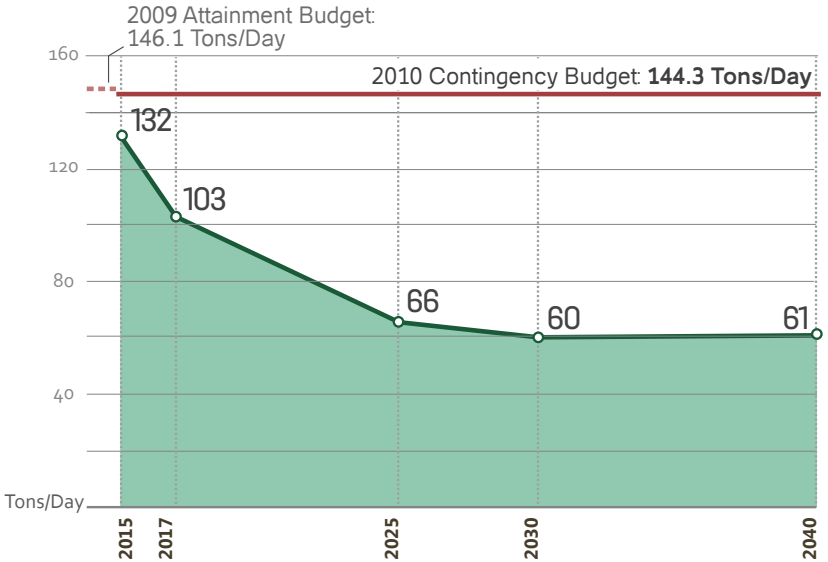


Air Quality (2015-2040)

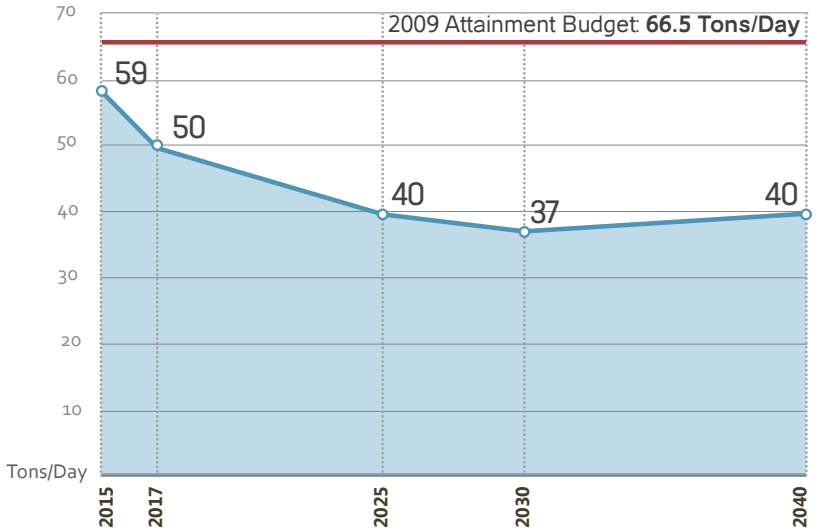
The CLRP shows reductions in all main pollutants through 2020, with a very small uptick between 2030 and 2040.

Estimated emissions are within the approved budget for each pollutant through 2040.

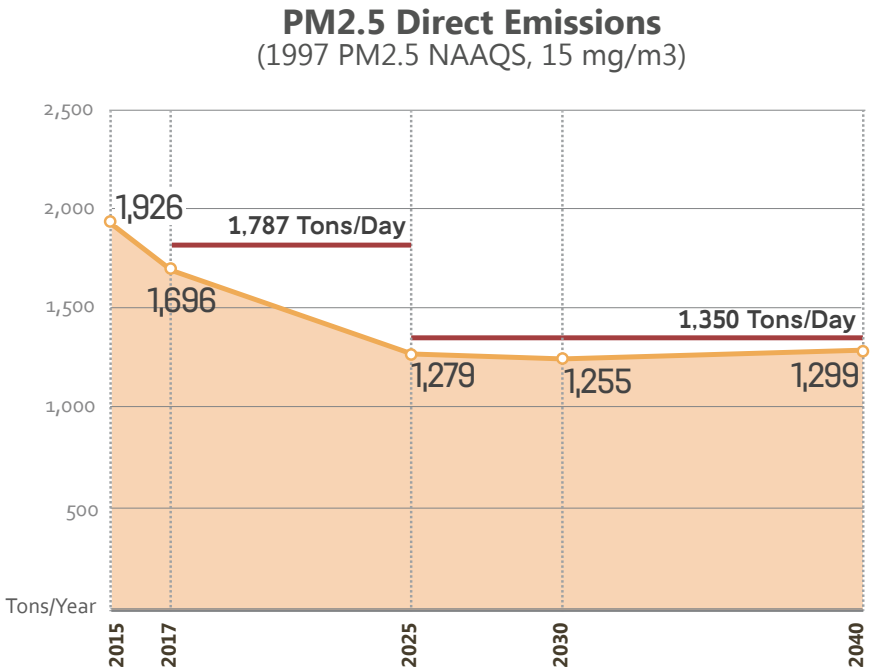
Mobile Source NOx Emissions
(1997 PM2.5 NAAQS, 15 mg/m3)

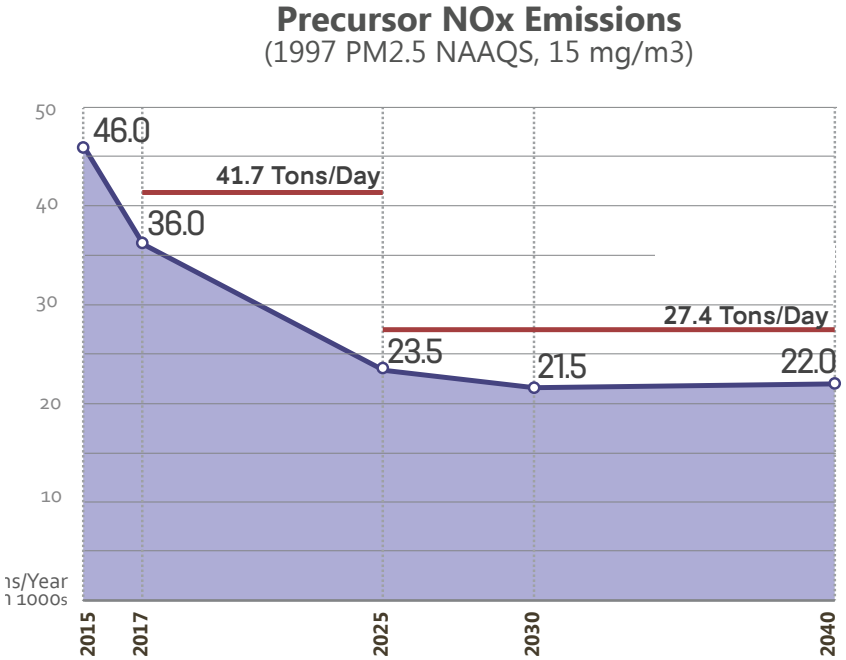


Ozone Season VOC Emissions
(1997 PM2.5 NAAQS, 15 mg/m3)

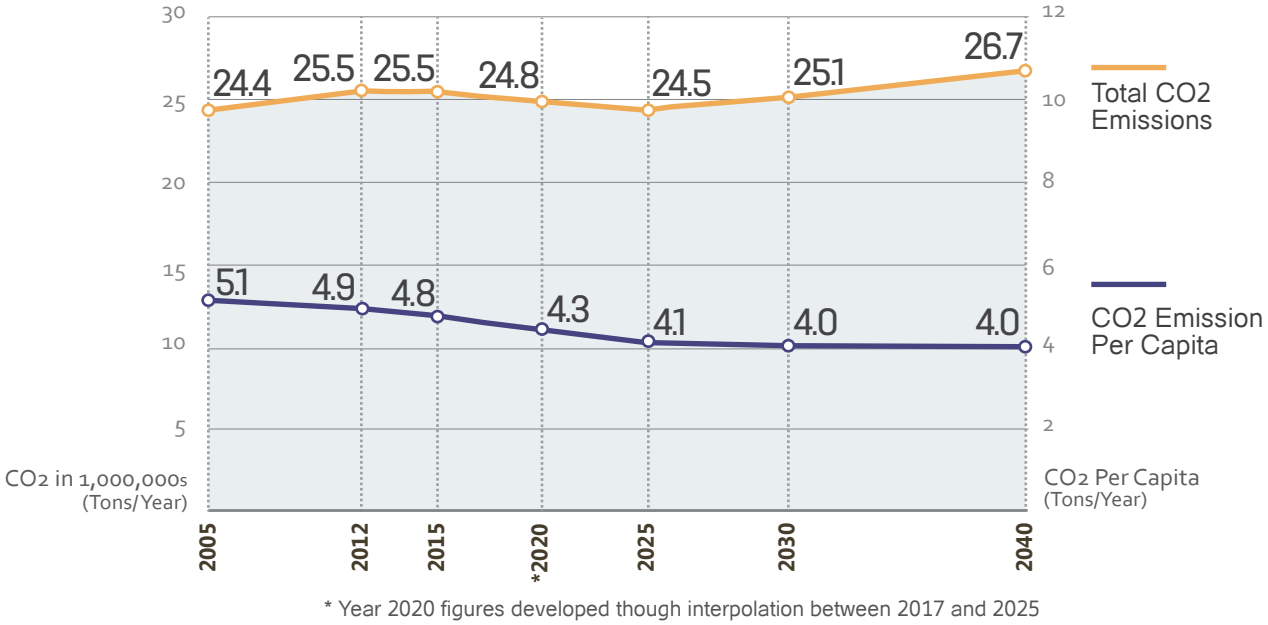


Air Quality (2015-2040)





Carbon Dioxide (2005-2040)



* Year 2020 figures developed though interpolation between 2017 and 2025

Per capita CO2 emissions are forecast to decrease by 17% between 2015 and 2040.

Total CO2 emissions are forecasted to increase by 5% between 2015 and 2040, while the region will be accomodating 25% more people and a 35% more jobs.

When the emissions reduction benefits from CAFE and TIER 3 standards are included in the analysis, total CO2 emmissions and CO2 emissions per capita are expected to decrease over

Key Findings

- Daily auto trips to increase by 17%, truck trips by 22% and transit trips by 32%.
- VMT per capita to decline by about 3%.
- More than half the total population growth and three quarters of the employment growth to occur in 141 activity centers.
- Share of daily single driver trips to decrease by 3%, share of walking and biking to increase by 3%.
- Share of single driver commuting trips to decrease 4%, share by carpooling to increase by 2%, transit share increase by 1% and walk and bike share by 1%.

Key Findings (Cont'd)

- Two-thirds of the activity centers to have high capacity transit service.
- "State of Good Repair" on region's highway and transit system achieved, but increased AM peak hour congestion on both systems.
- Accessibility to jobs to increase by 27% for transit, but only by 1% for autos.
- All air quality conformity requirements are met.

ITEM 13 - Information
September 17, 2014

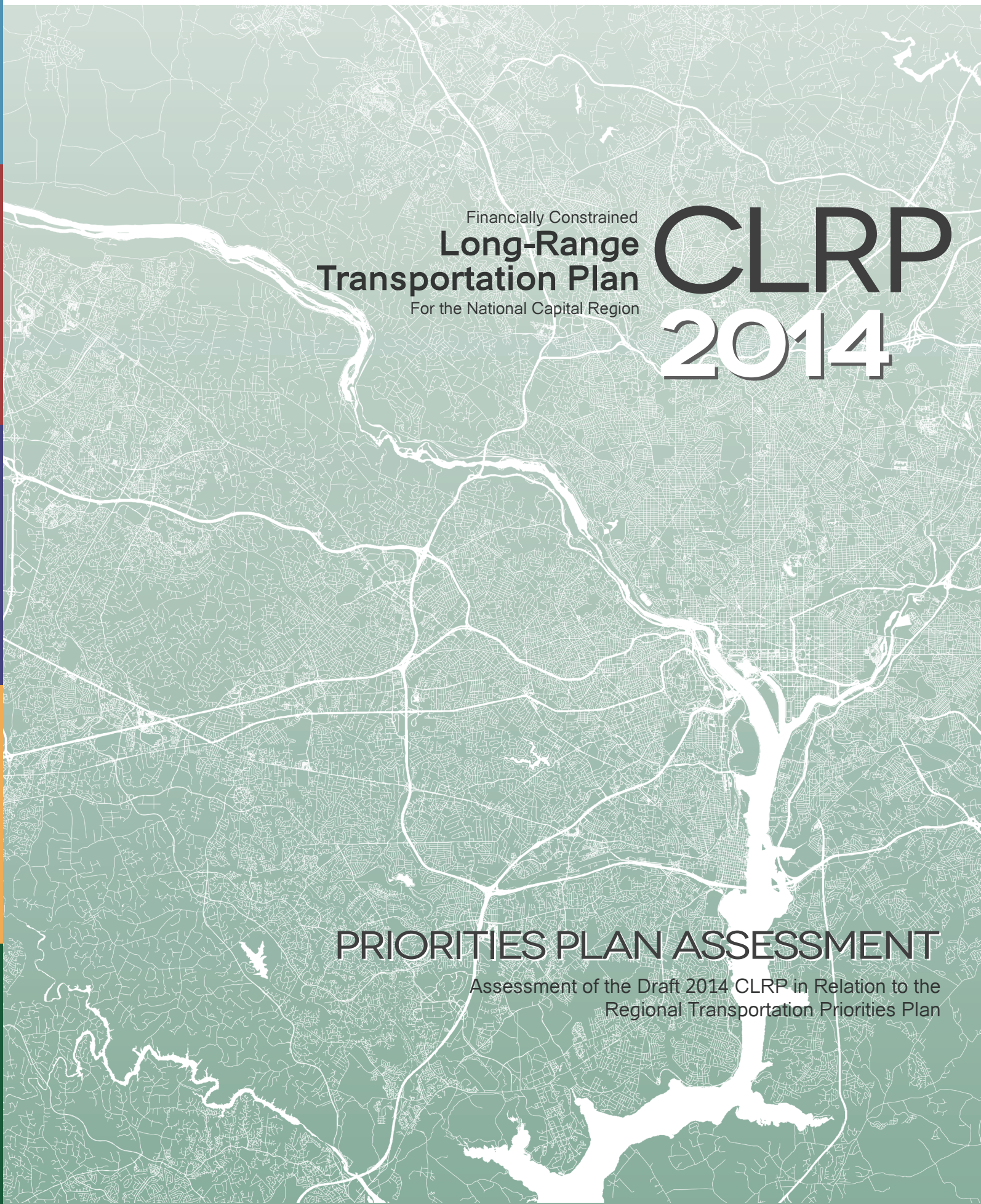
Briefing on an Updated Priorities Plan
Assessment of the 2014 CLRP

Staff Recommendation: Receive briefing on an updated version of how the transportation system proposed for the 2014 CLRP supports the priorities identified in the Regional Transportation Priorities Plan.

Issues: None

Background: In January, the Board approved the Regional Transportation Priorities Plan which identifies strategies that are "within reach" both financially and politically and have the greatest potential to respond to the region's most significant transportation challenges. At its April meeting, the Board was briefed on an initial assessment of how the transportation system proposed for the 2014 CLRP supports the priorities identified in the Priorities Plan. This updated assessment is based upon analysis of the draft 2014 CLRP, including information on projects and the financial analysis.

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD



Financially Constrained
Long-Range Transportation Plan
For the National Capital Region

CLRP 2014

PRIORITIES PLAN ASSESSMENT

Assessment of the Draft 2014 CLRP in Relation to the Regional Transportation Priorities Plan

Priorities Plan Assessment of the Draft 2014 CLRP

Assessment of the Draft 2014 Constrained Long-Range Transportation Plan (CLRP) in Relation to the Regional Transportation Priorities Plan

The Regional Transportation Priorities Plan is a new policy framework for transportation decision making in the National Capital Region. Approved by the Transportation Planning Board (TPB) in January 2014, the Priorities Plan identifies strategies with the greatest potential to respond to our region's most significant transportation challenges. It aims to identify those strategies that are "within reach" both financially and politically—recognizing the need for pragmatism in an era of limited financial resources and a lack of political will to raise significant amounts of new revenue.

The Priorities Plan was explicitly intended to influence the regional transportation planning process, including the annual update of the region's Constrained Long-Range Transportation Plan (CLRP). At the TPB meeting on September 17, 2014, the Board will be presented with key information related to the 2014 CLRP update, including projects proposed to be added to or changed in the plan, forecasts of anticipated funding for the plan, and emissions forecasts related to federal Clean Air Act requirements.

This assessment is designed to inform discussions and deliberations related to the CLRP update process. It uses the best available information about the CLRP and its anticipated future performance to assess the degree to which it supports the objectives spelled out in the Priorities Plan. The assessment follows up on the Priorities Plan's own directive: "In the future, the TPB will undertake efforts to evaluate how well the projects and programs in the CLRP, taken as a whole, support regional priorities."

1 | BACKGROUND

Origin

The TPB approved the Priorities Plan on January 15, 2014. The following month, on February 19, the Board requested that staff provide information on how the proposed 2014 CLRP, including the projects and programs proposed to be added or changed this year, supports the priorities laid out in the Regional Transportation Priorities Plan. This direction from the Board was consistent with the Priorities Plan itself, which called for a comparison of the CLRP and the Priorities Plan as part of future updates to the CLRP.

At the TPB meeting on April 16, 2014, TPB staff presented an initial qualitative assessment of the CLRP in relation to the Priorities Plan. Staff indicated at that time that an additional assessment would be provided to the TPB at the time the draft CLRP is released for public comment. This document provides that additional assessment.

Purpose and Approach

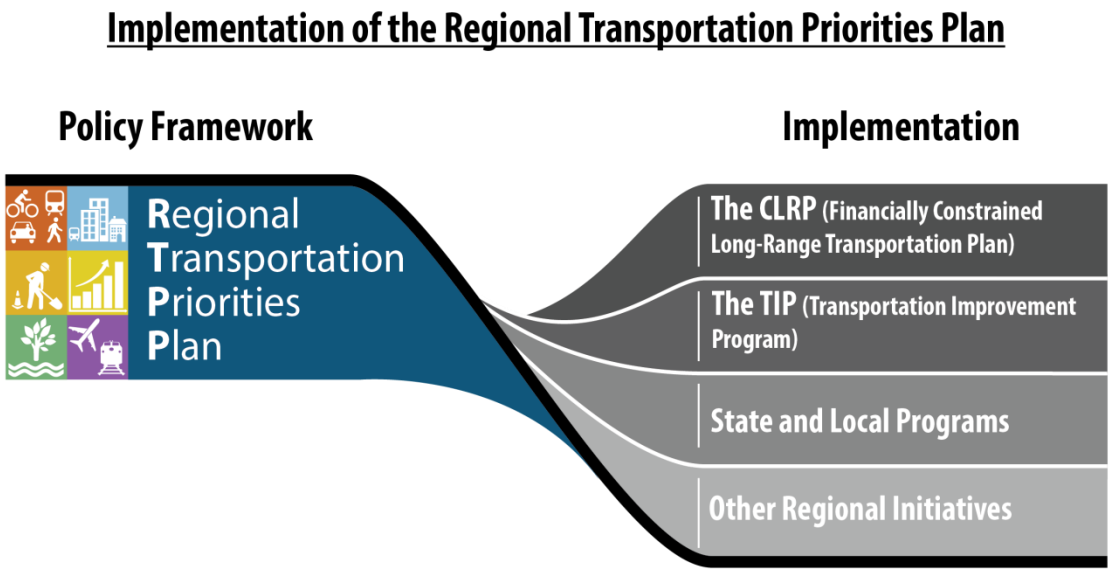
This Assessment provides a high-level summary of how the proposed 2014 CLRP update supports the priorities spelled out in the Priorities Plan. It is designed to provide decision makers with readily accessible information that will help them understand the wider context of the CLRP as they consider approval of the plan in October 2014 and determine future regional planning activities.

Some key features underlay the development of this document:

- ***The Assessment is primarily qualitative.*** For the most part, the Priorities Plan did not identify measurable targets for the strategies it established. Therefore, this Assessment provides information that describes actions and trends that are moving our region in the direction of the region's priorities, but it does not identify specific, quantitative gaps.
- ***The Assessment is based on the full transportation system that is anticipated for 2040, not just new 2014 project submissions.*** The Assessment makes reference to projects that are already in the CLRP as well as projects that have been submitted for this year's update. The Assessment does not use the Priorities Plan as a screen to rate, rank, or judge individual projects.
- ***The Assessment addresses strategies that were established in the Priorities Plan.*** The Plan identified three overarching priorities and framed 18 strategies within those three priorities. Those strategies that are explicitly addressed in the CLRP provide the basis for this Assessment. Objectives and targets that have been established in other COG policy documents but not included in the Priorities Plan, such as targets for reducing greenhouse gas emissions, are not included in this Assessment.
- ***The Assessment has been developed in phases.*** An Initial Assessment was presented at the April TPB meeting, when the Board was asked to approve project submissions for inclusion in the Air Quality Conformity Assessment for the 2014 CLRP. This document, which is being released on September 11, 2014, will be presented to the Board in conjunction with the Performance Analysis, Financial Analysis,

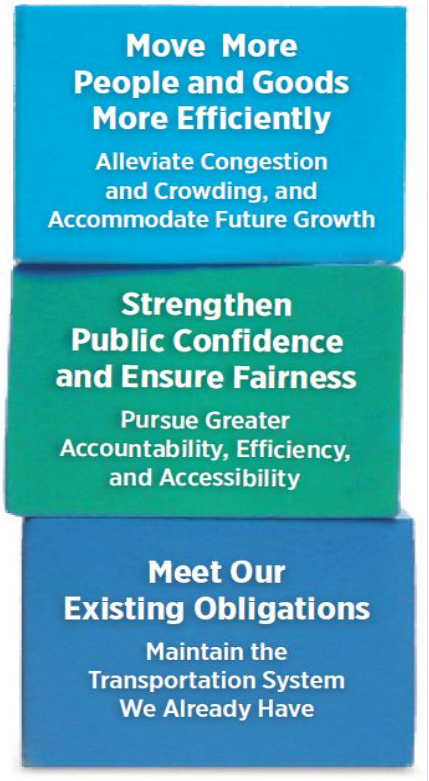
and Air Quality Conformity Analysis of the draft 2014 CLRP. Findings from this Assessment will be incorporated into the 2015 CLRP Call for Projects, which is currently scheduled to be released in draft form in October 2014.

- ☐ ***Much of the implementation of the Priorities Plan will not be reflected in the CLRP.*** The Priorities Plan calls upon the region to act at local, state, and regional levels—and many of these actions will not be included in the federally required CLRP. Some implementation activities are small-scale capital improvements that are not required for discrete inclusion in the CLRP, but will be featured in local funding programs. In other cases, implementation will be funded through private sector partnerships. Implementation also may not take the form of capital improvements; local or state policies and regulations will help to effect changes called for in the Plan. And regional initiatives, such as the Metropolitan Area Transportation Operations Coordination (MATOC) Program, play an important role in achieving progress toward the Plan's objectives, although they may not appear as specific projects in the CLRP. The chart below illustrates the overarching role that the Priorities Plan was intended to play, and the various processes through which implementation can be achieved and observed.



Framework and Information Sources for This Assessment

This Assessment is based upon the three broad priorities that were identified in the Priorities Plan. The three "building block" priorities shown below illustrate the fact that our vision for the future must be built upon a solid foundation of system maintenance and effective institutional practices.



PRIORITY 3

PRIORITY 2

PRIORITY 1

Within these three priorities, staff have identified those strategies that can most clearly be reflected in the CLRP or assessed using existing analyses of the performance of the transportation system as it is planned.

For each of these selected strategies, the Assessment includes the following:

- ☐ ***What we know from the CLRP.*** Based upon our professional judgment and knowledge of the CLRP at this time, is our region achieving desired outcomes?
- ☐ ***Basis for this Assessment.*** What information, analysis, or data support the Assessment?

This Assessment uses the best available information to help show whether the transportation system laid out in the 2014 CLRP is supportive of the Priorities Plan. The sources of information, upon which the Assessment is largely drawn, include the following:

- ☐ ***2014 CLRP, including 2014 Project Submissions.*** The Draft 2014 CLRP includes more than 500 projects planned to be built or implemented by 2040. For 2014, the TPB received 11 major new projects or changes to existing projects for inclusion in this year's CLRP update.

- ☐ ***2014 CLRP Performance Analysis.*** The 2014 CLRP Performance Analysis provides useful and relevant information about forecast changes in the use of different modes, amounts of driving, congestion, and other key factors.
- ☐ ***2014 CLRP Financial Analysis.*** Federal planning regulations require the CLRP to have a financial plan that demonstrates how the CLRP will be funded and provides information on the sources of funding that are reasonably expected to be available to carry out the projects and programs in the CLRP.
- ☐ ***Round 8.3 Cooperative Land-Use Forecasts.*** The COG board in March 2014 approved the most recent round of regional forecasts of future jobs, population, and households for use in the 2014 CLRP conformity analysis. These land-use forecasts provide a basis for forecasting future travel demand.

2 | ASSESSMENT

Priority 1: Meet Our Existing Obligations

The Priorities Plan says that our very first priority should be to keep our existing transportation system in a state of good repair, because it is the backbone of our economy and must be properly maintained and safe before we can move on to other investments.

Ensure Maintenance of the Transit System (Ongoing Strategy 1)

The Priorities Plan calls upon the region to address any remaining backlog of deferred transit maintenance, set up systems to address maintenance challenges as they arise, and secure funding to ensure transit maintenance is carried out as needed.

WHAT THE CLRP TELLS US

The 2014 CLRP includes full funding for state of good repair and operations for WMATA and for the region's other transit systems. The CLRP exhibits a renewed regional commitment to keeping our transit systems maintained on an ongoing basis.

BASIS FOR THIS ASSESSMENT

- *The 2014 CLRP Financial Analysis demonstrates commitment to funding Operations and State of Good Repair for transit.* The analysis shows that 89 percent of all transit spending over the next 26 years will be dedicated to these purposes.
- *WMATA has undertaken major efforts to bring Metrorail and Metrobus to a state of good repair, and additional efforts to keep the system in a state of good repair have been planned and will be funded.* WMATA in 2011 launched a $5-billion program to deal with deferred maintenance. This six-year effort, known as MetroForward, has already delivered improvements in safety, reliability, and customer service. MetroForward's funding includes $3 billion that was provided through the Passenger Rail Investment and Improvement Act (PRIIA) of 2008, which authorized $1.5 billion in federal funding along with state matches totaling $1.5 billion ($500 million from each state). The additional funding for MetroForward was provided by the American Recovery and Reinvestment Act of 2009 (ARRA) and increased funding from the participating jurisdictions.

  WMATA estimates it will need sustained funding at current levels to maintain and replace assets on a regular life-cycle basis to ensure a state of good repair and continue current levels of

service. These projects include safety improvements recommended by the National Transportation Safety Board (NTSB), railcar and bus replacement and repairs, and escalator replacements.

The 2014 CLRP Financial Analysis forecasts full funding for both Operations and State of Good Repair for WMATA. This forecast assumes that PRIIA will be extended beyond 2019. Given this assumption, Virginia, Maryland, the District of Columbia have indicated they will each provide their required matches – $50 million each per year – through 2040.

A full funding commitment to Operations and State of Good Repair for WMATA was not included in the 2010 CLRP Financial Analysis. At that time, the region could not identify matching funds for a continuation of PRIIA past 2019. In addition, the District could not fund its projected share of WMATA's operating costs and instead proposed an alternative set of service delivery methods for Metrobus and MetroAccess. These funding exceptions from 2010 have been eliminated in the 2014 CLRP.

- *The region's commuter rail operators are anticipating the necessary resources to ensure a state of good repair on their respective systems.* The 2014 CLRP Financial Analysis shows that state-of-good-repair needs for the MARC and VRE commuter rail systems will be fully funded on an ongoing basis through 2040. Some of these funding commitments have been highlighted in the VRE System Plan and the MARC Growth and Investment Plan, elements of which have been included in the 2014 CLRP. Local bus operators in the region have also prioritized maintenance and state of good repair.

Ensure Maintenance of Roadways and Bridges (Ongoing Strategy 2)

The Priorities Plan states that we should ensure that our roadways and bridges provide safe, reliable, and comfortable travel for people and goods, and that needed maintenance projects are completed as a first priority for use of highway funding.

WHAT THE CLRP TELLS US

The 2014 CLRP demonstrates a full commitment to keeping the region's roadways and bridges in a state of good repair, backed in part by new revenues in Maryland and Virginia.

BASIS FOR THIS ASSESSMENT

- *The 2014 CLRP Financial Analysis demonstrates commitment to funding operations and state of good repair on roads and bridges.* The analysis showed that 72 percent of all highway funding over the next 26 years will be dedicated to these purposes.

- *State highway agencies have further demonstrated their commitment to maintenance.* Maintenance of the existing roadway and bridge system is highlighted as a priority in the long-range transportation plans for Maryland, Virginia, and the District of Columbia.

    - *Maryland Department of Transportation (MDOT).* One of the goals put forth in Maryland's statewide transportation plan, known as the Maryland Transportation Plan (MTP), calls for efforts to preserve the existing transportation system. The objective of this goal is to "preserve and maintain State-owned or -supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports, and other facilities in a state-of-good-repair." The plan recommends a number of actionable strategies to achieve the goal. Each year MDOT publishes an assessment, known as the Annual Attainment Report on Transportation System Performance, to track and evaluate the performance of Maryland's transportation system. This report contains a number of quality-of-service measures that specifically look at maintenance.

    - *Virginia Department of Transportation (VDOT).* Virginia's current statewide transportation plan, known as VTRANS 2035, states: "Under current law, maintenance of existing transportation assets to ensure the safety of the public is the first priority in allocation of transportation resources." In addition, one of the investment priorities in the plan—"Address Environmental, Safety, and Maintenance Needs"—contains maintenance priorities that call for repairing deficient bridges and rehabilitating structurally deficient bridges.

    - *District of Columbia Department of Transportation (DDOT).* The District of Columbia's long-range transportation plan, *moveDC,* emphasizes the importance of state of good repair. As part of the budgeting process, the draft plan calls for the following approach in prioritizing investments over the next 25 years: 1) fund basic state-of-good-repair and maintenance for existing programs; 2) allocate additional resources that accelerate the pace of reaching state of good repair for all infrastructure; and 3) fund critical transportation infrastructure investments to address deficiencies, safety, or capacity needs.

- *New state transportation revenues will further support maintenance efforts.* In 2013, both Maryland and Virginia approved measures to increase state transportation revenues, the first statutory increases in such funding in either state in more than two decades. The measures will raise upwards of $800 million more a year for transportation in each state. Much of the new revenue will be dedicated to maintenance and preservation efforts.

Priority 2: Strengthen Public Confidence and Ensure Fairness

The second priority in the Priorities Plan calls for across-the-board institutional practices to ensure accessibility for traditionally disadvantaged groups, promote efficiency through the use of technology, and engage and communicate with the public in a transparent fashion. For the most part, the strategies under this priority are not easily assessed by looking at projects or programs in the CLRP, or by analyzing the performance of those projects, taken together, in meeting future transportation needs. However, one of the strategies in this priority—"Ensure Accessibility for Traditionally Disadvantaged Groups" (Ongoing Strategy 5)—can be partly assessed by examining the CLRP and its performance.

Ensure Accessibility for Persons with Disabilities, Low Incomes, and Limited English Proficiency (Ongoing Strategy 5)

A key strategy under Priority 2 calls upon the region to ensure accessibility for persons with disabilities, low incomes, and limited English proficiency.

WHAT THE CLRP TELLS US

The 2014 CLRP includes many projects that will enhance transportation options in underserved areas on the eastern side of the region. However, disparities in accessibility to economic opportunity and unbalanced travel demand will continue because job growth is expected to continue to concentrate on the western side of the region.

More broadly, the Washington region has many programs and services available to serve the mobility needs of people with disabilities, limited incomes, and limited English proficiency.

BASIS FOR ASSESSMENT

- *A variety of programs throughout the region, including those funded through federal grants, will continue to provide funding for projects that improve transportation access for people with disabilities and/or low incomes.* The TPB previously administered the federal Job Access Reverse Commute (JARC) program, which aimed to improve transportation for those with limited incomes, and the New Freedom program, which provides funding for transportation programs for persons with disabilities. The most recent federal surface transportation reauthorization, MAP-21, eliminated the JARC program and combined the New Freedom program with other grants programs to create the Enhanced Mobility program, which the TPB administers, and will use to fund projects that for this purpose improve accessibility.

- *MetroAccess and other paratransit programs provide mobility services to persons with disabilities.* MetroAccess, WMATA's paratransit program, provides door-to-door service to people with disabilities within three-quarters of a mile of fixed-route transit service (bus and rail). Many other public and private transportation providers provide similar services throughout the region.

- *Transit providers throughout the region provide vital information in multiple languages.* WMATA supplies information on routes, schedules, and fares in multiple languages, and the agency has plans to expand this service to include more languages. In addition, important announcements are currently made in both Spanish and English at Metrorail stations and on Metrobuses.

- *The 2014 CLRP contains a number of transportation projects that will increase travel options on the eastern side of the region.* Because low-income populations are disproportionately located in this part of the region, a comparative east-west regional analysis provides useful information on the degree to which the accessibility needs of low-income populations are being met. However, such an analysis only provides a limited understanding of the degree to which low-income populations are served by the transportation system laid out in the CLRP.

  - <u>New transit capacity.</u> Several projects will enhance access to jobs for low-income and minority communities, and increase mobility for people without cars:

    - *Purple Line*. This 14-mile east-west light rail route will provide greater access to jobs currently concentrated or forecast to be concentrated along the western end of the line. The new transit line will also catalyze job growth along the eastern end of the line in Prince George's County.

    - *DC Streetcar*. Four streetcar projects in the 2014 CLRP will connect neighborhoods east of the Anacostia River where there are higher concentrations of low-income households. These projects will provide greater access to jobs in existing or planned commercial corridors in the District and elsewhere.

      - H Street / Benning Road Line
      - Anacostia Initial Line
      - M Street SE/SW Line (proposed to be added in the 2014 CLRP update)
      - Minnesota Avenue Spur (proposed to be added in the 2014 CLRP update)

  - <u>Improved access to Metrorail stations.</u> The 2014 CLRP will include a number of key projects that will improve access to Metrorail stations on the eastern side of the region and support future job growth and economic development near those stations:

    - *Branch Avenue Metro station* access enhancements
    - *Greenbelt Metro station* full interchange on the Capital Beltway (proposed to be added in the 2014 CLRP update)

  - <u>Key roadway improvements.</u> The CLRP contains a number of roadway projects that aim to improve accessibility by automobile on the eastern side of the region:

    - *Intercounty Connector (ICC)*: completion from I-95 to US 1
    - *Interchanges and road upgrades near Westphalia*
    - *MD 5/Branch Avenue*: update/widen, including upgraded intersections
    - *MD 4/Pennsylvania Avenue*: update/widen, including upgraded intersections

- *MD 210/Pennsylvania Avenue*: update/widen, including upgraded intersections
- *Suitland Pkwy and Rena/Forestville Road*: upgraded interchange
- *MD 202*: upgrades
- *Westbound ramp from US 50 to Columbia Road*
- *MD 450:* widening, from Bowie to the Capital Beltway
- *US 1:* widening, in College Park and Greenbelt
- *Baltimore-Washington Pkwy and MD 193*: intersection improvement

- *Jobs are forecast to continue to be concentrated on the western side of the region*. According to the land-use forecasts used in the 2014 CLRP, most of the region's jobs in 2040 will be located in Fairfax County, Montgomery County, or the District of Columbia (west of the Anacostia River). However, the latest forecasts show that job growth in Prince George's County is expected to outpace the rest of the region. The county is expecting 39 percent more jobs in the county by 2040, compared to 35 percent at the regional level. This signals a possible reduction in the east-west imbalance of employment.

- *Residents of the eastern side of the region are forecast to face longer commutes by auto*. Since congestion is forecast to increase throughout the region, and because jobs are expected to continue to concentrate on the western side of the region, those who live on the eastern side will face longer commutes by auto to jobs in the west.

Other Strategies Under Priority 2

Other strategies under Priority 2 cannot so easily be assessed when looking at the CLRP. However, they are key components of the Priorities Plan and are essential for the balanced and efficient system that the TPB has promoted in its vision for the future.

- ***Engage and Communicate with the Public***

  Extensive public involvement and communications activities are woven into the planning and project implementation work of jurisdictions throughout the region. Nonetheless, public opinion research—including outreach for the Priorities Plan—consistently suggests that many people believe transportation planning and decision making is not adequately transparent and inclusive. Public agencies at all levels must continually strive to improve the opportunities for meaningful collaboration and communication with the public.

- ***Promote System Efficiency through Management, Operations, and the Appropriate Use of Technology***

  Jurisdictions throughout the region have made great progress in using technology to enhance the efficiency of transportation operations. Improvements include automatic payments systems, automated traffic monitoring, and electronic tolling. Such activities are expected to continue in the future. At the regional level, the state departments of transportation and other regional agencies are expected to continue to support MATOC, the Metropolitan Area Transportation Operations Coordination Program, in order to monitor traffic and weather conditions and coordinate the response to disruptive incidents.

Priority 3: Move More People and Goods More Efficiently

The strategies outlined in Priority 3 represent a shift from large-scale, supply-side investments of the past to more strategic approaches to alleviating congestion and crowding, and to accommodating future growth. This priority calls for a mix of supply- and demand-side strategies, multimodal options, and a focus on concentrating future growth in mixed-use Activity Centers as a way to make more efficient use of the transportation infrastructure we have and any new infrastructure we build in the future.

Overall Assessment

Overall, reduced reliance on driving, greater use of more efficient non-driving options, and increases in the availability of transportation options in the region would signal progress in achieving the objectives outlined in Priority 3, as we seek to accommodate growth.

WHAT THE CLRP TELLS US

The average person is expected to drive less in the coming decades and the region is expecting a modest increase in the percentage of people who use non-motorized modes.

But the region's population is growing and despite a forecast decline in per capita driving, we are expecting a net increase in road usage (measured as vehicle miles of travel, or VMT). Overall, population growth will increase demand for all modes of travel – and increase pressures for more and better service.

Driving will continue to be the dominant mode of travel in the region in 2040. Although we can expect a larger share of commute trips on alternatives modes, the region can also anticipate that a larger percentage of the region's roadways will congested and congestion will be worse from the user experience. Congestion will have acute impacts on freight.

BASIS FOR THIS ASSESSMENT

- *Per capita VMT is forecast to decline 3 percent by 2040*. The 2014 CLRP Performance Analysis, which is based upon the TPB's travel demand model outputs, found that driving on the region's roads will increase more slowly than the rise in population. This means that VMT per capita will go down by 4 percent. In contrast, analyses in the recent past have forecast that VMT per capita would remain steady. And a decade ago, planners anticipated that the VMT per capita would substantially increase in the long term.

- *But total driving is expected to rise significantly*. With significant population growth, total VMT is forecast to grow 20 percent by 2040. The amount of new roadway capacity will increase by just 7

percent. We can expect an increase in congestion from these combined forces.

- *The total number of trips on each mode will go up substantially*. The region's forecast population growth of 1.3 million people will result in 4 million more trips per day by 2040, which means that the total number of trips on each mode will increase substantially. Decision makers will face continued pressures to improve all modes of travel.

- *Of all trips in 2040, the percentage taken by solo drivers will decrease slightly, while the share of trips on foot and by bike will increase slightly*. The 2014 CLRP Performance Analysis found that the total share of trips (mode share) by single occupant vehicle (SOV) will decrease from 42 percent in 2015 to 39 percent in 2040. The share of trips by foot or on bike will increase from 11 percent to 13 percent. The share of trips on transit will remain constant at 7 percent.

- *The share of congestion on the region's roadways is forecast to increase*. The 2014 CLRP Performance Analysis found that in 2015, 11 percent of the region's lane miles of roadway will be congested during the morning peak hour. By 2040, that share will grow to 17 percent, an increase of 63 percent in the share of lane-miles congested in the morning peak.

- *Congestion will affect a greater share of travel on the region's roadways*. A growing share of driving (vehicle miles traveled or VMT) on the region's roadways will occur under congested conditions. The 2014 CLRP Performance Analysis shows that in 2015, 24 percent of driving in the region during the morning peak hour will occur under congested conditions. That number will climb to 34 percent in 2040, an increase of 42 percent in the share of morning driving occurring in congestion.

- *Congestion will affect the efficiency of freight movement*. Today, 231 million tons of cargo moves to, from, within, or through the Washington region by truck. That's 96 percent of all cargo traffic by weight. The 2014 CLRP Performance Analysis forecasts a 22-percent increase in truck trips by 2040. Increased congestion will acutely affect increased truck travel.

LOOKING AT STRATEGIES UNDER PRIORITY 3

Six of the strategies under Priority 3 can clearly be supported by the kinds of transportation projects and land-use forecasts that are included in the CLRP. Those six strategies are the subject of the assessments below.

Expand Capacity on the Existing Transit System (Long-Term Strategy 1)

The Priorities Plan calls upon the region to fund basic capital improvements on our existing transit systems—Metro, commuter rail, and local transit—to expand capacity in key locations, especially the regional core.

WHAT THE CLRP TELLS US

Proposals to add capacity to the existing Metro system (specifically the *Momentum* Metro 2025 package of improvements), including all eight-car trains during rush hours and core station improvements, did not receive full funding commitments in the 2014 CLRP.

The 2014 CLRP includes funding to expand the existing capacity of both the MARC and VRE commuter rail systems, including off-peak, weekend, and reverse-commute service, as well as longer and more frequent trains during peak hours.

BASIS FOR ASSESSMENT

- *Full funding for WMATA's Momentum improvements for 2025 was not identified for the 2014 CLRP*. The Priorities Plan called upon the region to fund the *Metro 2025* component of Metro's *Momentum* strategic plan. These improvements for 2025 would include running all eight-car trains during rush hours, expanding mezzanines and adding fare gates and escalators at the busiest stations to handle more riders, and implementing priority bus treatments on a limited number of key, high-ridership bus corridors, among other improvements. The 2014 CLRP does not include funding for these improvements.

  Because of the lack of funding for these Metro improvements to accommodate projected ridership growth, the 2014 CLRP includes a "transit ridership constraint" that limits the growth in transit trips through the regional core beyond 2020. Under this constraint, the TPB's models assume that crowding on Metro will push some travelers into other modes of travel, mainly driving. Such a ridership constraint has been included in the CLRP since 2000.

  In the meantime, support for funding the *Momentum* improvements is growing. In February 2014, the governors of Virginia and Maryland and the mayor of the District of Columbia announced a commitment

of $75 million as a down payment toward the *Metro 2025* package in *Momentum*, which is estimated at approximately $6 billion.

- *MARC and VRE commuter rail investment plans include funding to expand capacity on existing lines.* For the 2014 CLRP, both Maryland and Virginia submitted maintenance and expansion plans for their respective commuter rail systems—MARC in Maryland, and VRE in Virginia. The updated investment plans together include approximately $2 billion in enhancements for which adequate funding has been identified. VRE has identified nearly $1 billion in funded improvements, including buying additional railcars, expanding station platforms and parking facilities, and upgrading equipment storage and maintenance facilities to accommodate more riders on existing lines. MARC has identified about $1 billion in funded improvements, too, including the purchase or refurbishment of hundreds of railcars and locomotives, numerous station improvements, and expanded service on all three lines, including more weekend and off-peak service on the Penn Line to Baltimore.

  Despite this additional funding, however, the region's commuter rail systems will need additional capacity improvements on the existing system, including improvements to Union Station and the Long Bridge, to satisfy new ridership demands.

Concentrated Growth in Activity Centers (Long-Term Strategy 2)

The Priorities Plan calls for the region to concentrate more development in the region's 141 Activity Centers, as designated by the Metropolitan Washington Council of Governments in January of 2013. Greater concentration of development in Activity Centers will achieve transportation efficiencies by making travel modes other than driving alone more practical and convenient, and by shortening the distances people need to travel to meet their daily needs.

WHAT THE CLRP TELLS US

An increasing share of the region's housing and job growth is forecast to occur in Activity Centers, according to COG's latest Cooperative Land-Use Forecasts. Approved local land-use policies and transportation investments will continue to support and encourage this shift toward more concentrated development in Activity Centers.

BASIS FOR THIS ASSESSMENT

- *Compared to past land-use forecasts, we are expecting more growth in Activity Centers.* COG's Round 8.3 Cooperative Land-Use Forecasts, which were approved by the COG Board in March 2014 for use in the 2014 CLRP Air Quality Conformity Analysis, anticipate that between now and 2040, 63 percent of new households forecast to be added to the region will be located in Activity Centers. Of the more than 1 million new jobs forecast to be added in the region, 76 percent of them will be located in Activity Centers. The forecasts from four years ago predicted less growth

in the region's 141 Activity Centers. For 2040, the latest forecasts (Round 8.0) anticipated 81,000 more jobs, 58,000 more households, and 169,000 more people in Activity Centers, compared to the 2010 forecasts (Round 8.0).

- *High-capacity transit will reach more Activity Centers by 2040*. Today, 53 percent of the region's 141 Activity Centers are served by high-quality transit—Metrorail, commuter rail, light rail, or bus rapid transit. According to the 2014 CLRP Performance Analysis, planned transit improvements in Maryland, Virginia, and the District of Columbia will bring this share to 66 percent.

Activity Centers with High Capacity Transit

	Total	Percent
2014	**74** (of 141)	**53%**
2040	**93** (of 141)	**66%**

Enhanced Circulation within Activity Centers (Long-Term Strategy 3)

The Priorities Plan calls for an array of transportation options for short trips within Activity Centers. That means improving bicycle and pedestrian infrastructure, proving short-range bus services, and enhancing street connectivity.

WHAT THE CLRP TELLS US

Trips in Activity Centers will be increasingly taken on foot, by transit, or by bike, according to the 2014 CLRP Performance Analysis.

BASIS FOR THIS ASSESSMENT

- *Compared to the rest of the region, trips in Activity Centers are less likely to be taken by car*. Activity Centers will attract 58 percent of the region's population growth between now and 2040, but 69 percent of new transit trips and 68 percent of new non-motorized (bicycle and pedestrian) trips are expected to originate in Activity Centers, while 88 percent of new transit trips and 68 percent of new non-motorized trips are expected to end in Activity Centers. This forecast indicates that Activity Centers are generators of non-motorized travel.

- *A range of small-scale improvements contribute to positive change*. Jurisdictions throughout the region are implementing changes to make non-motorized, short-range travel more attractive and viable. Such changes may include incremental improvements—such as new sidewalks in targeted locations—or they might comprise wholesale redesign and renewal of Activity Centers, such as the planned transformation of Tysons into a walkable community.

Implement BRT and Other Cost-Effective Transit Alternatives (Long-Term Strategy 4)

The Priorities Plan calls for the implementation of street-level transit systems to provide cost-effective connections between Activity Centers and/or major rail stations. These services can expand the range of available transit options in locations that are unlikely to be served by heavy rail, reaching more people in more places, and supplementing existing transit services in high-demand corridors. Such systems can include high-quality bus rapid transit (BRT), light-rail, and streetcar systems.

WHAT THE CLRP TELLS US

The 2014 CLRP includes a number of BRT, light-rail, and streetcar projects, most of which are due to become operational by the end of the current decade. Sixty-six percent of Activity Centers will be served by high-quality transit in 2040.

BASIS FOR THIS ASSESSMENT

- *The 2014 CLRP includes a number of street-level transit projects*. The plan indicates that nearly all these projects will be in operation by 2020.
  - Bus Rapid Transit (BRT)
    - *Metroway, Potomac Yard BRT*. In August 2014, the region's first bus rapid transit service opened between the Braddock Road and Crystal City Metro stations. In 2015 the route will be expanded to the Pentagon City Metrorail Station. The Metroway sets the stage for wider BRT implementation throughout the region and implements key BRT features for the first time in our region, including dedicated transitways and offboard fare payment.
    - *Route 1 BRT, Van Dorn to Pentagon*. Connecting two Metrorail Stations, this BRT line will serve the Mark Center, a regional Activity Center which will accommodate major BRAC-related growth. The BRT line will operate in dedicated lanes where possible, providing greater reliability of service that approximates rail travel at a much lower cost to build and operate.
    - *Corridor Cities Transitway (CCT)*. This BRT line will extend the reach of high-quality transit in the busy I-270 corridor in Maryland, with a total of 16 stations serving six regional Activity Centers.
  - Other Street-Level Transit (Light Rail and Streetcar)
    - *Purple Line*. The Purple Line will be the region's first suburb-to-suburb light rail transit line, providing direct links between Activity Centers without passing through the congested regional core. The 16-mile circumferential transit line will feature 21 stations with connections to four Metrorail lines.

- *Columbia Pike Streetcar*. This streetcar line will provide more capacity along the most heavily-traveled public transit corridor in Northern Virginia not currently served by Metrorail.
- *District of Columbia Streetcar System*. The District's planned streetcar system will provide an additional transit option for District travelers, helping to answer the Priorities Plan's call for the region to develop diverse systems that will serve diverse needs. The streetcars will provide greater access to jobs by connecting neighborhoods with existing or planned commercial corridors in the District and elsewhere.
    - Two streetcar segments were previously in the CLRP:
        - H Street/Benning Road, from Benning Road Metro station to Union Station
        - Anacostia Initial Line, connecting the Anacostia Metro Station with the Joint Base Anacostia-Bolling
    - Three additional segments of the District of Columbia Streetcar System have been added to the 2014 CLRP:
        - Union Station to Georgetown, from H Street NE to Wisconsin Avenue NW, mainly along K Street NW
        - M Street Southeast/Southwest, from Good Hope Road SE to Maine Avenue SW, crossing the 11th Street Bridge
        - Benning Road Spur, from Benning Road to Minnesota Avenue Metro station

Implement Tolling and Road Pricing (Long-Term Strategy 5)

The Priorities Plan calls upon the region to consider implementing tolling and road-pricing mechanisms to manage demand and raise new revenue for transportation. Managing demand through pricing makes more efficient use of roadway facilities by encouraging greater use of carpools, vanpools, and transit instead of single-occupancy vehicles.

WHAT THE CLRP TELLS US

Three major new highways in the region, one in Maryland and two in Virginia, use tolling and pricing mechanisms to manage demand and raise new revenue, or will in the near future. The projects are all currently included in the CLRP.

As a new addition, this year's CLRP includes a study of adding toll lanes to three more highways in the region, all located in the District of Columbia. The study will look at the possibility of converting existing highway lanes to toll lanes, a first for the region.

BASIS FOR THIS ASSESSMENT

- *The CLRP currently includes three priced lane projects*. These projects provide the opportunity to encourage more efficient use of road capacity, provide high-quality transit, and connect regional Activity Centers. Two of these projects—Virginia's 495 Express Lanes and Maryland's Intercounty Connector—are largely completed.

  - *Intercounty Connector (ICC)*. This fully tolled facility connects important Activity Centers in the I-270 corridor in Montgomery County with Activity Centers in the I-95 and US 1 corridors in Prince George's County. The first phase of the ICC opened in 2011. The final segment, between I-95 and US 1, is scheduled to open in 2014.

  - *495 Express Lanes*. This project added express toll lanes adjacent to existing general purpose lanes along 14 miles of the Capital Beltway in Virginia, one of the most congested highways in our region. While the facility was largely completed in 2013, work continues on extending the lanes from Georgetown Pike to the American Legion Bridge.

  - *95 Express Lanes*. This project will add express toll lanes adjacent to existing general purpose lanes along 29 miles of I-95 from the Capital Beltway to Stafford County in Northern Virginia. The lanes will encourage greater use of more efficient travel modes, including a number of express buses which already operate in the corridor.

- *As a new addition for the 2014 CLRP, the District of Columbia has proposed including a study of adding toll lanes to three highways*.

  - *District of Columbia Managed Lanes Study*. This study will look at implementing high-occupancy vehicle (HOV) lanes (including converting general purpose lanes or constructing new lanes) and subsequently converting those HOV lanes to express toll lanes. This project will consist of a network of three independent, but linked, corridors that will be priced to improve predictability and reduce solo driving. The three corridors are 14th Street/Rochambeau Bridge; I-395/I-695, Southeast-Southwest Freeway; and I-295. Although these projects are not funded for construction, the study's inclusion in the CLRP is noteworthy because it will examine the potential conversion of existing general purpose lanes to priced lanes, a first for the region.

Alleviate Roadway Bottlenecks (Near-Term Strategy 2)

The Priorities Plan calls for targeted roadway improvements that provide congestion relief for drivers in key locations throughout the region and that support other regional goals.

WHAT THE CLRP TELLS US

The 2014 CLRP includes a number of roadway improvement projects, including interchange and capacity enhancement projects, which are designed to address congestion by alleviating key highway bottlenecks at regional and local levels. Some of these projects specifically address top freeway bottlenecks and high-delay freeway corridors identified by the TPB in its triennial aerial survey of freeway congestion.

BASIS FOR THIS ASSESSMENT

- *Top bottlenecks and high-delay corridors are receiving attention.* The TPB's Freeway Congestion Monitoring Program uses aerial photography to estimate travel speeds and congestion levels on the region's freeways during morning and afternoon peak travel times. The latest survey, carried out in 2011, identified the "top ten" bottlenecks on the region's freeway system, as well the "top five" longest-delay corridors. The CLRP contains projects or studies that could help relieve congestion around six of the top ten bottlenecks, two of the top five "longest-delay corridors" during the morning peak period, and three of the top five during the afternoon peak.

CLRP Projects and Studies Near The Top 10 Bottlenecks in the Metropolitan Washington Region Identified by 2011 Freeway Congestion Monitoring Program ("Skycomp")

Rank	Facility	Direction	From	To	CLRP Project	CLRP Study
1	I-395	Northbound	VA 27	VA 110	-	*DC: Managed lanes study I-395, I-695, I-295 (submitted)*
2A	I-495	Inner Loop	VA 193	GW Pkwy	-	-
2B	I-395/SW Fwy	Southbound	4th St.	12th St.	-	*DC: Managed lanes study I-395, I-695, I-295 (submitted)*
4	I-66	Eastbound	VA 7	Dulles Access	*VA: I-66, Construct 2 lanes in select spots inside I-495 (2020)*	-
5A	I-495	Inner Loop	MD 355/ I-270	MD 185	-	-
5B	I-495	Outer Loop	VA 267	VA 123	*VA: I-495 HOT Lanes (2015, 2030)*	
7A	I-495	Outer Loop	I-95	MD 650	-	-
7B	I-495	Inner Loop	Gallows Rd.	US 50	*VA: I-495 HOT Lanes (2015, 2030)*	
8A	I-66	Eastbound	VA 234 bypass	VA 234	-	-
8B	11th St. Bridge	Westbound	I-295	Southeast Fwy	*DC: 11th St. Bridge Reconstruction (2013)*	

CLRP Projects and Studies Near The Longest Delay Corridors in the Metropolitan Washington Region Identified by 2011 Freeway Congestion Monitoring Program ("Skycomp")

AM Peak Period

Rank	Facility	Direction	From	To	CLRP Project	CLRP Study
1	I-95/I-395	Northbound	US 1	GW Pkwy	*VA: I-495 HOT Lanes (2015, 2030)*	-
2	I-66	Eastbound	VA 234 bypass	I-495	-	-
3	I-495	Outer Loop	US 1	I-270	-	-
4	I-495	Inner Loop	I-95	I-66	*VA: I-495 HOT Lanes (2015, 2030)*	-
5	GW Pkwy	Eastbound	Chain Bridge Rd.	I-66	-	-

PM Peak Period

Rank	Facility	Direction	From	To	CLRP Project	CLRP Study
1	I-495	Inner Loop	VA 7	I-270 Spur	*VA: I-495 HOT Lanes (2015, 2030)*	
2	I-395	Northbound	VA 110	Penn. Ave		*DC: Managed lanes study I-395, I-695, I-295 (submitted)*
3	I-495	Outer Loop	MD 187	VA 236	*VA: I-495 HOT Lanes (2015, 2030)*	
4	I-95	Southbound	I-495	VA 123	*VA: I-95 HOT Lanes (2015)*	
5	I-66	Westbound	I-495	VA 234		

Five specific highway projects in the CLRP will address many of the most congested roadways in the region:

- *495 Express Lanes (Virginia)*
- *95 Express Lanes (Virginia)*
- *I-66 "Spot Improvements" Inside the Beltway (Virginia)*
- *11th Street Bridge Reconstruction (District of Columbia)*
- *District of Columbia Managed Lanes Study (Added in the 2014 CLRP update*

- *Key airport access projects are included in the CLRP*. In particular, bottlenecks should be alleviated to improve airport access. The Washington-Baltimore Regional Airport System Plan Ground Access Element includes recommendations for essential highway and transit improvements needed to maintain efficient and convenient ground access to the region's airports in the future. The project listing below identifies improvements that support ground access trips to the three major commercial airports within the airport system planning area. These projects will serve to accommodate future demand growth for ground access identified in the previous section.

Critically Important Airport Ground Access Projects in CLRP	
Transportation Improvement	**Completion Date (2014 CLRP)**
Intercounty Connector (MD 200) I-95 to US 1	2014
I-95 Express Lanes	2015
Metrorail Silver Line Phase II	2016 (actual 2019)
Widening of Dulles Access Rd (VA 267, inside Beltway)	2017
Widening I-95 Prince George's / Howard Line to I-695 (Baltimore Beltway)*	2020
Widening of John Mosby Highway (US 50)	2014
Widening / Upgrade VA 606	2020
Widening of Sully Rd (VA 28)	2025
Express Bus Service on I-95	2015
Widening of I-70	2020
Widening of Sections of Prince William Pkwy (VA 294)	2014 / 2040
Widening of Leesburg Bypass (VA 7 / US 15)	2040
Construction of Bi-County Parkway	2020
Jefferson Davis Hwy (US 1) Transit Improvements (CCPY Transitway [future streetcar] and Potomac Yards Metrorail Stations)	2014 / 2015 / 2019 / 2021
Widening Arlington Blvd (US 50) – Fairfax ECL to Beltway	2025
Widening / Upgrade MD 5	2018 / 2025
Widening / Upgrade MD 4	2016 / 2020 / 2035
Widening / Upgrade MD 210	2020 / 2030
Widening Sections of I-270	2030
Widening MD 32*	2030
Corridor Cities Transitway	2020
Purple Line	2020
VRE Spotsylvania Station	2014
VRE Potomac Shores (previously Cherry Hill) Station	2017

Other Strategies Under Priority 3

Many of the strategies under Priority 3 are not so clearly assessed in comparison to the projects and programs that are explicitly identified in the CLRP. In some cases, funding may only be found in local Capital Improvement Programs (CIPs) because the projects will only use locally available dollars or are not considered regionally significant. In other cases, implementation will be achieved with private funding or through changes in policies and regulations.

Although this report does not use the CLRP to assess the degree to which they are being implemented, these strategies are key components of the Priorities Plan and are essential for the balanced and efficient system the TPB has promoted in its vision for the future. TPB staff welcome suggestions for determining how we might document and analyze planning and project development activities around the region that implement these strategies.

- **Improve Access to Transit Stops and Stations (Near-Term Strategy 1)**

  Local jurisdictions throughout the region are taking steps to improve bus stops and rail station areas, and to improve pedestrian and bicycle access to transit. The TPB is currently conducting a study under the federal Transportation, Community, and System Preservation (TCSP) Program to identify high-impact pedestrian and bicycle access improvements to underutilized rail transit stations. In the future, new efforts can be expected to improve accessibility at the region's 19,000 bus stops, especially at high-priority locations.

- **Support and Promote Electric Vehicles (Near-Term Strategy 3)**

  Actions to encourage the purchase and use of electric vehicles were identified in a 2012 COG report. Such actions would require a variety of local- or state-funded infrastructure, policies, and regulatory changes.

- **Promote Commute Alternatives (Near-Term Strategy 4)**

  Programs to encourage alternative commute modes are in place throughout the region. The TPB's Commuter Connections program provides such services at the regional level, while numerous local governments and private employers have programs in place to provide information about commute alternatives and to encourage and support commuters who use commute modes other than driving alone.

- **Expand Pedestrian Infrastructure & Expand Bicycle Infrastructure (Near-Term Strategies 5 & 6)**

  Jurisdictions at every level of government are working to build infrastructure and improve safety for walking and biking. The TPB's Bicycle and Pedestrian Plan identified more than 500 important regional projects. Every year the TPB's Bicycle and Pedestrian Subcommittee identifies a list of the top unfunded bicycle and pedestrian projects from a regional perspective.

- **Apply Priority Bus Treatments (Ongoing Strategy 3**)

  The region is prioritizing these kinds of improvements and we are looking to do more. The Metrobus Priority Corridor Network (PCN), which would be fully funded under the *Metro 2025* component of WMATA's *Momentum* strategic plan (see pages 14-15), would apply significant priority treatments to 24 key, high-ridership routes to speed buses and improve on-time reliability. The TPB's federal TIGER grant, awarded in 2010, provided funding for some of these and other priority bus treatments throughout the region.

- **Update and Enforce Traffic Laws (Ongoing Strategy 6)**

  Jurisdictions throughout the region are applying non-engineering solutions— through updated laws, better enforcement, and more public outreach—to make the transportation system safer, especially for pedestrians and bicyclists.

Take-Aways

When looking at the CLRP in relation to the Priorities Plan, several key take-away observations can be distilled from the data and information provided in this Assessment:

- **Our commitment to maintenance is solid.**

  In contrast to the last major update of the CLRP, this year's plan demonstrates full funding for maintenance, operations, and state of good repair – for highways and for transit. This commitment fulfills what the Plan identified as our top priority. We also know that there is broad public support for such investments. In a 2013 public opinion survey carried out as part of the development of the Priorities Plan, a representative sample of the region's population gave transit and highway maintenance their highest levels of support.

- **The region is effectively using its Activity Centers to focus growth, enhance non-motorized circulation, and improve regional connections.**

  Jurisdictions throughout the region have embraced the concept of Activity Centers as engines for economic growth tailored to their local needs. Analysis of the CLRP finds that an increasing share of new jobs and housing will be located in Activity Centers. It also forecasts that these locations will become more walkable and bikeable, and more convenient for transit. The Priorities Plan emphasizes that the region should build upon this model of success by tapping the full potential of Activity Centers on the eastern side of the region, particularly in locations near Metrorail stations.

- **The region is diversifying its public transit systems by developing new, cost-efficient options like BRT and streetcars.**

  Six years from now, we will have moved beyond the last century's focus on heavy rail into a new era in which a range of new transit options will be available, including bus rapid transit (BRT), streetcars, and light rail. Most of the new transit identified in the CLRP is scheduled to be operational by 2020. While new transit options are likely to be implemented in the decades beyond 2020, the planning and funding commitments for such systems are not advanced enough to be included in the CLRP.

- **We have unfinished business when it comes to maximizing use of our existing transit systems.**

  The CLRP does not include full funding for the package of improvements included in WMATA's *Momentum* Plan for 2025, including all eight-car trains, core station improvements, and the Metrobus Priority Corridor Network. The CLRP does include new commitments to funding capacity on our existing commuter rail systems, although both VRE and MARC have emphasized the need for significant additional improvements to meet future ridership demands.

- **Regional economic disparities continue to affect transportation patterns.**

  The 2014 CLRP includes many projects that will enhance transportation options in economically disadvantaged areas on the eastern side of the region. However, we can expect that jobs will

continue to be concentrated on the western side of the region, leading to longer auto commutes for those in the east, greater transit crowding in the regional core, and significant unused transit capacity in reverse commute directions.

- **We expect individuals, on average, will drive less in the future than they do today. Nonetheless, we know that driving will remain the dominant form of transportation in our region.**

  The average person in our region is expected to drive 3 percent less in 2040 than today, according to the 2014 CLRP Performance Analysis. But still, auto travel (SOV and HOV) is forecast to account for 80 percent of all trips in 2040 and 34 percent of all driving (VMT) in 2040 will occur under congested conditions. The CLRP shows that we are addressing the needs of drivers by targeting road projects to relieve bottlenecks and serve key economic development interests, such as airport access.

Future Work Activities

TPB staff is conducting a variety of follow-up activities to inform the development of the 2015 CLRP and promote integration of the Priorities Plan and other planning activities at COG.

Launching the 2015 CLRP Development Process

As part of the development of the 2015 CLRP, TPB staff plans to take the following steps:

- ☐ Work with partners to use the Priorities Plan in the development of the 2015 CLRP Call for Projects, which is currently scheduled to be released in draft form in October 2014.
- ☐ Work collaboratively with the local and state jurisdictions and agencies in the region to develop a process for describing—in a formal letter or other documentation—the ways in which the projects and programs that a jurisdiction submits for inclusion in the CLRP will address the priorities in the Priorities Plan. Such documentation was called for on page 77 of the Priorities Plan.

Conducting Outreach and Promoting Integration

TPB staff has been conducting activities to promote the implementation of the priorities in the Priorities Plan and seek integration between the Priorities Plan and other policy documents at COG, especially *Region Forward*. Much of the activity described below has been included in the TPB's FY2015 Unified Planning Work Program (UPWP).

- ☐ ***Outreach on the Priorities Plan.*** In the summer of 2014, TPB staff conducted a series of listening sessions to better understand whether and how the TPB's members and key stakeholders believe the region is achieving the goals that were identified in the Priorities Plan. To date, staff has conducted nine such sessions with jurisdiction staff and four sessions with stakeholders. Through these discussions we hope to better understand our successes and identify gaps, beyond the projects and analysis of the CLRP. Staff plans to present a summary of these listening sessions to the TPB later in 2014.
- ☐ ***Enhanced Linkages to COG's "Place + Opportunity" Report.*** Many of the strategies and priorities laid out in the Priorities Plan are closely connected to COG's *Place + Opportunity* Report, which focuses on strengthening and enhancing the region's 141 Activity Centers. In FY2015, COG/TPB staff will identify ways to further promote those linkages through analysis and outreach.
- ☐ ***Conduct Other Planning Activities and Analysis Related to the Priorities Plan.*** In addition to the work identified above, staff will identify and conduct other analysis and planning activities related to key issues and themes identified in the Priorities Plan. Activities may include developing new or revised transportation and land-use scenarios, conducting analysis of those scenarios, and other research and analysis efforts. This analysis may also include evaluation of transportation metrics and targets that were established in other COG documents, particularly *Region Forward*. In addition, MAP-21statewide and metropolitan planning regulations may provide guidance on setting performance measures and targets, and conducting analysis.

- ☐ ***Coordinate COG Planning Activities Through the Region Forward Coalition.*** TPB members have expressed an interest in enhanced integration of the Priorities Plan with other planning efforts at COG, including *Region Forward*, *Place + Opportunity*, as well as work on climate change and air quality. Staff recommends that the Region Forward Coalition is the appropriate venue for determining how these different planning activities can be coordinated.

Conclusion

As the TPB prepares to vote on the 2014 CLRP, we hope this document will help decision makers better understand how the projects and inputs that are included in the CLRP as a regional system will or will not contribute to the achievement of our region's transportation priorities. TPB staff looks forward to working with participants in the regional transportation planning process to determine how future CLRP updates, as well as other planning activities, can even more fully meet the objectives of the Regional Transportation Priorities Plan.