



# NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

Date: October 15, 2014  
Time: 12 noon  
Place: COG Board Room

**Notice:** Beginning today, an audio recording of this meeting will be posted on the TPB meeting web site. The recording will be organized by the agenda items and available by the following week.

## 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 September 21 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

**ACTION ITEMS**

- 12:50 pm     7.     **Review of Comments Received and Acceptance of Recommended Responses for Inclusion in the Air Quality Conformity Analysis of the 2014 Financially Constrained Long-Range Transportation Plan (CLRP) and the FY 2015-2020 Transportation Improvement Program (TIP)**  
..... Mr. Srikanth  
The Board will be briefed on the comments received and asked to accept the recommended responses for inclusion in the air quality conformity analysis of the 2014 CLRP and FY 2015-2020 TIP. These draft documents and web-based information were released for public comment on September 11 and the public comment period for these documents ended on October 11. Public comments are posted as received on the TPB web site. The final version of the comments and responses memorandum will be incorporated into the document scheduled for consideration under agenda items 8 and 9.  
  
**Action:** Accept recommended responses to comments received for inclusion in the air quality conformity analysis of the 2014 CLRP and FY 2015-2020 TIP.
- 12:55 pm     8.     **Approval of Air Quality Conformity Determination of the 2014 CLRP and FY 2015-2020 TIP**  
..... Ms. Posey, DTP  
At the September 17 meeting, the Board was briefed on the air quality conformity analysis of the 2014 CLRP and FY 2015-2020 TIP.  
  
**Action:** Adopt Resolution R5-2015 finding that the 2014 CLRP and FY 2015-2020 TIP conform with the requirements of the Clean Air Act Amendments of 1990.
- 1:00 pm     9.     **Approval of the 2014 CLRP**  
..... Mr. Srikanth  
On September 11, the draft 2014 CLRP and associated conformity analysis were released for public comment.  
  
**Action:** Adopt Resolution R6-2015 approving the 2014 CLRP.
- 1:05 pm     10.     **Approval of the FY 2015-2020 TIP**  
..... Mr. Srikanth  
On September 11, the draft FY 2015-2020 TIP was released for public comment.  
  
**Action:** Adopt Resolution R7-2015 approving the FY 2015-2020 TIP.
- 1:10 pm     11.     **Certification of the Urban Transportation Planning Process for the National Capital Region**  
..... Mr. Srikanth  
The Joint Planning Regulations issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) require that "the state and MPO shall certify at least every four years that the metropolitan transportation planning process is addressing the major issues facing the area and is being carried out in accordance with all applicable

requirements...” The Board will be briefed on the Statement of Certification and asked to endorse it.

**Action:** Adopt Resolution R8-2015 endorsing the appended Statement of Certification.

### INFORMATION ITEMS

- 1:15 pm      12.    **Briefing on the Draft Call for Projects and Schedule for the Air Quality Conformity Analysis of the 2015 CLRP and FY 2015-2020 TIP**  
..... Mr. Srikanth  
The Board will be briefed on the draft call for projects document and schedule for the air quality conformity analysis of the 2015 CLRP and FY 2015-2020 TIP. The Board will be asked to approve the final call for projects document at its November 19 meeting.
- 1:30 pm      13.    **Briefing on the 2013 Regional Air Passenger Survey**  
..... Mr. Roisman, DTP  
The Board will be briefed on the findings of the 2013 Washington-Baltimore Regional Air Passenger Survey at BWI, Reagan National, and Dulles airports, including geographic patterns of airport use, mode of access to the airports, and related issues facing the regional three airport system.
- 1:45 pm      14.    **Update on the Regional “Street Smart” Pedestrian and Bicycle Safety Education Campaign**  
..... Mr. Farrell, DTP  
The Board will be briefed on the outcomes of the Fall 2013 and Spring 2014 campaigns, and on the plans for the Fall 2014 and Spring 2015 campaigns.
- 1:55 pm      15.    **Other Business**
- 2:00 pm      16.    **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@mwcoq.org](mailto:accommodations@mwcoq.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.mwcoq.org](http://www.mwcoq.org).*

**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  
September 17, 2014**

Members and Alternates Present

Robert Brown, Loudoun County  
Rick Canizales, Prince William County  
Helen Cuervo, VDOT  
Emad Elshafei, City of Rockville  
Dan Emerine, DC Office of Planning  
Gary Erenrich, Montgomery County Executive  
Lyn Erickson, MDOT  
Jay Fisette, Arlington County  
Jason Groth, Charles County  
Konrad Herling, City of Greenbelt  
Cathy Hudgins, Fairfax County  
Sandra Jackson, FHWA  
John D. Jenkins, Prince William County  
Shyam Kannan, WMATA  
Tim Lovain, City of Alexandria  
Phil Mendelson, DC Council  
Bridget Donnell Newton, City of Rockville  
Mark Rawlings, DC DOT  
Peter B. Schwartz, Fauquier County  
Paul Smith, Frederick County  
Linda Smyth, Fairfax County Board of Supervisors  
David Snyder, City of Falls Church  
Tammy Stidham, National Park Service  
Todd Turner, City of Bowie  
Jonathan Way, City of Manassas  
Victor Weissberg, Prince George's County and DPW&T  
Tommy Wells, DC Council  
Patrick Wojahn, City of College Park  
Sam Zimbabwe, DDOT

---

MWCOG Staff and Others Present

Gerald Miller  
Robert Griffiths  
Elena Constantine  
Eric Randall  
John Swanson  
Andrew Meese  
Jane Posey  
William Bacon  
Andrew Austin  
Wendy Klancher  
Erin Morrow  
Ben Hampton  
Bryan Hayes  
Lamont B. Cobb  
Debbie Leigh  
Deborah Etheridge  
Jeff King  
Bill Orleans  
Patrick Durany  
Jim Dinegar  
Allison Davis  
Don Vary  
Malcolm Watson  
Betsy Massie  
Mike Lake  
Christine Green  
Bill Sadler  
Nancy Smith  
Jeff Bech

COG/DEP  
HACK  
Supervisor Jenkins' Office/Prince William County  
Greater Washington Board of Trade  
WMATA  
CDM Smith  
FC DOT  
PRTC  
Fairfax County DOT  
Safe Routes to Schools National Partnership  
Safe Routes to School National Partnership  
NVTA  
Gov Partners, LLC

---

## **1. Public Comment on TPB Procedures and Activities**

Chairman Patrick Wojahn called the meeting and opened the floor to comments.

Mr. Orleans remarked that in his ten years of experience watching the TPB, he has rarely seen the board divided or not reach consensus on an issue. He said he believed that contention could be a good thing, which allows decision makers to work toward better consensus. The Board never seems to question anything that comes from the Steering Committee. Despite not having the Board by-laws available, he felt that the Board has the right to question the decisions and actions of the Steering Committee. He requested that the Board be more reflective on projects presented to it.

Ms. Green commented that the TPB's 2012 Safe Routes to School policy, Regional Transportation Priorities Plan and regional activity centers all support walking, bicycling and transit as safe and convenient transportation options. These options align with the Safe Routes to School National Partnership, more specifically the Greater Washington D.C. Safe Routes to School Regional Network. She said that the CLRP and TIP programs lacked the vision of TPB's policies. She stated that a focus on car trips leads to increased congestion and unsafe walking and bicycling environments for children. She concluded that Board should act to implement the vision of the Complete Streets policy and the RTPP through the CLRP and TIP.

Mr. Schwartz stated that the Coalition for Smarter Growth was encouraged by some of the positive trends in the CLRP performance analysis, but they felt that the results are not enough. He stated that the region must work to contribute to meeting climate change goals, and asked the TPB to consider adopting a measurable goal for total CO<sub>2</sub> reduction to match the goals set by the region for other pollutants. He mentioned that the Board should focus on urbanization and building more walkable, mixed-use, transit oriented places in our inner suburbs, the region's biggest problem areas. He recognized that transit capacity expansion is happening despite limited funding. The Board should shift toward more projects that support TOD, transit, walking and biking, and less interchange and lane expansions. In particular, the Coalition opposes the Bi-county Parkway and Manassas Battlefield Bypass. Mr. Schwartz concluded with a request for the Board to set specific goals for CO<sub>2</sub> reduction.

## **2. Approval of Minutes of July 16 Meeting**

A motion was made to approve the minutes of the July 16 Meeting. The motion was seconded and approved unanimously.

## **3. Report of the Technical Committee**

Ms. Lyn Erickson presented the report of the Technical Committee. The committee met on September 5, and Ms. Erickson welcomed the new representatives from Fauquier County and the Culpeper District of VDOT to the committee. She reported that the committee discussed the

---

following seven board items and two information items at the meeting.

Board items included:

- The committee received the TPB Participation Plan and associated comments. Although there were suggestions for improvement, the plan is ready for adoption. Staff can address suggestions through the work program.
- The committee recommended approval of the resolution concerning public transit representation, and is prepared for further discussion on the matter.
- TPB staff briefed the committee on the 2014 CLRP, the FY 2015-2020 TIP, the Air Quality Conformity Analysis, and the long-range financial plan. In particular, they discussed the CRLP performance analysis and CLRP assessment in relation to the Regional Transportation Priorities Plan.
- The committee received short briefings on the draft update of the TPB's Bicycle and Pedestrian Plan, as well as the development of MAP-21 performance measures.

Information items included letters received and provided in packets to TPB members including an announcement from VDOT on their six-year transportation improvement plan, and MDOT's outreach for their Consolidated Transportation Program Tour.

#### **4. Report of the Citizen Advisory Committee**

Chairman Wojahn recognized Citizens Advisory Committee Chair Tracy Loh and her newborn daughter. In her place, Vice-Chair Veronica Davis gave the report of the committee.

Ms. Davis reported that the committee had its first meeting with new Department of Transportation Planning Director Kanti Srikanth on September 11. She highlighted that two concerns arose out of the meeting related to the draft 2014 CLRP: housing affordability around activity centers and funding of WMATA's Momentum 2025 package. During the discussion about activity centers and metro station utilization, the committee stressed the importance of affordable housing for the workforce and middle class. The committee also supported full funding of WMATA's Momentum 2025 plan to add core capacity to the Metrorail system.

Ms. Davis also mentioned the CAC's recommendation, which was presented at the TPB's July meeting, that the TPB create a task force to develop principles regarding the reauthorization of MAP-21. Although Congress has reauthorized MAP-21 through May 2015, the committee wants the TPB to keep the issue on its radar.

Mr. Fiset reported that local officials throughout the region are looking at affordable housing and its integration with land use, transportation and smart growth. He pointed out the Columbia Pike plan in Arlington County, which calls for a new streetcar line and no net loss in affordable housing.

---

## 5. Report of Steering Committee

Mr. Kanti Srikanth reported on the actions of the Steering Committee. He reported that the committee met on September 5 and upon review had approved two TIP amendments:

- Add funding to the Belmont Ridge Road project (VDOT)
- A funding for an interchange at Maryland 210 and Kirby Road, and intersection improvements near the naval support activity in Bethesda (MDOT)

Mr. Srikanth then reviewed letters sent and received by the Board:

- The Virginia Commonwealth Transportation Board sent a letter announcing public hearings on amendment to the six-year improvement program. Hearings will be held in Northern Virginia and Culpeper, a part of Fauquier County. Mr. Srikanth reported TPB staff would attend both, providing materials and presentation on the RTPP and the TPB's vision document.
- The Virginia Office of Intermodal Planning and Investment sent a letter regarding the first phase of a statewide long-range plan. The first phase will serve as the policy framework for the decisions to be implemented in the second phase. Phase one will be completed in 2015, and phase two in 2016. TPB staff have attended planning sessions regarding the statewide plan and will share the TPB's policy plan, vision document and the RTPP.
- The Northern Virginia office of VDOT sent a letter to the TPB requesting that the Board participate in a Tier II Environmental Impact Statement (EIS) study. The study will look at improvements to the I-66 corridor from U.S. 15 to the Capital Beltway, a distance of about 25 miles. The improvement would provide three general-purpose lanes in each direction, along with two tolled express lanes also open for Rapid Bus Transit and high occupancy vehicles.
- The Access for All (AFA) committee sent a memo containing comments on the draft 2014 CLRP.

Mr. Srikanth then acknowledged the presence of Fauquier County Supervisor, Mr. Schwartz, as the newest member of the Board and welcomed him. Members of the Board welcomed Mr. Schwartz with applause.

- Mr. Srikanth noted that the CAC had made a recommendation during the July meeting that the TPB look into taking some action in regards to federal reauthorization of transportation funding. He noted that in the past the Board has developed a set of priority principles that were sent to the Washington area Congressional delegation. However, since Congress is not currently considering reauthorization, he said that TPB staff could bring some recommendations to the Board following the November elections when reauthorization activity picks up.



---

Mr. Srikanth mentioned that the Access For All (AFA) committee had provided comments on the proposed 2014 CLRP. He invited Vice Chairman Mr. Lovain to speak to the AFA's memorandum. Referring to the AFA memo, Mr. Tim Lovain provided further information on the committee's comments. Committee members were concerned that shifting from HOV to HOT lanes may affect low-income residents and wanted to see more community-based affordable transportation, especially for people with disabilities. They were also concerned about the impacts of higher fares on public transit.

Mr. Lovain reported that the committee noted that it was important for implementing agencies to consider accessibility throughout the project development process. He cited examples related to the Route 123 widening in Virginia and the D.C. and Arlington streetcar projects. The committee stated that projects that help disabled persons also help all pedestrians.

Mr. Lovain also noted that the committee had comments on transportation-related concerns, more support for bicycling and pedestrian related infrastructure, and improving and maintaining bus stops and pedestrian infrastructure. The committee also had concerns on MetroAccess service eligibility and fares. He said that members of the AFA expressed the importance of implementing agencies considering accessibility throughout the planning, design, and building stages of projects

Mr. Lovain remarked on the death of Bobby Coward, a long-time member of the Access for All committee and the Human Services Transportation Coordination Taskforce.

Ms. Smyth highlighted the complexity of the I-66 study, with the constrained right-of-way, Metrorail orange line tracks, and power substations in close proximity. He noted that these constraints should be addressed to keep the Orange Line operative.

## **6. Chair's Remarks**

Mr. Wojahn gave his appreciation to all participants in the earlier work session discussion of the CLRP performance review and the assessment of the CLRP in relation to the Regional Transportation Priorities Plan.

Mr. Wojahn noted that he had recently participated as master of ceremonies at the Commuter Connections awards program. He mentioned that video highlights of the event were projected as the meeting assembled. He also noted that Commuter Connections had also released a set of summary brochures of the 2013 State of the Commute report, used to estimate transportation and emissions impacts for Air Quality Conformity Analysis and the region's congestion management program. He also gave a reminder of Car-Free Day on September 22.

Mr. Wojahn also recognized the death of Bobby Coward, and highlighted his service as a member of two TPB groups. In particular, Mr. Coward played a key role in the development of the Wheelchair accessible cab program, Roll D.C. Mr. Coward served on the Access for All

---

committee for 11 years and the Human Services Transportation Coordination Taskforce for eight years. Mr. Wojahn requested a moment of silence in memory of Mr. Coward.

## **ACTION ITEMS**

### **7. Approval of an Update of the TPB Participation Plan**

Referring to the mailout materials, Mr. Swanson briefed the Board on comments received for the 2014 Update of the TPB Participation Plan. He said that this federally required plan was last approved in 2007. He said that the plan provides guidance on how the TPB conducts participation and engagement activities. He said that the plan acknowledges that many important decisions related to transportation in the region happen at the local level, and that TPB engagement is most effective when it helps residents understand how the regional decision-making process works. He said that the process to update the Participation Plan started in the spring and included input from key stakeholders including the Technical Committee, the Citizens Advisory Committee, the Access For All Advisory Committee (AFA), as well as public comment.

Mr. Swanson said that, following a 45-day comment period, TPB staff addressed three comments, which were described in a memorandum. He said that based on the first comment, which came from the AFA, TPB staff updated the Participation Plan by clarifying the need to seek participation from traditionally difficult to reach groups. The second comment, which was submitted by TPB members including VDRPT and MARC, asked that the Participation Plan include very specific language that describes how public involvement is being used to meet federal requirements. The third comment was submitted by the public and members of the Board. It requested that audio or video from TPB meetings be shared via the website. He said that staff is currently exploring the technical and staffing implications of making those materials available. He also said that support is needed from the Board.

Related to the second comment, Mr. Swanson said that since the final draft was released, staff received a request from FTA staff and Virginia transit agencies asking for more specific language describing how the Participation Plan meets federal requirements. This additional language was included in a memo, which was distributed. He asked that the Board consider this additional comment for inclusion in the approved plan.

Mr. Jenkins said that Prince William County fully supports the last-minute change included on the blue sheet.

Ms. Erickson said that MDOT also supports the changes in response to public comment. She said that updated language on the blue sheet would enable the TPB to comply more fully with federal

---

requirements.

Mr. Zimbabwe asked if there was a specific timeline for sharing audio or video from TPB meetings.

Mr. Swanson said that the timeline is as soon as possible. He deferred to Mr. Srikanth for further comment.

Mr. Srikanth said that staff is considering the internal technical and administrative processes required to share audio and video from TPB meetings. He said that the audio is something that can likely launch sooner, within the next 60 days. He said that the video piece is more challenging, and requires more consideration into capital and staffing resources, so that will likely take longer.

Mr. Jackson asked about the evaluation element of the Participation Plan.

Mr. Swanson responded that historically evaluation has been conducted informally, but with the new plan, an evaluation of the participation process will occur annually and will provide input into the UPWP for the coming year.

Mr. Erenrich encouraged TPB staff to read WMATA's new participation plan as an example of a plan that is comprehensive and includes a tool kit for different factors. He also encouraged staff to review Title VI work that area jurisdictions are pursuing that might affect TPB outreach.

Ms. Hudgins said that she appreciates Mr. Erenrich's comments and added that the TPB's Access for All Advisory Committee provided good input into the plan.

A motion was made and seconded to adopt Resolution R3-2015 to approve the update of the TPB Participation Plan. The motion passed.

## **8. Approval of a Resolution on Planning Representation by Public Transportation Providers on the TPB**

Mr. Srikanth noted that he Board was briefed, at its July meeting, on the MAP-21 requirement that MPOs include transit representation on their boards and that the Board had discussed a two-step action plan. He said the proposed resolution for the Boards' action today attempts to capture the action plan developed. He thanked the state departments of transportation, transit agencies, and WMATA for working closely with staff to develop the resolution responding to this requirement.

Mr. Srikanth said that the resolution states that the TPB has long had representation of public transportation providers on the Board. This representation comes in two forms: from WMATA, the largest transit provider in the region, and from local public transportation services that are represented by officials from the jurisdictions in which those providers operate. For these

---

reasons, he said, the TPB resolution asserts compliance with the requirement. Mr. Srikanth said that the resolution also acknowledges the TPB's desire to examine the current process it uses to discuss and highlight issues of interest for the providers of public transportation and to consider enhancing the process as needed. He noted that the proposed resolution resolves to: first reconstitute the existing Regional Bus Subcommittee into Regional Public Transportation Subcommittee and to broaden its scope to include all eligible transportation service providers and topics of their interests, and secondly to continue the cooperative discussions with representatives of the public transportation service providers on regarding any mutually agreed changes to the TPB's Board membership and/or its committee process. He noted that the Board would be updated on both of the actions.

A motion was made and seconded to adopt Resolution R4-2015 on planning representation by public transportation providers on the TPB. The motion passed.

## **INFORMATION ITEMS**

### **9. Briefing on the Draft 2014 CLRP and FY 2015-2020 TIP**

Mr. Austin said that the draft 2014 Constrained Long-Range Transportation Plan (CLRP) and the draft FY 2015-2020 Transportation Improvement Program (TIP) were released for public comment on September 11. He said that the CLRP has a 26-year planning horizon, includes more than 500 regionally significant projects, and would add an additional 1,188 lanes miles and 44 rail miles to the region by 2040. This year's CLRP includes a Financial Analysis because it is a major four-year update.

Referring to his presentation, Mr. Austin described some of the major projects in the plan. He said that the Silver Line phase 1 was completed in 2014, and that phase 2 is scheduled for completion in 2016. He added that in Maryland the Corridor Cities bus rapid transit project and the Purple Line project are both scheduled for completion in 2020. The District of Columbia has four streetcar segments scheduled for completion by 2020. He said that the first segment of the Crystal City-Potomac Yards bus ways was completed in 2014, and that the second segment is expected to be completed in 2015.

Mr. Austin said that the TIP, which allows states to access federal funds, covers all modes and capital projects as well as operations and maintenance. The six-year total of the 2015-2020 TIP is \$18 billion.

Mr. Austin said that the 2014 CLRP and the 2015-2020 TIP will be up for approval by the Board at the October TPB meeting.

Ms. Smyth asked why the listed completion date in the TIP for the Silver Line phase 2 is 2016, and not 2018.

Mr. Austin said that when the second phase of the Silver Line was updated in the TIP in April

---

the completion date was expected to be 2016. The new 2018 completion date will be included in next year's TIP.

Mr. Herling asked why a pair of proposed bus-only lanes on H and I street were removed from the plan.

Mr. Zimbabwe responded the lanes were planned for construction this year, but they were not going to be built in 2014, so they were changed from the construction category to the study category. He said that whether or not they will be built depends on the outcome of the study.

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

Ms. Posey, referring to her presentation, summarized the report for the Air Quality Conformity Analysis of the 2014 CLRP and the 2015-2020 TIP. She said that TPB staff analyzes four pollutants--volatile organic compounds, nitrogen oxides, fine particles, and precursor NOx--in an effort to show that the region will maintain air quality standards into the future. She described the conformity analysis uses the EPA MOVES 2010a model and other inputs including the cooperative forecast, regionally significant transportation projects, and 2011 vehicle registration data. She said that even with an increase in regional households and employment, the Washington area is within the mobile budgets set in the regional air quality plans, and that emissions are forecast to continue to drop. The main reason for this drop is the implementation of federal programs for fuel standards and vehicle emission standards.

Mr. Zimbabwe observed that the CLRP Air Quality Conformity Analysis does not analyze CO<sub>2</sub> emissions. He suggested that it is important to consider CO<sub>2</sub> emissions when discussing the performance of the CLRP.

Mr. Srikanth also noted that new federal standards that make automobiles even cleaner have not been accounted for in any of the analysis for the 2014 CLRP because the updated EPA MOVES 2014 model is not finalized. When the new model is in place, within the next two years, he said we can expect to see significant further drop in emissions resulting from the new federal standards.

Mr. Erenrich asked for a comparison between the relationship of mode share and carbon emissions.

Mr. Srikanth said that TPB staff will look into that.

Mr. Kannan suggested that the TPB implement the MOVES 2014 model as soon as possible.

Mr. Srikanth explained that staff have a version of the model and are testing it out. He added that EPA guidance provides a two-year period before the new model is required to be used in Air Quality Conformity Analysis. He noted that with the release of the previous version of the

---

MOVES model, MOVES 2010, the EPA had to extend the one-year period to two given the significant challenges faced in getting the new model to work well. He noted that staff has already started working with the new model. He also noted that based on past experience and given the importance of the finding of the analysis on regional Plans and Programs to ensure that there is rigorous testing of the new model before adopting it for official use in regional Air Quality Conformity Analysis.

## **11. Briefing on the Draft Financial Analysis for the 2014 CLRP**

Mr. Randall described the Financial Analysis of the 2014 CLRP as the process through which the TPB financially constrains transportation planning in the Washington region, by demonstrating that area jurisdiction can reasonably show that there is enough transportation revenue to fund the costs of projects and programs that are in the CLRP. He said that this analysis is conducted every four years and requires that TPB staff work closely with WMATA, the state departments of transportation, and local agencies. Referring to the Financial Analysis document, he described the methodology for creating the report. He said that the Financial Analysis assumes that: federal funding will remain constant; Maryland, Virginia, and the District of Columbia provide an increased share of the revenue; that fare revenues will continue to cover 55% of WMATA's operating costs; and the Passenger Rail Infrastructure Investment Act (PRIIA) will continue through 2040.

Mr. Randall said that during the development of the Financial Analysis, all agencies were able to identify funding to meet the anticipated state of good repair needs for WMATA through 2040. This agreement does not cover expansions identified in Metro 2025.

Mr. Randall said that the revenues are up in 2014 compared to 2010, and that the Financial Analysis now includes \$244 billion in revenues and expenditures through 2040. The majority of funding originates from state and local levels, followed by federal funding, and user fees. Referencing his presentation, he described how transportation revenue will be spent.

Mr. Randall said that the takeaways from the Financial Analysis are that: the region demonstrates full commitment to maintaining a state of good repair for highways and public transportation; operations and maintenance are covered; and that there is some funding for focused capacity improvements.

A member of the Board asked where the extra funding allocated for the Northern Virginia Transportation Authority (NVTA) was represented in the revenue chart.

Mr. Randall said that NVTA funding is part of the local funding for Virginia.

Mr. Way asked if TPB staff could compile a list of projects described in the Financial Analysis as desirable but unfunded.

Mr. Srikanth said that in order to compile this list TPB staff would have to draw on resources

---

like NVTA's Transaction 2040 and similar plans from Maryland and the DC. He said that TPB staff can work on compiling a list and present it to the Board at a future meeting.

## **12. Briefing on a Performance Analysis of the Draft 2014 CLRP**

Mr. Griffiths briefed the Board, referring to an on-screen presentation which was also made available in print to Board members.

Following Mr. Griffiths' presentation, Chair Wojahn opened the floor to questions.

Mr. Wells asked whether there was an opportunity to better reflect or quantify in the CLRP any investments or policies that are supporting trip reduction and non-auto use in the region, especially changes to land use, increases in bicycling and pedestrian infrastructure, and efforts to encourage teleworking.

Mr. Griffiths said that all three of those factors have been incorporated into the TPB's travel demand model and that the performance analysis reflects those changes.

Mr. Wells asked whether the actual investments and policy changes could be better captured in the CLRP document.

Mr. Srikanth said that there are opportunities to include case-study examples of such policies being implemented or such investments being made.

Mr. Kannan called attention to the commitment to Metro's state of good repair included in the 2014 CLRP, saying it is the first step toward funding further improvements, like those included in the Metro 2025 proposal, to meet the region's growing needs. He called on the TPB to look more closely at the relative payoff of investments in different modes, in particular the significant transit ridership benefits that low-cost pedestrian improvements can achieve. Finally, he pointed out that the TPB still has not set a target for greenhouse gas emissions against which to measure the performance of the CLRP. He called on the TPB to do so in time for future analyses, and, in particular, to consider adopting the greenhouse gas-reduction goals developed and adopted by the COG Board of Directors.

Mr. Srikanth responded to Mr. Kannan's comments. He said that the performance analysis of the CLRP does include estimates of greenhouse gases. He noted that following the 2008 publication of the Climate Change Report the TPB in 2010 accepting COG's emissions goal for greenhouse gases as is had examined what would it take within the transportation sector for this region to achieve those goals. This work is captured in the What Would It Take study report which to examined the relative costs and payoffs of different emissions-reduction measures. He said that the study could be updated with more recent trends and information. He also noted that there had been discussions about reduction in absolute amounts of CO<sub>2</sub> reductions as against to CO<sub>2</sub> reductions on a per capita basis and other regions in the country were using CO<sub>2</sub> reductions on a

---

per capita basis.

Mr. Way suggested adding two items to the summary of points at the end of the presentation on the Performance Analysis. One was a comparison of greenhouse gas emissions under the CLRP to COG's long-term emissions-reduction goal. The other was to note the increase in congestion in the region despite \$244 billion in planned spending in the CLRP.

Mr. Wojahn closed the floor to questions in order to fit in the final item on the agenda.

### **13. Briefing on an Updated Priorities Plan Assessment of the Draft 2014 CLRP**

Mr. Swanson briefed the Board, referring to an on-screen presentation which was also made available in print to Board members.

Following Mr. Swanson's presentation, Chair Wojahn opened the floor to questions.

Ms. Hudgins commented on the importance of the relationship between providing parking near transit stations and the ability of those station areas to become dense, walkable centers in the future.

Mr. Elrich asked how much of the regional decline in vehicle-miles traveled (VMT) per capita is attributable to a handful of major redevelopment projects, like Tysons. He suggested that focusing too much development in a handful of Activity Centers could wind up meaning longer commutes and more travel for people not living in centers. He also expressed significant concern about the TPB's lack of a reduction target for greenhouse gas emissions.

Mr. Srikanth said that staff could more closely examine the effects of certain major projects and investments, likely through case studies.

Mr. Emerine expressed his appreciation that the release of the CLRP Performance Analysis and the CLRP Priorities Plan Assessment was timed to happen along with the release of the final draft CLRP for Board consideration. He said it should prompt Board members to ask more of the right questions about how to improve the trajectory the region is on in terms of the performance information highlighted in the presentations. He also encouraged staff to dig below the gross regional scale, perhaps by including more maps in future analyses, as they help show more specifically where the region is doing well, where it is not doing so well, and what the region might do differently to achieve better outcomes.

Mr. Snyder expressed concern that the region is barely keeping up with population growth and asked what steps could be taken to get out ahead of the population curve. He expressed interest in the use of scenario planning to explore different options for achieving better outcomes. Finally, he encouraged staff to distill the reports and analyses from the 2014 CLRP update into a short handout that could be used to educate decision-makers and the public about the big issues



---

and decisions facing the region.

Mr. Srikanth said that staff would work with the Board and others to develop materials more friendly for elected officials and the public to communicate the findings of the various CLRP analyses.

Chair Wojahn also expressed a desire to use scenario planning to focus the region's efforts on key strategies for moving the region closer to its transportation goals.

Mr. Turner thanked staff for their hard work on the Priorities Plan and using it in the analysis of the CLRP. He said that although the Priorities Plan process has taken longer than most people expected, he believe the TPB is taking steps in the right direction.

#### **14. Other Business**

No other business was brought before the board.

#### **15. Adjourn**

The meeting adjourned at 2:15pm.

**TPB Technical Committee Meeting Highlights**

**October 3, 2014**

The Technical Committee met on October 3 at COG. Six items were reviewed for inclusion on the TPB agenda for October 15.

- TPB agenda Item 8

The Committee was updated on the draft conformity analysis of the 2014 CLRP and FY 2015-2020 TIP, which were released for public comment on September 11. The TPB will be asked to approve the conformity assessment at its October 15 meeting.

- TPB agenda Item 9 and 10

The Committee was updated on the draft 2014 CLRP and FY 2015-2020 TIP, which were released for public comment on September 11. The TPB will be asked to approve the 2014 CLRP and FY 2015-2020 TIP at its October 15 meeting.

- TPB agenda Item 12

The Committee was briefed on the draft call for projects document and schedule for the air quality conformity assessment for the 2015 CLRP and FY 2015-2020 TIP. The draft call for projects document has been amended to request information on how projects meet the goals and priorities of the Regional Transportation Priorities Plan (RTPP), in addition to information already requested regarding the TPB's Vision and federal project information requirements. The TPB will be asked to approve the final call for projects document at its November 19 meeting.

- TPB agenda Item 13

The Committee was briefed on the findings of the 2013 Washington-Baltimore Regional Air Passenger Survey at BWI, Reagan National, and Dulles airports, including geographic patterns of airport use, mode of access to the airports, originating air passengers by jurisdiction, departures by time-of-day, and related issues facing the regional three airport system.

- TPB agenda Item 14

The Committee was shown a video that summarized the events and key highlights of the Fall 2013 and Spring 2014 Street Smart campaign. A presentation was distributed as background material with additional information, including the proposed schedule for the Fall 2014 campaign.

Four items were presented for information and discussion:

- The Committee was briefed in the upcoming federal certification review of the transportation planning process for the Washington region, which will take place on October 28 and 29.
- The Committee was briefed on the progress of the update of the 2014 Bicycle and Pedestrian Plan for the National Capital Region.
- The Committee was briefed on highlights of the October 2 Joint Meeting of the Metropolitan Washington Air Quality Committee (MWAQC) and the Climate, Energy and Environment Policy Committee (CEEPC).
- The Committee was briefed by staff from the Virginia Department of Rail and Public Transportation (DRPT) on the commencement of the Tier II Environmental Impact Statement (EIS) for the Southeast High Speed Rail (SEHSR) corridor from Richmond, VA to Washington, D.C.

**TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES  
ATTENDANCE – October 3, 2014**

DISTRICT OF COLUMBIA

DDOT Mark Rawlings  
Jameshia Peterson

DCOP -----

MARYLAND

Charles County -----

Frederick County Ron Burns

City of Frederick -----

Gaithersburg -----

Montgomery County Gary Erenrich

Prince George's County Vic Weissberg

Rockville -----

M-NCPPC

Montgomery County Eric Graye

Prince George's County Famarz 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 -----

NVTA Denise Harris

NVTC Claire Gron

David Koch

Prince William County Ricardo Canizales

James Davenport

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

Andrew Austin, DTP

Bill Bacon, DTP

Lamont Cobb, DTP

Michael Farrell, DTP

Ben Hampton, DTP

Charlene Howard, DTP

Jessica Mirr, DTP

Jane Posey, DTP

Eric Randall, DTP

Rich Roisman, DTP

Daivamani Sivasailam, DTP

Daniel Son, DTP

Dan Sonenklar, DTP

John Swanson, DTP

Marco Trigueros, DTP

Dusan Vuksan, DTP

Feng Xie, DTP

OTHER

Bill Orleans



NATIONAL CAPITAL REGION  

---

TRANSPORTATION PLANNING BOARD

Item #5

**MEMORANDUM**

October 9, 2014

To: Transportation Planning Board

From: Kanathur Srikanth  
Director, Department of Transportation Planning

Re: Steering Committee Actions

At its meeting on October 3, 2014, the TPB Steering Committee approved the following resolutions:

- SR3-2015: 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 Battlefield Parkway Extension project, as requested by the Virginia Department of Transportation (VDOT)
- SR4-2015: Resolution to approve funding for a project to improve Sligo Creek Trail in Montgomery County using funding from the Transportation Alternatives Program of the Federal Highway Administration (FHWA) for FY 2014 in Maryland
- SR5-2015: Resolution to approve funding for projects in the District of Columbia using funding from the Transportation Alternatives Program of the FHWA for FY 2015 in the District of Columbia
- SR6-2015: Resolution on an amendment to the FY 2013- 2018 TIP that is exempt from the air quality conformity requirement to add funding for the Freight Delivery Pilot Project, as requested by the District Department of Transportation (DDOT)

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.”



**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 BATTLEFIELD  
PARKWAY EXTENSION 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 21<sup>st</sup> 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 September 23, 2014 VDOT has requested an amendment to the FY 2013-2018 TIP to add \$9.725 million in bond funding and \$274,000 in state funding to FY 2014 for the construction of the Battlefield Parkway Extension from US 15, South King Street to VA 267, Dulles Greenway, 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 \$9.725 million in bond funding and \$274,000 in state funding to FY 2014 for the construction of the Battlefield Parkway Extension from US 15, South King Street to VA 267, Dulles Greenway, as described in the attached materials.

**Adopted by the Transportation Planning Board Steering Committee at its regular meeting on October 3, 2014.**







# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive  
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.  
COMMISSIONER

September 23, 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 Battlefield Parkway Extension, UPC 100518

Dear Chairman Wojahn:

The Virginia Department of Transportation (VDOT) requests an amendment to the FY 2013-2018 Transportation Improvement Program (TIP) to construct a segment of Battlefield Parkway Extension (Route 267E) between South King Street and Dulles Greenway in Leesburg, VA. The amendment is needed to reflect the latest planned funding obligations for this project.

The project is funded with capital project revenue bonds and residual parcel revenues and will be locally administered. Although the project is not federally funded, it must be included in the TIP because it is regionally significant for air quality conformity. This highway improvement is already included in the approved regional air quality conformity analysis for the CLRP, and has been entered in the iTIP database.

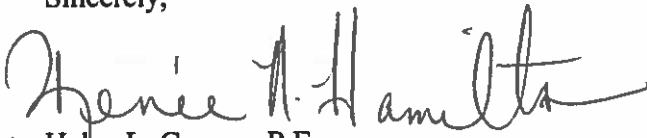
The amendment adds approximately \$10 million to FY 2014 of the TIP, in addition to \$1 million in prior year funds from FY 2012. The proposed funds are included as previous allocations by the Commonwealth Transportation Board as part of VDOT's FY 2015-2020 Six Year Improvement Program. While the proposed funds are new to the TIP, they are part of the total revenue estimates included in VDOT's financial plans for the 2010 and 2014 CLRP updates.

The Honorable Patrick Wojahn  
September 23, 2014  
Page 2

VDOT requests that this TIP Amendment be approved by the Transportation Planning Board's Steering Committee at its meeting on October 3, 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. Renée N. Hamilton, VDOT-NoVA  
Ms. Maria Sinner, P.E., VDOT-NoVA  
Mr. Farid Bigdeli, P.E., VDOT-NoVA

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

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
<b>Urban</b>									
<b>Battlefield Parkway, Construct</b>									
TIP ID: 6407 Agency ID: 100518		Title: Battlefield Parkway Extension				Cost: \$10,999		Complete: 2015	
Facility: VA 267E Battlefield Parkway Extension	BD	0/100/0	1,000 a	650 b					9,725
From: US 15 South King Street				9,075 c					
To: VA 267 Dulles Greenway	State	0/100/0		274 c					274
<b>Program Total:</b>									<b>9,999</b>

Description: Completion of the last missing segment of the Battlefield Parkway corridor .

**Amendment: Add New Project** **Requested on: 10/3/2014**  
 Amend this project into the FY 2013-2018 TIP with \$9.725 million in bond funding and \$274,000 in state funding in FY 2014.



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

**RESOLUTION TO APPROVE FUNDING FOR A PROJECT TO IMPROVE SLIGO  
CREEK TRAIL IN MONTGOMERY COUNTY USING FUNDING UNDER THE  
TRANSPORTATION ALTERNATIVES PROGRAM OF THE FEDERAL HIGHWAY  
ADMINISTRATION (FHWA) FOR FY 2014 IN MARYLAND**

**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 the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP- 21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

**WHEREAS**, under MAP-21's Transportation Alternatives (TA) Program (Title 23 U.S.C. sections 213(b), and 101(a)(29)), a portion of funding based on the relative share of the total State population is sub-allocated to large urbanized areas and "the MPO, through a competitive process, selects the TA Program projects in consultation with the State"; and

**WHEREAS**, the TA Program provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways; and

**WHEREAS**, the TA Program offers an opportunity to fund regional priorities and complement regional planning activities, and is a complementary component of the TPB's Transportation/Land-Use Connections (TLC) Program, which provides technical assistance for small planning studies to TPB member jurisdictions; and

**WHEREAS**, the TPB's Unified Planning Work Programs (UPWP) for FY 2015 explicitly authorizes the use of Transportation/ Land-Use Connections (TLC) Program funds to support TA Program activities; and

**WHEREAS**, a solicitation for TA Program applications to expend remaining FY2014 funding for Maryland was conducted from April 15 to May 15, 2014 during which more than 1,000 organizations and agencies received email notices announcing the availability of transportation funds; and

**WHEREAS**, an application workshop was conducted during the solicitation period for interested organizations and agencies to receive information on the application process and eligibility requirements; and

**WHEREAS**, the Maryland National Capital Park and Planning Commission submitted an application for Transportation Alternatives Program funding for \$584,000 for improvements to Sligo Creek Trail around Park Valley in Montgomery County; and

**WHEREAS**, this was the only eligible application submitted for the National Capital Region in response to the recent solicitation; and

**WHEREAS**, the TPB's TA Program selection panel, with input from the state departments of transportation, concurs that this application should be funded based upon project eligibility and the project's alignment with regional selection criteria; and

**WHEREAS**, the remaining funding for the TA Program in Maryland will be carried over to a solicitation for FY 2015 coordinated with the Maryland Department of Transportation; and

**WHEREAS**, the project recommended for funding is described in the attached description;

**NOW, THEREFORE, BE IT RESOLVED THAT** the STEERING COMMITTEE OF THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves the projects described in the attached memorandum for funding under the Transportation Alternatives Program of the Federal Highway Administration.

**Adopted by the Transportation Planning Board Steering Committee at its regular meeting on October 3, 2014.**

# National Capital Region (MWCOG) Transportation Alternatives Application

---

Please complete both the MDOT portion of this application as well the National Capital Region Application for maximum potential to receive an award.

ALL applications for projects within the National Capital Region jurisdiction may be submitted via the submit button at the end of this application to:

Mrs. Jessica Silwick  
Transportation Alternatives Program Liaison  
Regional and Intermodal Planning Division  
Maryland State Highway Administration  
707 N. Calvert Street  
Mail Stop C-502  
Baltimore, MD 21202  
410.545.5673 (phone)  
410.209.5025 (fax)  
[jsilwick@sha.state.md.us](mailto:jsilwick@sha.state.md.us)

MWCOG Contact:  
Sarah Crawford  
Department of Transportation Planning  
777 North Capitol Street, N.E., Suite 300  
Washington, D.C. 20002  
Phone: 202-962-3237  
Fax: 202-962-3202  
[www.mwcog.org](http://www.mwcog.org)



# REGIONAL APPLICATION FOR THE NATIONAL CAPITAL REGION TRANSPORTATION ALTERNATIVES PROGRAM

**Project:** Improvements of Sligo Creek Trail around Park Valley Road

**Jurisdiction:** Montgomery County

**TAP Funding Request:** \$ 584,000

## APPLICANT

**Project Manager:** Greg Hwang, Montgomery County Department of Transportation

**Phone:** 240-777-7279

**Email:** Greg.Hwang@montgomerycountymd.gov

## ACCESSIBILITY FOR ALL USERS

1. Describe how the project addresses the TPB's goal of broadening regional mobility choices and improving the accessibility of transportation facilities for pedestrians, bicyclists, and other non-drivers.

The 10.2-mile Sligo Creek Trail is one of the oldest recreational hiker/biker hard surface trail in Montgomery County running along the side of Sligo Creek inside Sligo Creek Stream Valley Park. The Trail, starting from Wheaton Regional Park in Montgomery County, through the Silver Spring area and the City of Takoma Park and ending at the North Branch Stream Valley Park in Prince George's County, is a heavily used facility providing recreation for persons of all ages and abilities. The trail at the project site around Park Valley Road does not comply with ADA requirements, and runs through an existing parking lot and the narrow Park Valley Road Bridge over Sligo Creek. As part of the Replacement of Park Valley Road Bridge No. MPK-03, the proposed improvements of Sligo Creek Trail around Park Valley Road will enhance pedestrian/bicycle safety and accessibility of Sligo Creek Trail by providing a new off-road trail and a new separate pedestrian bridge over Sligo Creek in compliance with ADA requirements and AASHTO criteria, and reconfiguring the Park Valley Road/Sligo Creek Pkwy intersection with a new marked crosswalk and a refuge median on Park Valley Road.

2. Describe how the project makes the region's transportation facilities safer and less intimidating for pedestrians, bicyclists, and other non-drivers.

The existing trail at the project site is not considered as a safe pedestrian/bicycle facility as it runs through a parking lot for approximately 140' from north to south, crosses Park Valley Road at mid-block without a marked crosswalk, continues on a 20' wide roadway without shoulders or the 5' wide south sidewalk on the Park Valley Road Bridge for approximately 70' from west of to east, and follows a 12.5% slope path for approximately 40' at the southeast of the bridge. The proposed new off-road trail will provide a safe access for pedestrians/bicyclists as it meets AASHTO and ADA requirements. The proposed trail will run through a separate new 12' wide pedestrian bridge over Sligo Creek and crosses Park Valley Road via a new marked crosswalk at the Sligo Creek Pkwy intersection. A 6' wide refuge median will be provided on Park Valley Road at the proposed crosswalk. Pedestrians/bicyclists at the proposed crosswalk can be more visible to motor vehicles, and motor vehicles approaching the proposed crosswalk either from Sligo Creek Pkwy turning to Park Valley Road or from Park Valley Road turning to Sligo Creek Pkwy must slow down at the intersection.

3. Describe how this project enhances transportation facilities for those with special needs, pursuant to Americans with Disabilities Act requirements.

The existing trail at the project site does not comply with Americans with Disabilities Act (ADA) requirements as it has an 12.5% slope for approximately 40' at the south of the Park Valley Road Bridge, does not have a marked crosswalk at a proper location to provide a safe access crossing over Park Valley Road, and does not have ADA ramps on both sides of the Park Valley Road. The proposed off-road trail will comply with ADA requirements, and will provide a marked crosswalk over Park Valley Road at the Sligo Creek Parkway intersection that pedestrians with disabilities crossing the roadway can be more visible to motor vehicles. The proposed 6' wide median on Park Valley Road at the intersection will function as a refuge for pedestrians and bicyclists with disabilities crossing the roadway. Motor vehicles approaching the proposed crosswalk either from Sligo Creek Parkway turning to Park Valley Road or from Park Valley Road turning to Sligo Creek Parkway must slow down. ADA ramps will also be provided on both side of the Park Valley Road at the proposed crosswalk.

## SAFE ROUTES TO SCHOOL

1. Does this project meet the federal eligibility requirements outlined for Safe Routes to School?  Yes  No





# REGIONAL APPLICATION FOR THE NATIONAL CAPITAL REGION TRANSPORTATION ALTERNATIVES PROGRAM

## ACCESSIBILITY TO TRANSIT AND EMPLOYMENT

1. As a regional policy, the TPB seeks to promote the development of transportation alternatives in Regional Activity Centers. Is any portion of the project located within a [Regional Activity Center](#)?

Yes  No Center: \_\_\_\_\_

2. Is the project located within 3/4 of a Metrorail (existing or under construction) or commuter rail station?

Yes  No Station: \_\_\_\_\_

3. Describe how the project creates linkages for users to transit and/or employment, as well as how the project fills a gap in the existing non-automobile transportation infrastructure.

---

---

---

---

---

---

---

---

## PROJECT COORDINATION

1. Describe project coordination with other agencies and jurisdictions.

This project requires coordination with agencies as follows: 1) MSHA/FHWA: funding, design review, traffic maintenance during construction, and environmental documents; 2) M-NCPPC: design review, forest conservation, stream stabilization and diversion, geotechnical investigation, landscaping, and public outreach; 3) USFWS/MDNR-Wildlife and Heritage Services/MDNR-Environmental Review Unit: trilogy letters; 4) MHT: historic resource inventory; 5) MDE/USACE: joint permit for floodplain, waterway and nontidal wetland; 6) Montgomery County Department of Permitting Services: stormwater management permit, erosion/sediment control permit, and flood district permit; and 7) Police Department/Fire and Rescue Department/MC Public School: emergency response and traffic maintenance during construction.

2. Describe how the project fits within local adopted master plans and specific goals of other organizations and local government agencies. Describe how the project originates from planning work conducted in the jurisdiction. Note if the project is included in any official planning documents and how it supports the local land use plan.

Both the 2005 Countywide Bikeways Functional Master Plan and the 2008 Countywide Park Trails Plan designate Sligo Creek Trail for an existing hard surface recreational trail as part of Eastern County Park Trail Corridor. The proposed off-road trail connection will enhance recreational function of the Sligo Creek Trail and will continue to accommodate the Master Plans.

---

---

---

---

3. Describe all public participation activities to date on the proposed project and what has been done to obtain public and community support.

To date two public newsletters (November 2012 and May 2013) have been distributed to the community and two public meetings (December 11, 2012 and June 12, 2013) have been conducted to present the proposed scope and alternatives and obtain public feedback. The community overwhelmingly supports the project and has been fully involving in the development of the aesthetic and design of the proposed trail improvements and the replacement roadway bridge to preserve the existing character of the community.

---

---

---

---

**APPLICATION DEADLINE FOR THE FY 2013/2014 ROUND OF TAP FUNDING: May 15, 2013**

# MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT) TRANSPORTATION ALTERNATIVES PROGRAM (TAP) APPLICATION

**GENERAL INSTRUCTIONS:** Projects sponsors seeking Transportation Alternatives Program funding for eligible projects must complete this application for consideration. Please review the **TAP Application Manual, Chapter III - How to Apply** for explanations and other supplementary information that will assist in completing the application.

If applying for a planning project, please only complete the sections specified as required for planning projects (see section headings). Complete the full application for all other projects.

**Technical Instructions:** The size and format of text fields has been limited; please keep answers concise. To check a checkbox, click the box using the mouse.

**Applicant Submission Date:** Thursday, May 8, 2014

## Section 1 - APPLICANT INFORMATION - (Required for Planning Projects)

**Applicant:** Montgomery County Department of Transportation  
**Address:** 100 Edison Park Drive, 4th Floor  
**City:** Gaithersburg **State:** Maryland **Zip:** 20878  
**Contact Person:** Greg Hwang **Title:** Capital Projects Manager  
**Phone:** 240-777-7279 **E-mail:** Greg.Hwang@montgomerycountymd.gov

**Project Sponsor/Governor Sponsor (if different from Applicant):** \_\_\_\_\_  
**Address:** \_\_\_\_\_  
**City:** \_\_\_\_\_ **State:** \_\_\_\_\_ **Zip:** \_\_\_\_\_  
**Contact Person:** \_\_\_\_\_ **Title:** \_\_\_\_\_  
**Phone:** \_\_\_\_\_ **E-mail:** \_\_\_\_\_

## Section 2 - GENERAL PROJECT INFORMATION - (Required for Planning Projects)

**Project Title:** Improvements of Sligo Creek Trail around Park Valley Road  
**Project Location:** Vicinity of the intersection of Park Valley Road and Sligo Creek Parkway  
**County:** Montgomery County **City:** Silver Spring  
**MD Legislative Districts:** 20 **Project Length/Area:** 564 Feet  
**Project Limits:** Approx. 210 feet north of C/L Park Valley Rd to approx. 110 feet south of C/L Park Valley Rd  
**Metropolitan Planning Organization (MPO):** National Capitol Region Transportation Planning Board

## Section 3 - TRANSPORTATION ALTERNATIVES ELIGIBILITY - (Required for Planning Projects)

Each project must meet the criteria of one of the following qualifying categories and relate to surface transportation. Check the category that best addresses the proposed project. For detailed requirements for each qualifying category, see the MDOT Transportation Alternatives Program Manual, Chapter II - Transportation Alternatives Program Eligibility.

A. Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotori:

How does the project support the six transportation goals and the state wide goals of Maryland's Intermodal Transportation System? For more information- [http://www.mdot.maryland.gov/Planning/Plans\\_Programs\\_Reports/Reports/MTP/2009MTP.pdf](http://www.mdot.maryland.gov/Planning/Plans_Programs_Reports/Reports/MTP/2009MTP.pdf) (see page 8 of the 2009 Maryland Transportation Plan). Briefly explain:

1) Quality of Service/Safety & Security/System Preservation & Performance:

The project will enhance recreational function of the trail to improve quality of life by providing a off-road trail with a separate pedestrian bridge and a marked crosswalk in compliance with AASHTO and ADA requirements

2) Environmental Stewardship:

The project will reduce impervious pavement at the project site by 24% to improve environment by replacing the paved existing parking lot with a natural surface pedestrian path and reconfiguring the substandard mini circle roadway intersection to a T-intersection.

#### Section 4 - DETAILED PROJECT DESCRIPTION - (For Planning Projects complete A - G only/Location Map)

Describe all work necessary for the project by filling in the requested information. The information presented here will be used to determine the project's eligibility or readiness for Transportation Alternatives Program funding, to evaluate its consistency with the program rules, and to make ranking decisions. These items pertain to most proposed projects, regardless of the eligibility category.

a) What is the purpose and goal of the project?

The purpose and goal of the project is to improve safety and accessibility of the Sligo Creek Hiker/Biker Trail around Park Valley Road for pedestrians and bicyclists, and enhance the trail in compliance with ADA requirements for those with disability.

b) Provide description of the project scope

1) Construct approximately 213' long 8' wide off-road hard surface trail and a new 12' wide approximately 65' long pedestrian bridge over Sligo Creek; 2) Reconfigure the existing substandard mini circle intersection to a T-intersection to provide a marked crosswalk and a refuge median on Park Valley Road; and 3) Remove the pavement of the existing parking lot and construct a 5' wide approximately 186' long natural surface pedestrian path.

c) Past and Current uses of the project site

The 10.2-mile Sligo Creek Trail is one of the oldest recreational hiker/biker hard surface trail in Montgomery County running along Sligo Creek Stream Valley Park that starts from Wheaton Regional Park in Montgomery County, passes through the Silver Spring area and the City of Takoma Park and ends at the North Branch Stream Valley Park in Prince George's County. The trail is a heavily used facility providing recreation for persons of all ages and abilities.

d) How does this project provide or support the community, including economic, tourism, recreational, historic, environmental, safety, scenic, and/or cultural ?

The project will provide a safer off-road hiker/biker trail for recreation, reduce impervious pavement, and still maintain pedestrian/bicycle access for the nearby community to the trail.

e) Specific activities proposed for TAP funding, if applicable

The activities proposed for TAP funding includes the construction of the Sligo Creek Hiker/Biker Trail Improvements near Park Valley Road and associated mobilization, construction management, inspection and material testing.

**f) Description of how Americans with Disabilities Act requirements will be met**

The proposed off-road trail will comply with ADA requirements, and will provide a marked crosswalk over Park Valley Road at the Sligo Creek Parkway intersection. The proposed 6' wide median on Park Valley Road at the intersection will provide refuge function for pedestrians and bicyclists with disabilities crossing the roadway. ADA ramps will also be provided on both side of the Park Valley Road at the proposed crosswalk.

**g) Does this project require professional consultant or contractor services?**  Yes

**If so, list the type of services required and the corresponding activities.**

Trail alignment design, pedestrian bridge, crosswalk and ADA ramps, hydrology and hydraulic analysis, SWM, ESD, stream stabilization, geotechnical analysis, utility, test pit. landscaping.

**Please Note:** Additional category-specific questions and/or information **must** be addressed below. See **TAP Application Manual, Chapter III - How to Apply** for the questions that apply to projects in each qualifying category.

- 1) The 10.2-mile Sligo Creek Trail starts from Wheaton Regional Park in Montgomery County and ends at the North Branch Stream Valley Park in Prince George's County.
- 2) The Sligo Creek Trail is a heavily used facility providing recreation for persons of all ages and abilities.
- 3) The proposed pedestrian/bicycle facilities include a 12' wide 65'-span pedestrian bridge, 8' wide 213' long off-road hard surface trail, a 10 wide 30' long crosswalk over Park Valley Rd, and a 5' wide 186' long natural surface pedestrian path.
- 4) The proposed pedestrian bridge will be a wooden deck, the proposed off-road trail will be asphalt hard surface, and the proposed pedestrian path will be natural surface.
- 5) The proposed pedestrian bridge is about 65' long and the bridge surface is about 9' above the stream bed.
- 6) The proposed pedestrian bridge is designed for 2-year storm flood.
- 7) Public information newsletters will be distributed to the community and posted on the Montgomery County DOT's event calendar to inform the public, and signs will be installed at the project site prior to the commence of the construction.
- 8) \_\_\_\_\_
- 9) \_\_\_\_\_

**What will be the useful life of the project?**

The anticipated service life for the proposed trail and pedestrian bridge is in a range of 20 years.

**What is the maintenance plan for the completed project? Include the agency responsible for the continued maintenance of the project and the anticipated maintenance and staffing needs over the economic or useful life of the project.**

The Sligo Creek Hiker/Biker Trail is owned and maintained by the Maryland-National Capital Park and Planning Commission, Montgomery County Department of Parks (Parks). The Parks will be responsible for the continued maintenance of the new off-road trail after the completion of the project.

**ATTACH PROJECT LOCATION MAP - (Required for Planning Projects)**

If appropriate, please provide an 8 ½ x 11 map of the project area showing as many details of the project as possible. The map must have a north arrow, scale, and title of the project. It should clearly show the project location, property lines, public facilities, state roads, and any other relevant information. **Map must clearly identify the proposed project site with beginning and ending points.**

**Section 5 - PROJECT IMPACTS**

Identify the environmental impacts of the proposed project by completing the environmental review checklist below. Describe how the proposed project would impact any applicable environmental resources.

IMPACT		ENVIRONMENTAL RESOURCE	DESCRIPTION OF IMPACT
Yes	No		
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Agricultural lands	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Recreational or Parklands	The project site is located inside Sligo Creek Stream Valley Park.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Historic sites - archeological areas or standing structures	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Wetlands or Waters of the US	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Floodplains	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Forests	Minimal impact with removal of three trees. Permit obtained.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Critical Areas/Coastal Zones	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Endangered Species	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Hazardous Waste Sites/ Hazardous Materials	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Inconsistency with Local Development Plans	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Community Cohesion/ Quality of Life/Displacements	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Air quality	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Noise	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Economic	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Other	

**Would the proposed project impact any utilities? If so, please list the owners and describe the impacts.**

The proposed trail improvements will not impact any existing utilities.

**Would drainage patterns be altered as a result of this project?**

Yes

**If so, please describe.**

The proposed trail improvements will result in changes of drainage patterns due the proposed work as follows:

1) grading for the proposed new off-road trail; 2) reconfiguration of the Park Valley Road/Sligo Creek Parkway intersection; and 3) removal of the impervious pavement of the existing trail within the project limits.

**How would the project benefits be measured?**

The proposed work will benefit pedestrians, bicyclists and motor vehicle drivers by providing a safe off-road trail; and will benefit environment by reducing the impervious pavement at the project site by approximately 3,200 square feet (a 24% of reduction) due to the reconfiguration of the roadway intersection and the removal of the existing parking lot.

## Section 6 - PROJECT DESIGN STATUS

All proposed projects that require construction activities, research, or publications must complete this section. Projects that would not require design such as the Inventory, Control, and Removal of Outdoor Advertising, may skip this section.

Will the project result in a publication?

**What activities have begun and what is the status?**

The engineering for the project started in February 2012 and is currently at approximately 60% level of completion.

---



---



---

If the project involves environmental mitigation or the construction, rehabilitation, or preservation of a structure, approximately what percentage of the design plans is complete? See the 30 Percent Design Plan Guidelines for Mitigation and Construction Projects tables in the TAP Application Manual - Appendix to help determine the status of the construction plans.

- |                                     |  |
|-------------------------------------|--|
| <input type="checkbox"/> 0 percent  | <input checked="" type="checkbox"/> 60 percent |
| <input type="checkbox"/> 15 percent | <input type="checkbox"/> 90 percent            |
| <input type="checkbox"/> 30 percent | <input type="checkbox"/> 100 percent           |

Was the design consultant obtained using the federal process?

Fill in the table to indicate the status of each type of design required for the project.

Yes	No	N/A	DESIGN TYPE	STATUS OF DESIGN
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Project development/ Preliminary design	Complete
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Pedestrian trail design	60% complete
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Structural design	60% complete
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Foundation design	60% complete
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Landscape design	60% complete
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Mitigation design	N/A
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Stormwater Mgmt design	60% complete
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Maintenance of traffic	60% complete
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Other	N/A

Include one full scale set of the most recent design plans.

**Section 7 - PROJECT RIGHT-OF-WAY AND ACCESS INFORMATION**

Does the proposed project require the acquisition of any right-of-way?

List the owners and value of each parcel of right-of-way in the project area. If the right-of-way is not owned or encumbered with an easement by the public agency sponsoring or co-sponsoring the project, insert the status of any required right-of-way acquisition or easement obtainment in the appropriate column.

OWNER	PARCEL	VALUE	STATUS OF ACQUISITION/EASEMENT	TITLE SEARCH	APPRAISAL

If the right-of-way is owned by another public agency, has there been any coordination with the agency?  
 The right-of-way is owned by Maryland-National Capital Park and Planning Commission which is in the project team.

What is the overall status of acquiring required right-of-way or obtaining easements? Have there been any negotiations with property owners about purchase price?  
 N/A. The proposed project does not require the acquisition of any right-of-way.

**NOTE:** The acquisition of right-of-way must follow federal rules and procedures beginning from the date that the TAP application is submitted, and all negotiations with property owners must cease upon submission of this application.

**Section 8 - PROJECT SCHEDULE - (Required for Planning Projects)**

The following tables are provided as guides to developing a realistic project schedule. Use the first table as a guide for projects that would require construction, and use the second table for other kinds of non-construction projects. Insert realistic dates for each proposed project milestone in month-day-year format. Do not use seasons or number of months from a start date. SHA monitors projects based on these activities and dates.

For construction projects, insert estimated start and complete dates for each applicable milestone. If the proposed project would require a milestone not listed on the table, it may be inserted at the end of the table. See **TAP Application Manual, Chapter III - How to Apply** for more information regarding milestones.

**TABLE 1 - Construction Projects**

MILESTONE	ANTICIPATED TIME FRAME	EXPECTED START DATE	EXPECTED COMPLETION DATE
TAP funding award letter	4 months after Application Submittal	09/16/14	10/15/14
Project kickoff meeting	2 months after TAP funding award letter	11/16/14	12/15/14
Design	Varies by project, maybe on-going after application submission	01/30/13	12/31/14
Memorandum of Understanding Process	4 months after kickoff meeting	03/16/15	04/15/15
Environmental or NEPA Documentation	4 months to obtain environmental clearance	06/01/14	09/30/14
Right-of-way acquisition	Varies by project	N/A	N/A
Right-of-Way Certification	2-4 weeks after right-of-way acquisition	N/A	N/A
Scour Analysis	4-5 weeks for SHA review	09/30/13	06/30/14
TS&L & Foundation Design review	4-5 weeks for SHA review	09/30/13	06/30/14
Structural plans and Final Design review	4-5 weeks for SHA review	08/01/14	08/31/14
Final review (95% plans, specifications, & estimates)	4 weeks for SHA review	08/01/14	08/31/14
Final review meeting	Anytime following SHA final review	09/01/14	09/30/14
Obtaining permits	Varies by permit	10/01/14	11/30/14
Request to Advertise & 100% Plans, Specifications, and Estimates (PS&E) submittal to SHA	5 weeks for review; additional time may be required if the submittal is incomplete	12/01/14	12/31/14
Advertisement for construction	21 calendar days minimum; within 24 months of TAP funding award letter	05/01/15	05/31/15
Bid Opening	3-4 weeks after advertisement date	06/01/15	06/30/15
Concurrence in Award package submission to SHA	1 month after Bid Opening; 4-5 weeks for SHA review	07/01/15	07/31/15
Notice to Proceed for construction	Varies by project, but a reasonable estimate is required	09/01/15	09/30/15
Expected duration of construction	Varies by project, but a reasonable estimate is required	10/01/15	09/30/16
Project Closeout	Varies by project, but a reasonable estimate is required	10/01/16	09/30/17



**TABLE 2 - Other Planning Projects**

MILESTONE	ANTICIPATED TIME FRAME	EXPECTED START DATE	EXPECTED COMPLETION DATE
TAP funding award letter	4 months after Application Submittal		
Project kickoff meeting	2 months after TAP funding award letter		
Memorandum of Understanding Process	4 months after kickoff meeting		
Environmental or NEPA Documentation	4 months to obtain environmental clearance		
Procurement of Design Consultant and required activities	Varies by project, but a reasonable estimate is required		
Design Documents	Varies by project, but a reasonable estimate is required		
Identify Right-of-Way	Varies by project		
Project Closeout	Varies by project, but a reasonable estimate is required		

**Section 9 - PROJECT COSTS - (Required for Planning Projects)**

See the **TAP Application Manual, Chapter III - How to Apply for Transportation Alternatives Program funding requirements.**

**Funding Summary:**

A. Proposed project's Total Costs?	\$ <u>685,000</u>
B. TAP Funding request?	\$ <u>548,000</u>
C. Total Project Sponsor Cash Match?	\$ <u>137,000</u>
D. Total Project Sponsor Match?	\$ _____

**List all sources and amounts of the Local Match.**

SOURCE	AMOUNT
Maryland Montgomery County Government	\$137,000.00

Attach any financial commitment letters to the application and all engineering or other professional estimates.

Itemize ALL project activities and costs as they count towards the total project costs. The types of activities on the following schedule will vary and can be modified for specific projects, but the general format should be followed. Be sure to have as complete and accurate a cost estimate as possible for all phases of the work.

**NOTE:** More advanced projects with very detailed cost estimates should only list the major activities on this table, but should include the details in the Engineer's Estimate appendix.

**TABLE 1 - Engineers Estimate - (Required for Planning Projects)**

ACTIVITIES/ITEMS	TOTAL COSTS	TAP FUNDING	CASH MATCH	SOFT MATCH
<b>NON-CONSTRUCTION ACTIVITIES</b>				
Project Development Activities				
Right-of-Way				
Research				
Design Activities				
Environmental Studies				
Procurement of Design Consultant				
Permits				
Other Costs				
<b>Subtotal Non-Construction Items</b>				
<b>CONSTRUCTION RELATED ACTIVITIES</b>				
Mobilization	\$50,000.00	\$40,000.00	\$10,000.00	
Project Management				
<b>Construction Activities</b> (see the TAP Application Instructions for examples of construction related activities)				
Site Preparation/Engineers Office/Construction Stakeout	\$35,000.00	\$28,000.00	\$7,000.00	
Maintenance of Traffic	\$38,000.00	\$30,400.00	\$7,600.00	
Excavation/Select Borrow	\$25,000.00	\$20,000.00	\$5,000.00	
Stormwater Management/Drainage/Erosion Control	\$5,000.00	\$4,000.00	\$1,000.00	
Pedestrian Bridge	\$300,000.00	\$240,000.00	\$60,000.00	
Trail Pavement	\$22,000.00	\$17,600.00	\$4,400.00	
Intersection Reconfiguration	\$10,000.00	\$8,000.00	\$2,000.00	
Landscaping	\$22,000.00	\$17,600.00	\$4,400.00	
<b>ACTIVITIES/ITEMS</b>	<b>TOTAL COSTS</b>	<b>TAP FUNDING</b>	<b>CASH MATCH</b>	<b>SOFT MATCH</b>

**TABLE 1 - Engineers Estimate (continued)**

<b>Total Construction Related Costs</b>	\$507,000.00	\$405,600.00	\$101,400.00	
Contingencies	\$101,000.00	\$80,800.00	\$20,200.00	
Project Inspections	\$30,000.00	\$24,000.00	\$6,000.00	
Materials Testing	\$10,000.00	\$8,000.00	\$2,000.00	
Project Management	\$7,000.00	\$5,600.00	\$1,400.00	
Construction Management	\$30,000.00	\$24,000.00	\$6,000.00	
<b>Total Contingency, Inspection, Materials Testing, &amp; Management</b>	\$178,000.00	\$142,400.00	\$35,600.00	
<b>TOTALS (PROJECT COSTS, TAP FUNDING AND MATCH)</b>	\$685,000.00	\$548,000.00	\$137,000.00	

**Section 10 - PROJECT SUPPORT - (Required for Planning Projects)**

**Describe all public participation to date on the proposed project and what has been done to obtain public and community/organizational support.**

To date two public newsletters (November 2012 and May 2013) have been distributed to the community and two public meetings (Dec. 11, 2012 and Jun. 12, 2013) have been conducted to present the proposed scope and alternatives and obtain public feedback. The community overwhelmingly supports the project and has been fully involving in the development of the aesthetic and design of the proposed trail improvements and the replacement roadway bridge.

**Describe local government support and commitments for the proposed project.**

The Maryland-National Capital Park and Planning Commission who is the owner of Sligo Creek Stream Valley Park supports the project and is a member of the project team.

**Describe how the project fits within local adopted master plans and specific goals of other organizations and local government agencies. Also note if the project listed is in any official planning documents.**

Both the 2005 Countywide Bikeways Functional Master Plan and the 2008 Countywide Park Trails Plan designate Sligo Creek Hiker/Biker Trail for an existing hard surface recreational trail as part of Eastern County Park Trail Corridor. The proposed off-road trail connection will enhance recreational function of the Sligo Creek Trail and will continue to accommodate the Master Plans.

**Are all appropriate MPO representative and local, state, and federal elected officials aware of the proposed project?**

**Do they support the project?**

The project is supported by the Montgomery County Executive and County Council. A stand-alone Capital Improvement Project has been recommended by the County Executive and approved by the County Council to provide funding for the project.

**Is the proposed project in the MPO's Transportation Improvement Program?**

**Is there any known opposition to the proposed project?**

The community overwhelmingly supports the proposed project. Montgomery County Department of Transportation has not received any opposition to the proposed off-road trail.

---

---

**Will the project help support or is it supported by other community projects?**

The proposed off-road trail will allow pedestrian/bicycle access be maintained during the construction of the replacement of Park Valley Road Bridge over Sligo Creek which will be implemented under the same construction contract with the proposed trail improvements.

---

---

A letter of support from the Chief Elected Official prioritizing potential TAP projects in their jurisdiction is required. Excluding projects within the Baltimore Metropolitan Council, Wilmington Area Planning Council, and Metropolitan Washington Council of Governments areas, letters of support from MPO transportation representative are also required. In addition, letters of support or commitment from financial partners, local government officials, community groups, regional organizations, and/or state agencies are recommended.

**NOTE:** Letters should be addressed to the project sponsor, not to SHA.

Attach evidence of public involvement, such as informational brochures, public meeting minutes, or newspaper articles.

**Section 11 - ATTACHMENTS/APPENDICES**

Please provide any necessary supplemental information in separate appendices. The following attachments are required for all proposed projects:

- Project location maps and/or photographs
- Financial commitments
- Letters of support, including letter from the Chief Elected Official of the jurisdiction
- Evidence of public/community involvement
- Drainage area mapping (mitigation projects only)
- Concept drawing (planning projects only)

**Other acceptable appendices include:**

- Project plan sheets (on a separate roll)
- Engineer's estimate
- Property ownership information
- Structural evaluations and/or reports
- Environmental evaluations and/or reports
- Historical documentation, evaluations, and/or reports
- Project renderings

## Section 12 - APPLICATION SUBMISSION

Transportation Alternatives Program application packages should be submitted between March 1 and May 15, 2013. Please refer to the following checklist to help ensure that your application package is complete.

Submit 1 electronic version of complete application package and 1 unbound copy of the completed application package, as well as 4 half size sets of plans to:

Ms. Jessica Silwick  
 Transportation Alternatives Program Liason  
 Regional and Intermodal Planning Division  
 Maryland State Highway Administration  
 707 N. Calvert Street  
 Mail Stop C-502  
 Baltimore, MD 21202  
 410.545.5653 (phone)  
 410.209.5025 (fax)  
 JSilwick@sha.state.md.us

**NOTE: SHA email is limited to 8MB. If your application, attachments, and plans total to greater than 8MB, you may submit attachments and plans on a CD with the hard copy submittal.**

Any questions regarding the application submittal process may also be directed to Jessica.

### APPLICATION CHECKLIST

The following checklist should be used to ensure that your application package is complete.

Yes	No	N/A	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The project is sponsored or co-sponsored by a public agency
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The project is eligible for TAP funding (review the TAP Manual or the TAP Application Instructions for detailed eligibility guidelines of each TAP category)
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	There is a clear relationship to surface transportation
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Affected historic sites are listed on or eligible for the National Register of Historic Places
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The SHPO was informed of all projects involving historical sites
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Project location mapping, project boundary mapping, and/or photographs are included
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Effects on environmental resources and utilities were identified
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	All project elements are represented in the project cost list
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Cost estimates are complete and accurate for all project elements
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The dates for each project milestone are realistic
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The advertisement date is no more than 24 months after the TAP award date
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	At least 30% design plans, for construction projects, are included
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	All sources for matching funds and amounts are listed
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Ownership of all right-of-way and, if property is to be acquired, the value of the property is identified
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Letter of support for the project are included MCDOT is in the process of obtaining.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Documentation of public/community involvement is included
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Long-term maintenance plan is established and included
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Project conforms to the ADA
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Potential project problems were taken into account i.e., asbestos abatement, hazardous wastes, right-of-way acquisition issues.

## APPLICATION SUBMISSION

When you have answered all of the applicable questions within this application form please click the Submit button below route this form via e-mail to Jessica Silwick. **\*\*Please note that your application will not be considered complete unless you attach ALL required supplemental materials listed in Section 11 to your email submission to Jessica Silwick.**

**Submit This Application Form**

(I will attach all required supplemental materials to this e-mail)

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

**RESOLUTION TO APPROVE FUNDING FOR PROJECTS IN THE DISTRICT OF COLUMBIA USING FUNDING FROM THE TRANSPORTATION ALTERNATIVES PROGRAM OF THE FEDERAL HIGHWAY ADMINISTRATION (FHWA) FOR FY 2015**

**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 the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP- 21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

**WHEREAS**, under MAP-21's Transportation Alternatives (TA) Program (Title 23 U.S.C. sections 213(b), and 101(a)(29)), a portion of funding based on the relative share of the total State population is sub-allocated to large urbanized areas and "the MPO, through a competitive process, selects the TA Program projects in consultation with the State"; and

**WHEREAS**, the TA Program provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways; and

**WHEREAS**, the TA Program offers an opportunity to fund regional priorities and complement regional planning activities, and will be a complementary component of the TPB's Transportation/Land-Use Connections (TLC) Program, which provides technical assistance for small planning studies to TPB member jurisdictions; and

**WHEREAS**, the TPB's Unified Planning Work Program (UPWP) for FY 2015 explicitly authorizes the use of Transportation/ Land-Use Connections (TLC) Program funds to support TA Program activities; and

**WHEREAS**, a solicitation for TA Program applications for FY2015 funding for the District of Columbia was conducted from DATE to DATE, 2014 during which more than 1,000 organizations and agencies received email notices announcing the availability of transportation funds; and

**WHEREAS**, the District Department of Transportation submitted applications for Transportation Alternatives Program funding for the following projects and funding amounts:

- 19<sup>th</sup> Street NW Green Infrastructure for \$1,569,573 in TAP funding
- Capital Bikeshare Pad Improvements for \$123,952 in TAP funding
- Union Station – Rostral Column and Balustrade Restoration for \$407,435 in TAP funding

**WHEREAS**, the Washington Metropolitan Area Transit Authority (WMATA) submitted an application for Transportation Alternatives Program funding for the following project and funding amounts:

- Chevy Chase Bus Station Renewal and Improvements for \$1,313,666 in TAP funding

**WHEREAS**, these four projects represent the only eligible applications submitted for the District of Columbia in response to the recent solicitation; and

**WHEREAS**, members of the TA Program selection panel, with input from affected state departments of transportation, concur that these applications should be funded based upon project eligibility and the projects' consistency with regional selection criteria; and

**WHEREAS**, the remaining funding from FY 2015 for the TA Program in District of Columbia will be carried over to a future solicitation coordinated with the District Department of Transportation; and

**WHEREAS**, the projects recommended for funding are described in the attached description;

**NOW, THEREFORE, BE IT RESOLVED THAT** the STEERING COMMITTEE OF THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves the projects described in the attached memorandum for funding under the Transportation Alternatives Program of the Federal Highway Administration.

**Adopted by the Transportation Planning Board Steering Committee at its regular meeting on October 3, 2014.**





District Department of Transportation

# Transportation Alternatives Program Project Application

---

## Instructions

Complete application in the space provided. Applicants should consult the Transportation Alternatives Program Summary and Application Guide while completing this form. Applicants are limited to the application form and ten pages of attachments. Submit completed application and attachments electronically to [stephen.hurst@dc.gov](mailto:stephen.hurst@dc.gov). You will receive an e-mail confirmation within one business day of submittal. If you do not receive confirmation or have questions about the application contact Stephen Hurst at 202.671.4580.

## General Information

Project Name: 19th Street NW Green Infrastructure Project

Project Location: 19th Street NW between K and M Streets

Project Length (if applicable): Oct 2014-Dec 2016 Start Location: 19th & M St., NW End Location: 19th & K St., NW

## Project Sponsor

Name of Project Manager: Meredith Upchurch Title: LID Team Lead

Organization: DDOT

Address: 55 M Street SE City: Washington State: DC ZIP: 20003

Telephone: 202-671-4663 Email: meredith.upchurch@dc.gov

## Project Advocate

Name: David Suls Title: Director of Planning & Economic Development

Organization: Golden Triangle Business Improvement District (BID)

## Project Type

*Check all that apply.*

- Facilities for pedestrians, bicyclists, and other non-motorized forms of transportation
- Safe routes for non-drivers
- Conversion and use of abandoned railroad corridors for trails
- Community improvement activities
- Environmental mitigation or pollution prevention
- Safe Routes to School
- Recreational Trail

## Purpose and Need

Describe the goals of the proposed project and the existing need which it intends to address.

The proposed 19th Street NW Green Infrastructure Project builds on the success of the recently-implemented bioretention cells at the four corners of 19th Street and L Street, NW. 19th Street is the quintessential site of the expansion of this project for a few reasons. Geographically, this area of the city is in a natural valley, meaning that large amounts of runoff will naturally flow into these bioretention cells, making the impact of this project even greater. This section of the city lies within the Combined Sewer System and, this project will fully capture the 1.2 inch rain event within the designed drainage areas. 19th Street is a highly-volume pedestrian and automobile corridor, so the project will have a high level of exposure to the general public. As this is an LID demonstration project, its purpose is to not only be highly sustainable, but also to demonstrate that this area of the sidewalk – even in a dense, urban area – can be modified to maximize green infrastructure without sacrificing other uses of the sidewalk for restaurants and ground-floor retailers. The existing bioretention cells serve as a guide and model for the expansion, so as to create a sense of coherence and community between the existing and the proposed bioretention cells. The new bioretention cells will be designed using DDOT's new Green Infrastructure (GI) Standards and feature a variety of sustainable plants and trees, designed to provide both aesthetic and environmental benefits to the area.

## Project Status

Provide a brief project history, including all actions taken and other state or federal agencies involved. If preliminary plans, survey work, 30% design, or other work has been completed, mention it here.

The 19th Street NW Green Infrastructure Project began in 2012, during the design phase of the four recently-installed bioretention cells at 19th and L Streets. These bioretention cells have a collective square footage of 570 feet, and capture stormwater from the surrounding street and sidewalk. The installation of this project, which was completed in May of 2014, was done in collaboration with DDOT and DDOE, and funded through a grant from the Environmental Protection Agency's 319 program.

Official plans to extend the existing rain gardens began in February of 2014, when the DC Office of Planning (OP) received a technical assistance grant from the Metropolitan Washington Council of Governments to complete 30% designs for new green spaces along 19th Street from K to M Street. Since then, the Golden Triangle BID has coordinated with property management companies along the corridor to gather feedback and support for the project. Many have expressed support, given the popularity of the existing bioretention cells.

In April of 2014, the BID worked with DDOT to apply for the Clean Water Act State Revolving Fund Nonpoint Source Construction Grants through the DDOE. After the evaluation process, the project had the highest rating on the project priority list for the fiscal year 2015-2016. However, given that the project would not receive funding to complete the following project phases until October of 2015, DDOT is looking for additional funding opportunities to ensure that the project is completed expeditiously.

## Project Manager Background

Describe the project manager's level of experience including knowledge of federal procurement processes and regulations, oversight of past federal-aid projects, and experience with TAP's forerunner, Transportation Enhancements.

The project will be jointly managed by DDOT's IPMA/Stormwater LID Team Lead, Meredith Upchurch, and DDOT's IPMA Team 1 Program Manager, Richard Kenney. Ms. Upchurch has been with DDOT 6 years and is experienced in DDOT's federal procurement process. She has managed two Transportation Enhancement projects, the Q St Green Alley which is entering the construction phase and LID Standards, which is completed, and she is managing the current TAP project for Green Alleys which is in progress. Mr. Kenney has been with DDOT for two years and has managed numerous federally funded DDOT projects in Wards 1 and 2 area of the city.

## Project Phase

Indicate which phase of the project will be funded under this application.

Design       Construction

## Cost Summary

Total cost is limited to the project described in this application based on the beginning and ending termini provided. This should not include costs for a larger multi-phased project outside the scope of the segment in this application.

Project Phase	Start Date	TAP Funds	Other Funds	Total Cost
Design (PE)	October 2014	\$ 301,835.00	\$ 61,166.00	\$ 363,000.00
Construction Engineering (CE)	October 2015	\$ 298,509.00	\$ 60,492.00	\$ 359,000.00
Construction (CO)	October 2015	\$ 969,231.00	\$ 196,411.00	\$ 1,165,641.00
Totals		\$ 1,569,574.00		\$ 1,887,641.00

## Feasibility & Project Readiness

If awarded TAP funding, the project must be completed within two years of obligating federal funds or approximately August 2016. Would the proposed project be able to meet this time line?

The project would be able to complete the design phase and the construction phase within two years of receiving federal funds. The 30% plans have already been completed through a grant from the Metropolitan Council of Governments. Additionally, the project coordination between DDOT and the BID will ensure that the project progresses according to the time line. Project design is planned to begin as soon as funding is awarded, planned for October 2014. DDOT/IPMA has shown success in progressing LID projects in the District with the release of Green Infrastructure Standards and completion of Great Streets projects, Green Alleys projects, and progression of the RiverSmart Washington project. An experienced design consultant team will be hired to design the project details and obtain permits.

If yes, are there any known contingencies that may delay the schedule (property acquisition, another project, assembly of additional funding, etc.)? Please explain.

There are no known contingencies that will delay the schedule.

In some cases projects may only be partially funded. Describe how you will bring this project to completion if awarded less than the requested amount.

If only partially funded, the project will use awarded funds from FY 2015-2016 DDOE Clean Water State Revolving Fund to complete the project. DDOT, the BID, and their relevant stakeholders, are committed to ensuring that the project is completed in a timely and efficient manner.

## Maintenance Planning

TAP funds cannot be used for maintenance activities. Please describe how your organization will maintain the project. If the project is approved for funding, a signed maintenance agreement will be required.

DDOT will be the project lead throughout the design and construction phases of the project and the Golden Triangle BID will play an integral role in the coordination of all project phases, including outreach. The BID will act as a liaison to ensure that BID members are informed of the project activities and will gather feedback about the project plans. The BID will work with DDOT to develop a maintenance covenant to transfer the maintenance responsibility to the BID or adjacent property owners. Furthermore, the BID will coordinate the publicity of the installation and hold educational meetings with property managers in the BID to explain the purpose of installing bioretention cells in an urban environment and demonstrate the feasibility of adding sustainable projects in and around their buildings.

## Selection Criteria

- A. Describe the extent to which the project improves transportation choices or enhances the travel experience for users.

The 19th Street corridor is one of the most heavily-trafficked sections of the city, given the high number of workers in the area and the proximity to multiple bus and metro stations. The 19th Street Green Infrastructure Project will be aimed at improving the pedestrian experience through sidewalk improvements that will facilitate water drainage into the bioretention cells that will line the street. These bioretention cells will capture runoff and reduce puddling along the street and sidewalk. Additionally, the design plans call for additional bike racks to be installed along the sidewalk, making it so those who use bike as their form of transportation have short-term parking conveniently located along the corridor.

- B. Describe how the project provides a connection between modes or improves access for non-drivers to jobs and essential services. Include how the project will meet ADA requirements.

The 19th Street Green Infrastructure Project will improve access conditions for disabled persons by providing a smooth permeable pavement that is ADA compliant in areas adjacent to the bioretention cells.

- C. Describe all public participation activities to date on the proposed project and the existing level of community support. If any District agencies, other government entities, or non-profits have been involved in coordinating the project, please explain their level of commitment and support as well.

The BID has already worked extensively to educate the public on the existing rain gardens at the four corners of 19th and L Streets, NW through their social media platforms and website. BID staff members have done outreach with individuals sitting at the existing rain garden's benches on how they work and plans for more facilities. The BID has met with most of the property management companies that own the buildings along the street that will front the rain gardens. Management companies are supportive of the installations of more rain gardens and for maintenance to be a shared responsibility between the BID and the property managers. DDOT and the BID have worked together thus far to coordinate additional funding applications and will continue to work together to ensure the project is properly funded. During project design, DDOT and the BID will meet with property owners and the public to share design plans and solicit feedback.

- D. Does the project address a missing linkage in the District's transportation system or resolve an existing safety issue? Please explain.

The project looks to improve the overall pedestrian experience along the 19th Street corridor through adding amenities and green space in the public right of way.

- E. How does this project support or enhance existing plans such as the Office of Planning's Comprehensive Plan and Sustainable DC? List any existing transportation plans or other relevant studies which include the project.

The project will capture and infiltrate stormwater using bioretention adjacent to curb, permeable pavement and increased soil volumes for street trees. The 19th Street NW Green Infrastructure project supports goals in the Sustainable DC Plan to increase green infrastructure in the public right-of-way. This project in conjunction with separate bike rack and bike share installations demonstrate the harmony of DDOT's Complete Streets policy and Sustainability Plan.

- F. Describe any environmental benefits of the proposed projects. Will the project result in reduced vehicle miles traveled, particulate matter, greenhouse gas emissions, or water pollution?

The 19th St NW Green Infrastructure project will be used to demonstrate stormwater retention practices in the dense urban core to the maximum extent practicable. The project will use green infrastructure techniques (bioretention, permeable pavement, and street trees) to capture stormwater runoff, which has been proven to reduce volume through absorption by plants and soil, storage in soil and gravel layers and infiltration into soil. GI techniques improve water quality by filtering water through layers of pavement and stone to remove metals, nutrients, and other pollutants. The project will assist DC in meeting local watershed and Chesapeake Bay Program goals by reducing stormwater runoff volume to the Potomac River and filtering the water to improve water quality. The project also supports DC Water's Green Infrastructure project for the combined sewer area. The bioretention cells will have a total stormwater retention volume of 63,725 gallons and will be designed to retain 1.2 inches of runoff.

## Required Attachments

### *Attachment A - Detailed Project Budget*

All applicants must enclose a detailed project budget. It should include individual line items, unit costs, and project phasing. Budget projections should reflect the total project cost and delineate federal from non-federal costs. If the project takes place in public right-of-way, the budget should reflect the costs of implementing a traffic control plan. Likewise, projects in public space should include the cost of all required public space permits. More information can be found on [DDOT's Public Space Management website](#).

### *Attachment B - Detailed Site Map*

All applicants must enclose a detailed site map. It should include ownership information for any right-of-way included as part of the project. Beginning and ending termini of the project should be clearly illustrated.

### *Attachment C - Letter of Commitment*

All applicants must enclose a letter of commitment. The letter should articulate their support for the project, detail involvement in project development to this point, and commit to implementing the project.

### *Attachment D - TPB Regional Application*

All applicants must enclose an application for Regional TAP funds. This allows projects to be jointly considered for funds administered by DDOT and sub-allocated funds administered by the Transportation Planning Board (TPB). The application can be found on the [DDOT TAP webpage](#) or at [www.mwcog.org/tap](http://www.mwcog.org/tap).

## Other Attachments

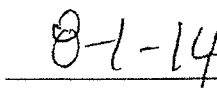
When e-mailing the application, be sure to include any supportive documentation as separate file attachments. This can include preliminary plans, sketches or 30% plus design plans, photographs, and letters of support which provide additional detail on the project location, public involvement, planned improvements, or existing conditions and need.

## Sponsor Certification

Project Manager certifies the following: (Read and check each statement below).

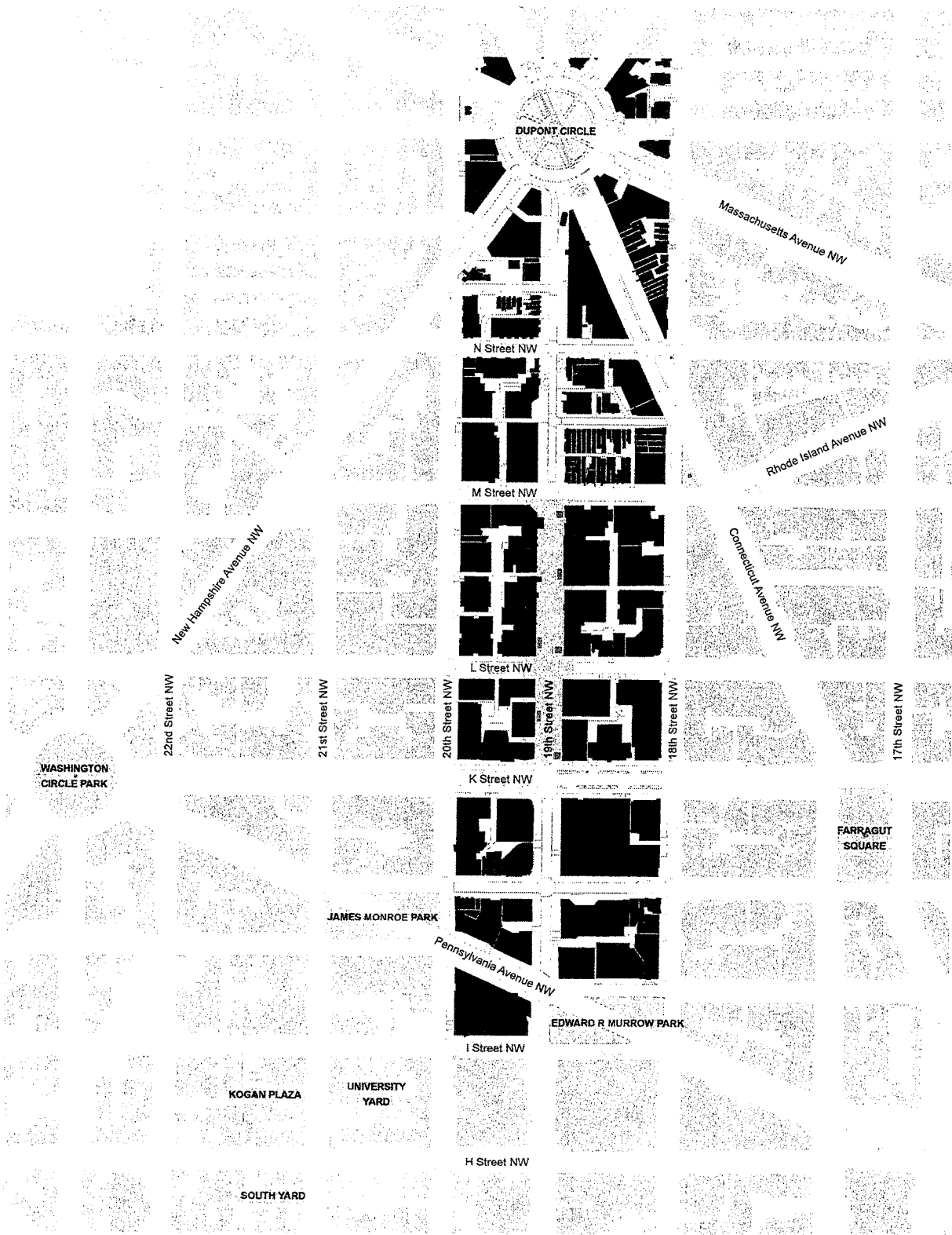
- We will provide technical guidance and oversight throughout project development
- Budget accurately reflects cost of proposed project
- Project development will comply with all state and federal regulations
- We understand these funds must be expended within (2) years of obligation
- We will be responsible for ensuring future maintenance and operating costs of the completed project

  
Project Manager




  
Date

Item	Qty	Unit	Unit Cost	Total Cost	Federal Funds (83.15%)	Local Match (16.85%)
<b>Design</b>						
Design Consultant	1500	Hour	\$180	\$270,000	\$224,505	\$45,495
Geotechnical Testing	1	Lump	\$30,000	\$30,000	\$24,945	\$5,055
Survey & Utility Location	1	Lump	\$50,000	\$50,000	\$41,575	\$8,425
Direct Costs (printing, mailing, presentation)	1	Lump	\$3,000	\$3,000	\$2,495	\$506
Permit Fees	1	Lump	\$10,000	\$10,000	\$8,315	\$1,685
DDOT Staff Project Management & Review	1200	Hour	\$100	\$120,000	\$99,780	\$20,220
<b>DESIGN TOTAL</b>				<b>\$363,000</b>	<b>\$301,835</b>	<b>\$61,166</b>
<b>Construction</b>						
Permeable Pavement (cut throughs)	47	SY	\$250	\$11,667	\$9,701	\$1,966
Excavation (3ft paving, 4ft bioretention)	1144	CY	\$45	\$51,500	\$42,822	\$8,678
Aggregate Base (28 in)	310	CY	\$70	\$21,716	\$18,056	\$3,659
Bioretention Soil (30 in)	686	CY	\$120	\$82,333	\$68,460	\$13,873
Mulch	823	SY	\$5	\$4,117	\$3,423	\$694
Bioretention Railings	1902	LF	\$60	\$114,120	\$94,891	\$19,229
Plants	823	SY	\$100	\$82,333	\$68,460	\$13,873
Geotextile	1131	SY	\$7	\$7,917	\$6,583	\$1,334
Underdrain	983	LF	\$25	\$24,575	\$20,434	\$4,141
Sewer Infrastructure Connections		Lump Sum		\$120,000	\$99,780	\$20,220
Bioretention Planter Walls	352	CY	\$500	\$176,111	\$146,436	\$29,675
Maintenance of Traffic		Lump Sum		\$50,000	\$41,575	\$8,425
Soil Erosion & Sediment Control		Lump Sum		\$5,000	\$4,158	\$843
Miscellaneous Construction Items (20%)		Lump Sum		\$150,278	\$124,956	\$25,322
Contingency (20%)		Lump Sum		\$178,000	\$148,007	\$29,993
Contractor Mobilization (per DDOT spec 612.02)		Lump Sum		\$85,975	\$71,488	\$14,487
<b>CONSTRUCTION TOTAL</b>				<b>\$1,165,641</b>	<b>\$969,231</b>	<b>\$196,411</b>
<b>Construction Engineering</b>						
Construction Management	1200	Hour	\$150	\$180,000	\$149,670	\$30,330
DDOT Staff Project Management	1200	Hour	\$100	\$120,000	\$99,780	\$20,220
DDOT QA/QC	470	Hour	\$100	\$47,000	\$39,081	\$7,920
As-Built Drawings		Lump Sum		\$12,000	\$9,978	\$2,022
<b>CONSTRUCTION ENGINEERING</b>				<b>\$359,000</b>	<b>\$298,509</b>	<b>\$60,492</b>
<b>PROJECT TOTAL COST</b>				<b>\$1,887,641</b>	<b>\$1,569,574</b>	<b>\$318,068</b>





#### 4 Project Location/Context

-  Project Area
-  Public Open Space
-  Proposed 'Green' Public Space

Project will take place in the public right-of-way.

GOLDEN TRIANGLE

July 28, 2014

**LETTER OF SUPPORT FOR FUNDING THE 19<sup>TH</sup> STREET NW GREEN INFRASTRUCTURE PROJECT  
THROUGH THE TRANSPORTATION ALTERNATIVES PROGRAM**

To the DDOT grant selection committee:

Throughout my time with the Golden Triangle BID we have worked frequently with the District Department of Transportation (DDOT) on a broad range of streetscape and public space initiatives. More recently the BID has worked with both DDOT and the District Department of the Environment (DDOE) on a series of initiatives related to green infrastructure with the goal of supporting the District's goal of becoming the healthiest, greenest, and most livable city in the nation. This partnership has been very fruitful for all parties involved and most importantly for the city as a whole; we believe that the grant application that DDOT is submitting to facilitate an expansive low-impact-development (LID) project along 19<sup>th</sup> St. NW would be a great way to continue this public-private collaboration.

LID initiatives, such as the one that the DDOT is proposing, have a direct and measurable impact on reducing stormwater runoff and, as a result, on filtering pollutants and keeping our rivers and watersheds clean and healthy. The project that DDOT has proposed along 19<sup>th</sup> Street NW would capture a significant amount of stormwater, while also serving as a prominent public showcase for the District's investment in, and commitment to, green infrastructure.

Should the DDOT receive funding to proceed with the 19<sup>th</sup> Street LID initiative, the Golden Triangle BID will serve as a project partner in charge of stakeholder outreach. The Golden Triangle will also work with DDOT to ensure that the new green infrastructure is properly maintained.

As a partner agency of DDOT's with a shared commitment to green infrastructure, and as a project partner of DDOT's on their 19<sup>th</sup> Street LID initiative, I would strongly support DDOT's application for funding for this project.

Best Regards,



**Leona Agouridis**  
Executive Director  
Golden Triangle BID



# REGIONAL APPLICATION FOR THE NATIONAL CAPITAL REGION TRANSPORTATION ALTERNATIVES PROGRAM

Project: 19th Street NW Green Infrastructure Project

TAP Funding Request: \$ 1,887,641

Project Manager:

Phone: 202-671-4663

Email: meredith.upchurch@dc.gov

## ACCESSIBILITY FOR ALL USERS

Describe how the project addresses the TPB's goal of broadening regional mobility choices and improving the accessibility of transportation facilities for pedestrians, bicyclists, and other non-drivers.

The 19th Street corridor is one of the most heavily-trafficked sections of the city, given the high number of workers in the area and proximity to multiple bus and metro stations. The 19th Street Green Infrastructure Project aims to improve the pedestrian experience through sidewalk improvements that will facilitate water drainage into the bioretention cells along the street. These bioretention cells will capture runoff and reduce puddling along the street and sidewalk. The design plans call for additional bike racks to be installed along the sidewalk, creating short-term bike parking conveniently located along the corridor.

Describe how the project makes the region's transportation facilities safer and less intimidating for pedestrians, bicyclists, and other non-drivers.

This project aims to make the 19th Street corridor between K and M Street less intimidating for pedestrians by creating a comfortable and calming atmosphere with the addition of green space in an urban environment. In doing so, the corridor will inevitably become a more pedestrian-oriented sidewalk, with amenities aimed at individuals who walk along the sidewalk. The project will build upon the success of the previously installed bioretention cells at the four corners of 19th and L Streets, which have been praised by local workers, residents, and tourists.

## ACCESSIBILITY TO TRANSIT AND EMPLOYMENT

As a regional policy, the TPB seeks to promote the development of transportation alternatives in Regional Activity Centers. Is any portion of the project located within a Regional Activity Center?

Yes  No Center: Farragut Square

Is the project located within 3/4 of a Metrorail (existing or under construction) or commuter rail station?

Yes  No Station: Farragut North, Farragut West, Dupont (South)

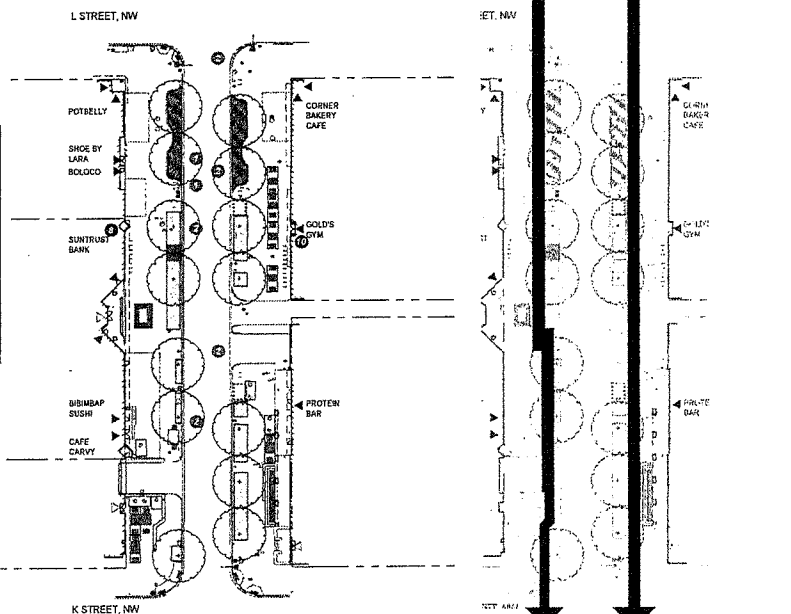
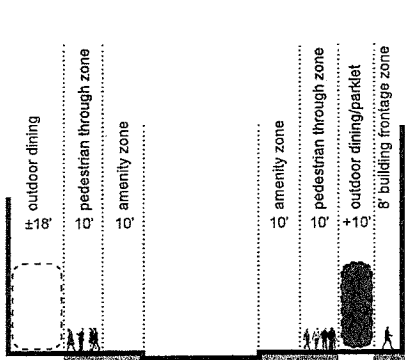
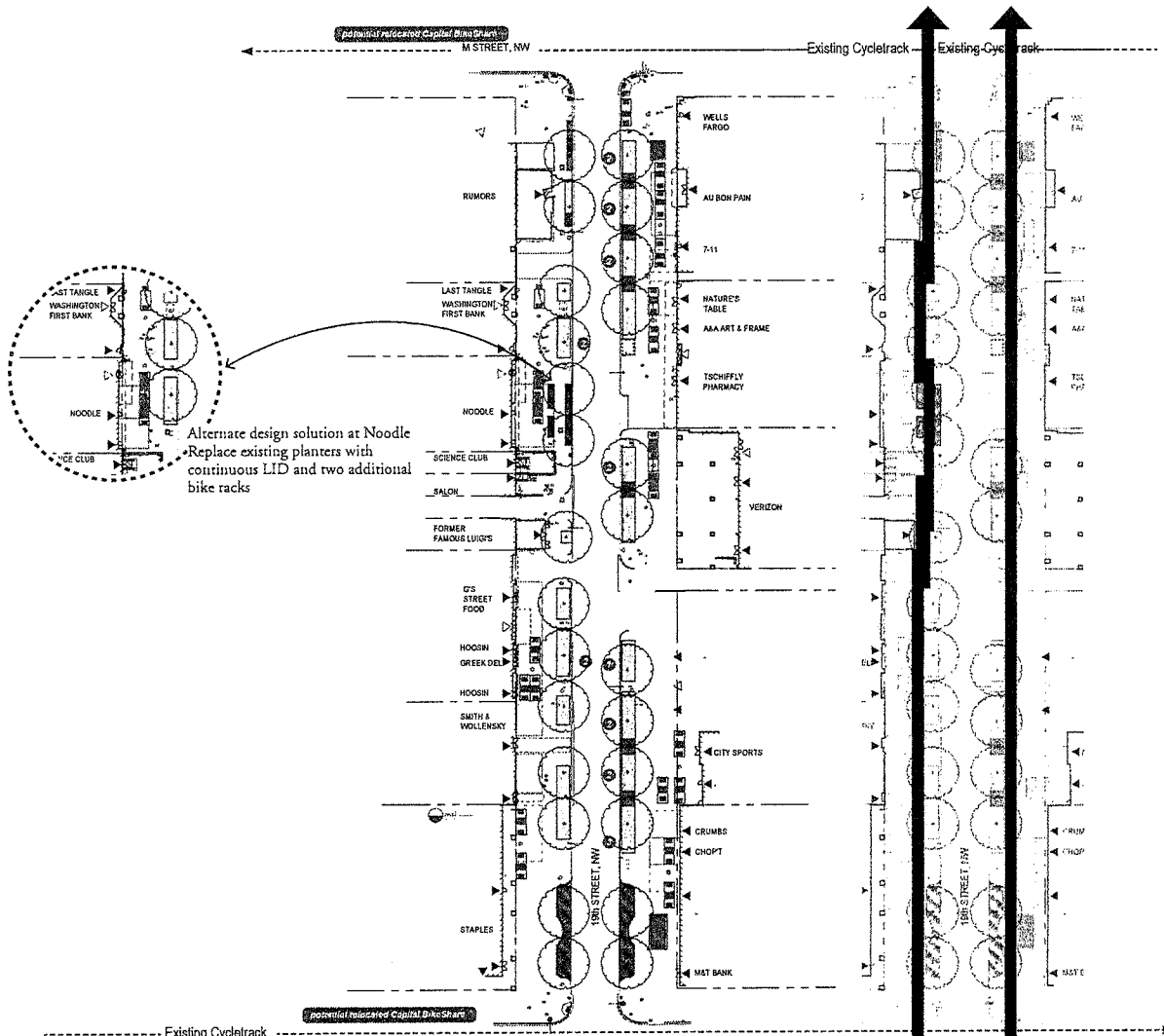
## PROJECT COORDINATION

Describe how the project supports regional planning documents, including the TPB Vision and Regional Transportation Priorities Plan for the National Capital Region.

The 19th Street Green Infrastructure Project aligns with the TPB's second goal of making an "...interconnected transportation system that enhances quality of life..." The bioretention cells that will line the street will provide an aesthetic enhancement to the corridor and the region for workers, pedestrians, and tourists. The project directly supports the goal of using the "best available technology to maximize system effectiveness", given the use of bioretention cells to capture 90% of stormwater runoff from the street and sidewalk. The installation of the bioretention cells along the street will "enhance and protect the region's natural environmental quality" through the sustainable plants and trees that will not only help capture rainwater, but will also attract wildlife, despite the urban setting.

## SAFE ROUTES TO SCHOOL

Does this project meet the federal eligibility requirements outlined for Safe Routes to School?  Yes  No



## Concept: Maximize Planting Approach

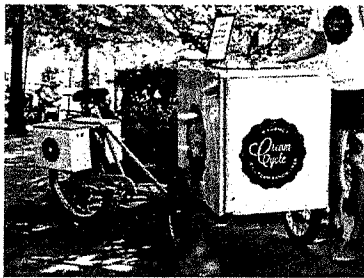
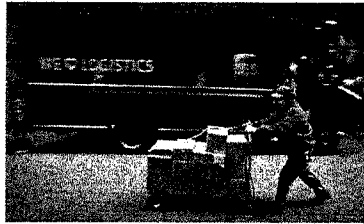
- ▲ Existing Building Entry
- Existing Outdoor Dining Area
- Potential Future Outdoor Dining Area
- Existing Planter
- Biorerention Stormwater Planter LID
- Proposed Planter
- Continuous LID with Paver Tray
- Potential Vending Area
- 2 Existing Bike Rack Location & Number
- Proposed Bike Rack Location & Number
- Proposed Bike Rack Adj. to Bldg. Face

General Note:

1. Current travel lane configuration and loading regulations for street remain unchanged
2. Potential relocation of the Capital Bikeshare racks from 19th Street between K and L Street NW will be based on feasibility and is pending approval by DDOT. Refer to Page 9 for potential locations

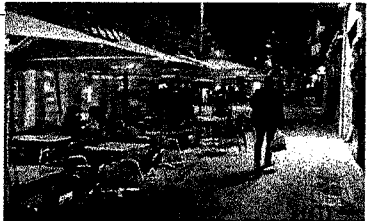
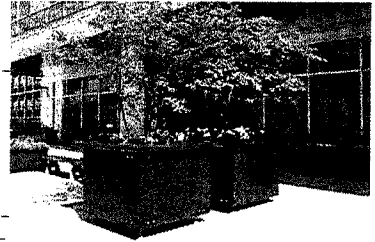
## loading

Between openings of planters along west side of 19th Street NW., and all public alley ways



## outdoor dining

Outdoor dining occupies almost the entire west side of street, opportunity to unify outdoor dining extent, and materials to bring forth a consistent 'look' without compromising the uniqueness of each restaurant.



## vending

Potential location for vending, 10'x8'

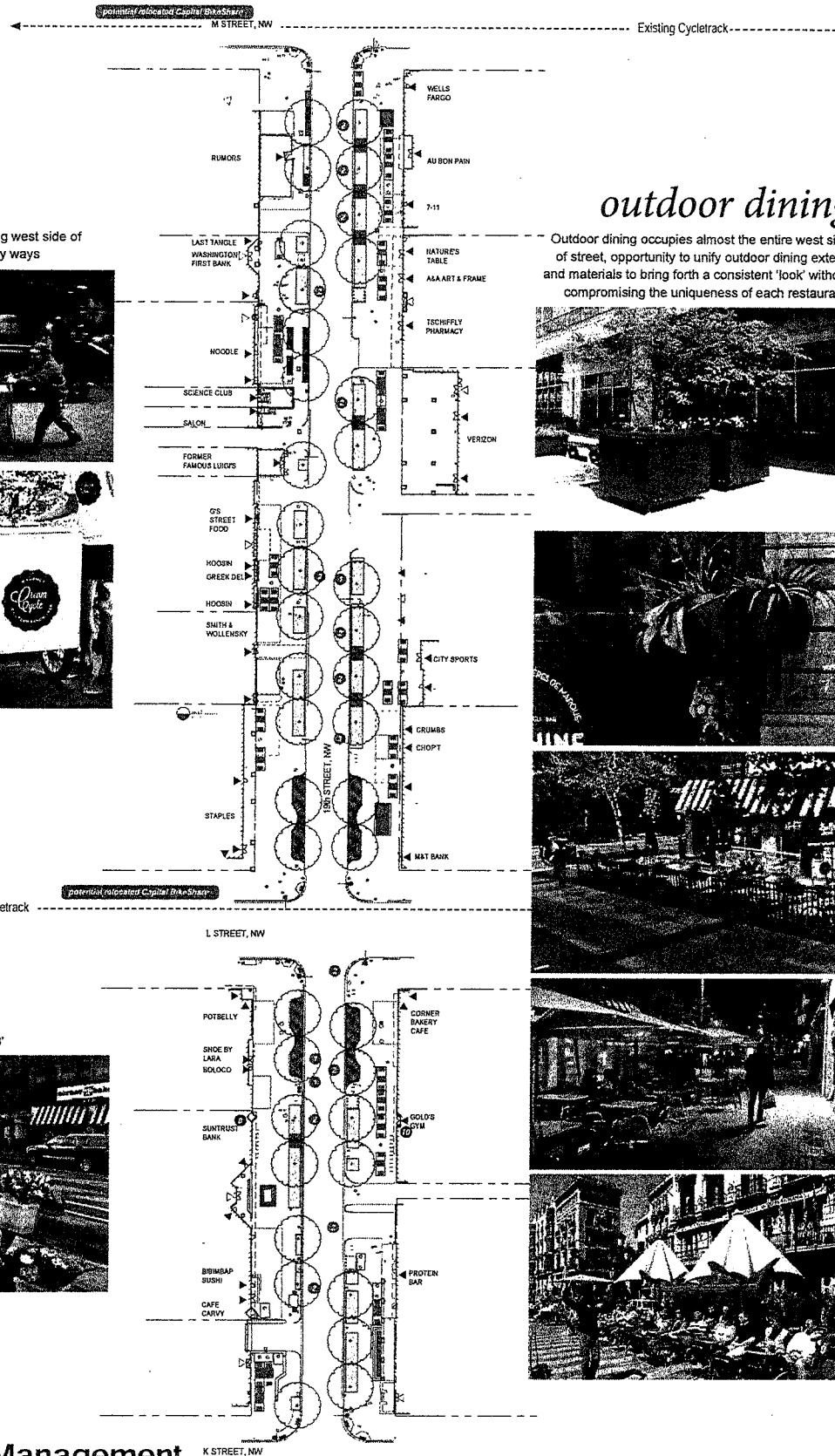


## Right-Of-Way Management

- |  |                                       |   |
|--|---------------------------------------|---|
| ▲ Existing Building Entry              | ▨ Existing Planter                    | ⊞ Potential Vending Area                |
| ⊞ Existing Outdoor Dining Area         | ⊞ Bioretention Stormwater Planter LID | 2 Existing Bike Rack Location & Number  |
| ⊞ Potential Future Outdoor Dining Area | ▨ Proposed Planter                    | ⊞ Proposed Bike Rack Location & Number  |
|  | ▨ Continuous LID with Paver Tray      | ⊞ Proposed Bike Rack Adj. to Bldg. Face |

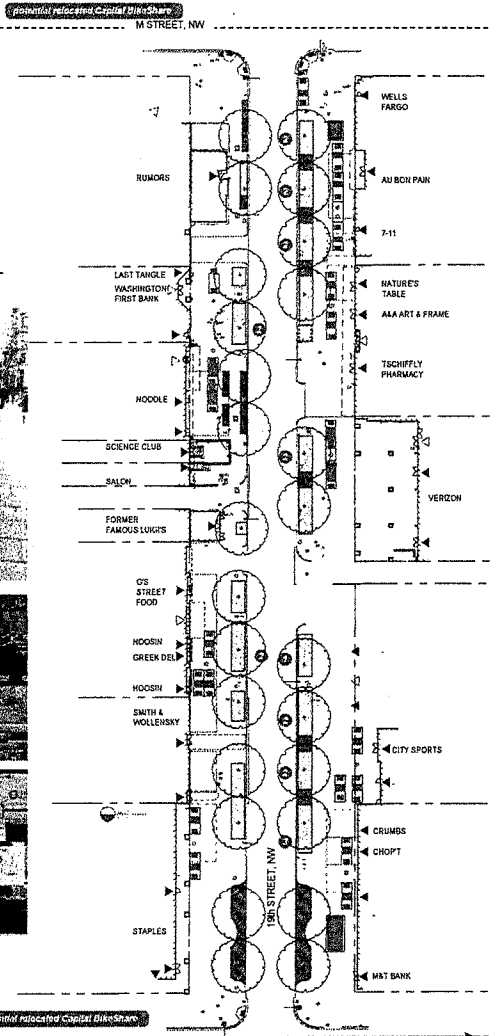
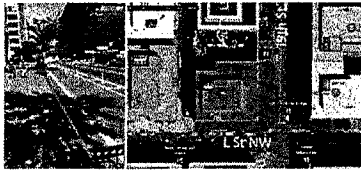
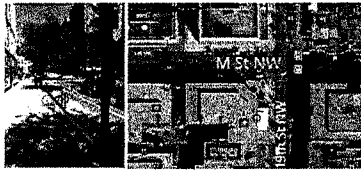
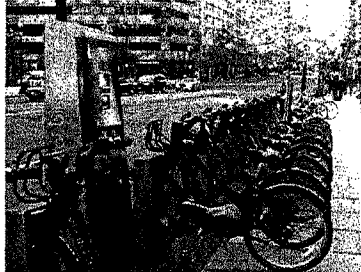
### General Note:

1. Current travel lane configuration and loading regulations for street remain unchanged.
2. Potential relocation of the Capital Bikeshare racks from 19th Street between K and L Street NW will be based on feasibility and is pending approval by DDOT. Refer to page 9 for potential locations.



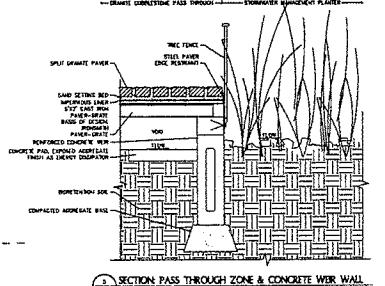
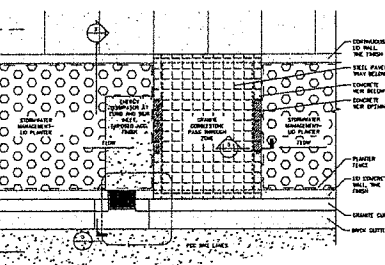
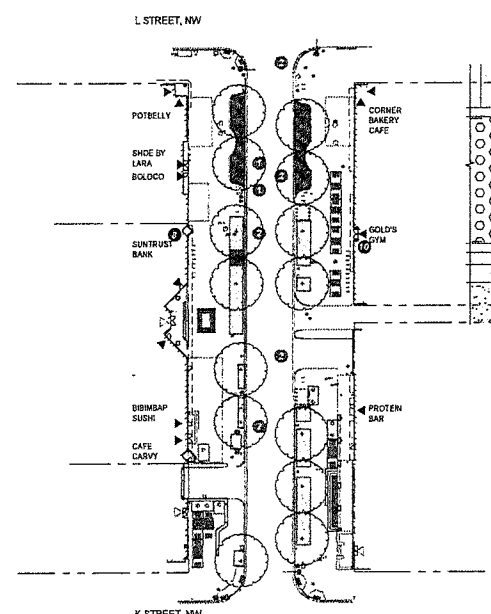
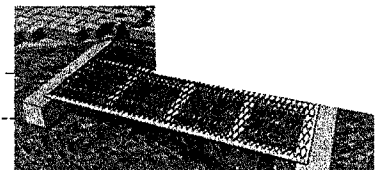
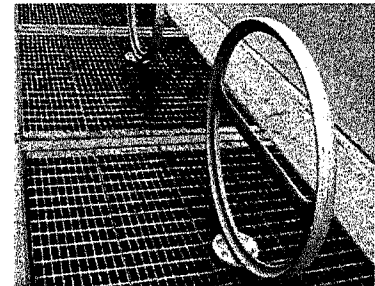
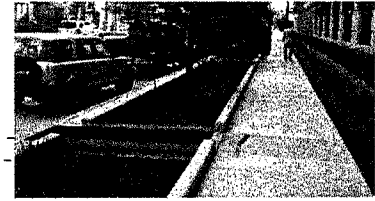
# bikeshare

Relocate Capital Bikeshare Program to M and or L street, where dedicated bike lanes are present



# bike parking deck

Bike racks to be mounted on deck, spanning across continuous stormwater planters



## Bicycle Amenities

- ▲ Existing Building Entry
- ▭ Existing Outdoor Dining Area
- ▭ Potential Future Outdoor Dining Area
- ▭ Existing Planter
- ▭ Bioretention Stormwater Planter LID
- ▭ Proposed Planter
- ▭ Continuous LID with Paver Tray
- ▭ Potential Vending Area
- 2 Existing Bike Rack Location & Number
- ⊕ Proposed Bike Rack Location & Number
- ⊙ Proposed Bike Rack Adj. to Bldg. Face

General Note:  
 1. Current travel lane configuration and loading regulations for street remain unchanged  
 2. Potential relocation of the Capital Bikeshare racks from 19th Street between K and L Street NW will be based on feasibility and is pending approval by DDOT.  
 Refer to Page 9 for potential locations

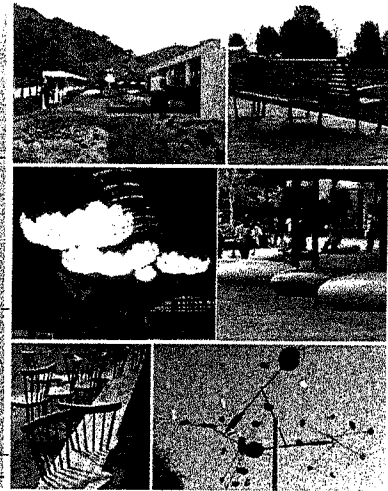
# 'green' public space

Opportunity for art, signage, plantings and minimal seating improvements

**1. WELLS FARGO** - Opportunity for placemaking and art, on-grade landscape improvements and continuous/segmented seating



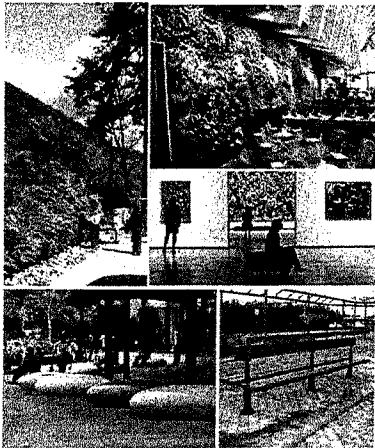
**2. VERIZON** - Opportunity for placemaking and art under the tall overhang of this entryway, a public-private partnership



**3. M&T BANK** - Opportunity for placemaking and art, above-grade landscape improvements, and seating



**5. STAPLES** - Greenwall on blank walls as 'backdrop' for outdoor dining and spontaneous seating



**4. Corner of 19&K** - Opportunity for placemaking and art, above-grade landscape improvements, and step seating



## 10 Public Realm Character

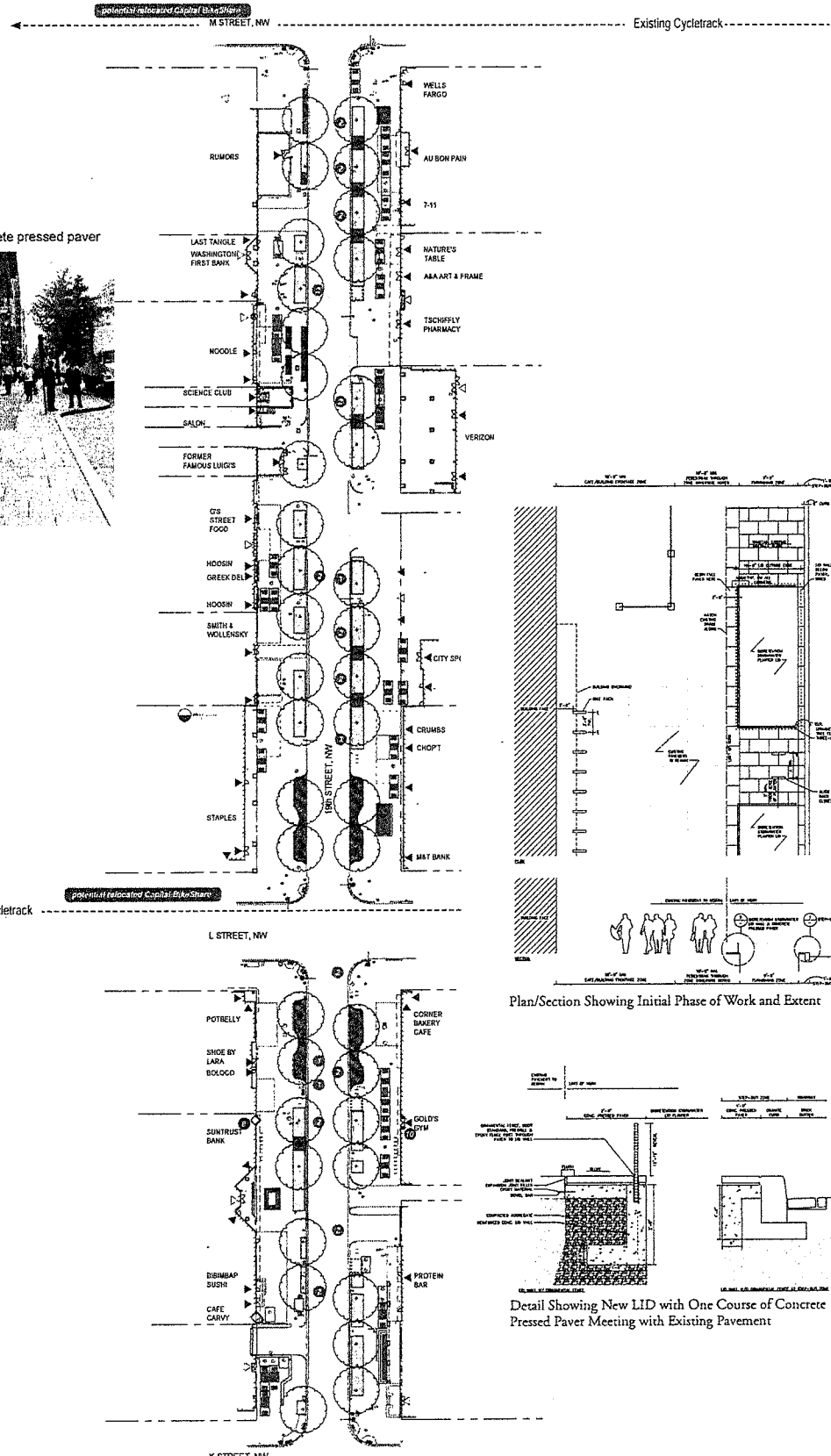
- ▲ Existing Building Entry
- ◻ Existing Outdoor Dining Area
- ◻ Potential Future Outdoor Dining Area
- ▨ Existing Planter
- ◻ Bioretention Stormwater Planter LID
- ▨ Proposed Planter
- ▨ Continuous LID with Paver Tray
- ◻ Potential Vending Area
- 2 Existing Bike Rack Location & Number
- ⊙ Proposed Bike Rack Location & Number
- ⊙ Proposed Bike Rack Adj. to Bldg. Face

**General Note:**

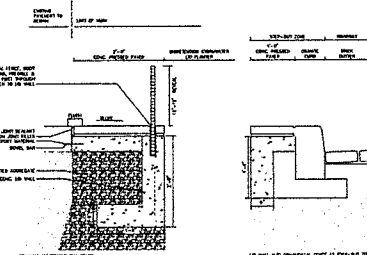
1. Current travel lane configuration and loading regulations for street remain unchanged.
2. Potential relocation of the Capital Bikeshare racks from 19th Street between K and L Street NW will be based on feasibility and is pending approval by DDOT. Refer to page 9 for potential locations.

# pavement

unify sidewalk with modular concrete pressed paver



Plan/Section Showing Initial Phase of Work and Extent



Detail Showing New LID with One Course of Concrete Pressed Paver Meeting with Existing Pavement

## 14 Pavement

- ▲ Existing Building Entry
- ▭ Existing Outdoor Dining Area
- ▭ Potential Future Outdoor Dining Area
- ▨ Existing Planter
- Bioretention Stormwater Planter LID
- ▨ Proposed Planter
- ▨ Continuous LID with Paver Tray
- ▭ Potential Vending Area
- 2 Existing Bike Rack Location & Number
- ⊙ Proposed Bike Rack Location & Number
- ⊙ Proposed Bike Rack Adj. to Bldg. Face

General Note:  
 1. Current travel lane configuration and loading regulations for street remain unchanged.  
 2. Potential relocation of the Capital Bikeshare racks from 19th Street between K and L Street NW will be based on feasibility and is pending approval by DDOT.  
 Refer to page 9 for potential locations.





District Department of Transportation

# Transportation Alternatives Program Project Application

---

## Instructions

Complete application in the space provided. Applicants should consult the Transportation Alternatives Program Summary and Application Guide while completing this form. Applicants are limited to the application form and ten pages of attachments. Submit completed application and attachments electronically to [stephen.hurst@dc.gov](mailto:stephen.hurst@dc.gov). You will receive an e-mail confirmation within one business day of submittal. If you do not receive confirmation or have questions about the application contact Stephen Hurst at 202.671.4580.

## General Information

Project Name: Capital Bikeshare Pad Improvement Project

Project Location: City Wide

Project Length (if applicable): \_\_\_\_\_ Start Location: \_\_\_\_\_ End Location: \_\_\_\_\_

## Project Sponsor

Name of Project Manager: Joseph Burckle Title: Urban Forester

Organization: Urban Forestry Administration

Address: 55 M Street City: Washington State: DC ZIP: 20003

Telephone: 202-671-5133 Email: joseph.burckle@dc.gov

## Project Advocate

Name: Kimberly Lucas Title: Bicycle Program Specialist

Organization: Policy, Planning and Sustainability Administration

## Project Type

*Check all that apply.*

- Facilities for pedestrians, bicyclists, and other non-motorized forms of transportation
- Safe routes for non-drivers
- Conversion and use of abandoned railroad corridors for trails
- Community improvement activities
- Environmental mitigation or pollution prevention
- Safe Routes to School
- Recreational Trail

## Purpose and Need

Describe the goals of the proposed project and the existing need which it intends to address.

The goal of the project is to ensure that all current bike share stations and any bike share station proposed over the next 2 years is located on an improved pad.

Currently 13 of the over 200 capital bike share locations are located on unimproved pads of either dirt, grass, gravel or mulch, and many potential future locations are limited because the the existing sidewalk infrastructure does not provide ample space for station location. Locating the bike share stations on an unimproved pad is proving problematic in terms of maintenance of the site, maintenance of the station, and easy of use for the rider. Where located on grass, the mowing of the grass around docked bikes is difficult and damaging to the bikes. Station located on unimproved pads are corroding more than stations on improved sites, and environmental degradation through soil compaction and erosion is an issue in other areas. Stations that are located in mud, dirt, unmowed grass or weeds are much less likely to be utilized than bikes located on an improved pad.

This project would create an improved pad for all bike share that currently lack one. The pads would all be constructed of a porous flexible paving material so no additional impervious surfaces would be created, the stations will be located on a dry surface, and the rooting space of any nearby street trees will be protected.

## Project Status

Provide a brief project history, including all actions taken and other state or federal agencies involved. If preliminary plans, survey work, 30% design, or other work has been completed, mention it here.

Project coordination between Urban Forestry Administration and Policy, Planning and Sustainability Administrations Bicycle Program has been completed and all current locations that require an improved station pad identified. Estimates of the quantities of porous flexible paving have been made for all locations that lack an improved pad and for proposed stations. Work with porous flexible paving around tree spaces by UFA has been ongoing, and it is expected that the current Federal Aid paving restoration contract will be utilized to implement this project.

Locations listed below:

- 39th & Calvert St NW: 38.922649 -77.077271
- 36th & Calvert St NW: 38.922581 -77.070334
- Ward Circle/American University/Massachusetts Ave & Nebraska Ave NW: 38.938736 -77.087171
- 14th & Harvard St NW: 38.9268 -77.0322
- 19th St & Constitution Ave NW: 38.8923 -77.0436
- Florida Ave & R St NW/200-block of R St NW: 38.9126 -77.0135
- 8th & Eye St SE: 38.8792 -76.9953
- Randle Cir & Minnesota Ave SE: 38.878 -76.9607
- Alabama & Martin Luther King Jr Ave SE: 38.843222 -76.999388
- Maryland & Independence Ave SW: 38.887299 -77.018939
- Jefferson Dr & 12th St SW: 38.888767 -77.02858
- John McCormack Dr & Michigan Ave NE: 38.9346 -76.9955
- 19th & E St NW: 38.8952 -77.0436

## Project Manager Background

Describe the project manager's level of experience including knowledge of federal procurement processes and regulations, oversight of past federal-aid projects, and experience with TAP's forerunner, Transportation Enhancements.

Current Projects:  
 Green Infrastructure Enhancements: FY13 CWASRF grant. \$2,272,000.00 (\$1,249,600.00 CWSRF and \$1,022,400.00 Local Match)  
 This project is being implemented during the FY14-FY15 planting season.  
 Transportation Alternatives  
 Hazard Tree Removal: \$500,300.66  
 Porous Flexible Pavement: \$479,004.16  
 Tree Space Creation and Expansion: \$394381.24

Transportation Enhancements  
 Impervious Pavement Removal Project: \$1,000,000.00

## Project Phase

Indicate which phase of the project will be funded under this application.

Design       Construction

## Cost Summary

Total cost is limited to the project described in this application based on the beginning and ending termini provided. This should not include costs for a larger multi-phased project outside the scope of the segment in this application.

Project Phase	Start Date	TAP Funds	Other Funds	Total Cost
Design (PE)				
Construction Engineering (CE)				
Construction (CO)		\$ 149,070.00		\$ 149,070.00
Totals		\$ 149,070.00		\$ 149,070.00

## Feasibility & Project Readiness

If awarded TAP funding, the project must be completed within two years of obligating federal funds or approximately August 2016. Would the proposed project be able to meet this time line?

Yes, once the project is obligated, construction will be able to be quickly completed. Improving the bike share station locations does not require any design beyond utilizing the standard specifications in the Green Infrastructure Standards.

If yes, are there any known contingencies that may delay the schedule (property acquisition, another project, assembly of additional funding, etc.)? Please explain.

The only know contingency is for locations on rights of way bordering national park property or on national park property where rights of entry and/or other agreements must be made for construction of the pad to occur.

In some cases projects may only be partially funded. Describe how you will bring this project to completion if awarded less than the requested amount.

If less than the requested amount is provided, the locations requiring an improved pad will be prioritized and those that are located on the worst substrate improved first until funding is expended. Any unimproved sites will remain as such until local funding or additional grants are acquired.

## Maintenance Planning

TAP funds cannot be used for maintenance activities. Please describe how your organization will maintain the project. If the project is approved for funding, a signed maintenance agreement will be required.

All maintenance of the pads will be conducted by the contractor that maintains the bike share stations, Alta, Bicycle Share Inc.

## Selection Criteria

- A. Describe the extent to which the project improves transportation choices or enhances the travel experience for users.

This project will enhance the travel experience for users of the Capital Bikeshare Program. Improving the public space infrastructure on which the stations are located will make docking and un-docking bicycles an easier and more convenient experience since the bicycles will not be located in grass, mud, gravel or on other unimproved surfaces.

- B. Describe how the project provides a connection between modes or improves access for non-drivers to jobs and essential services. Include how the project will meet ADA requirements.

Capital Bikeshare provides an important link between many other modes of transportation in the District of Columbia. By providing links between pedestrian, bus, metro and other transportation modes, the Capital Bikeshare program increases the number of transportation options for the residents and visitors to the District of Columbia.

By improving the pads beneath the bikeshare stations, these stations will meet ADA requirements.

- C. Describe all public participation activities to date on the proposed project and the existing level of community support. If any District agencies, other government entities, or non-profits have been involved in coordinating the project, please explain their level of commitment and support as well.

External organizations including business improvement districts, and the contractor who maintains the bikeshare stations have commented on the difficulty of maintaining stations that are located on unimproved pads. This project is a result of these comments and the observations by UFA and PPSA of the difficulty in not only the maintenance of the stations, but the difficulty in using the stations when located in high grass or mud.

- D. Does the project address a missing linkage in the District's transportation system or resolve an existing safety issue? Please explain.

This project will improve the safety and accessibility of the bikeshare stations by providing a uniform surface from which to access a bike from the station. Any of the potential hazards associated with having the bikeshare stations located on an unimproved pad will be mitigated.

- E. How does this project support or enhance existing plans such as the Office of Planning's Comprehensive Plan and Sustainable DC? List any existing transportation plans or other relevant studies which include the project.

This plan supports Sustainable DC by providing a porous pad that will intercept and infiltration stormwater and will not damage any adjacent street trees. This plan also supports Move DC by making alternate modes of transportation more desirable, and eliminating barriers to use of this alternate transportation mode.

- F. Describe any environmental benefits of the proposed projects. Will the project result in reduced vehicle miles traveled, particulate matter, greenhouse gas emissions, or water pollution?

By building these bikeshare station pads out of a porous material there will be no increase to the impervious surface of the district and storm water will have an opportunity to infiltrate into the soil beneath these pads. Water pollution will be either reduced or at least not increased. This project will support MS4 permit goals of reducing impervious surfaces and increasing permeable surfaces within the public right of way.

## Required Attachments

### *Attachment A - Detailed Project Budget*

All applicants must enclose a detailed project budget. It should include individual line items, unit costs, and project phasing. Budget projections should reflect the total project cost and delineate federal from non-federal costs. If the project takes place in public right-of-way, the budget should reflect the costs of implementing a traffic control plan. Likewise, projects in public space should include the cost of all required public space permits. More information can be found on [DDOT's Public Space Management website](#).

### *Attachment B - Detailed Site Map*

All applicants must enclose a detailed site map. It should include ownership information for any right-of-way included as part of the project. Beginning and ending termini of the project should be clearly illustrated.

### *Attachment C - Letter of Commitment*

All applicants must enclose a letter of commitment. The letter should articulate their support for the project, detail involvement in project development to this point, and commit to implementing the project.

### *Attachment D - TPB Regional Application*

All applicants must enclose an application for Regional TAP funds. This allows projects to be jointly considered for funds administered by DDOT and sub-allocated funds administered by the Transportation Planning Board (TPB). The application can be found on the [DDOT TAP webpage](#) or at [www.mwcog.org/tap](http://www.mwcog.org/tap).

## Other Attachments

When e-mailing the application, be sure to include any supportive documentation as separate file attachments. This can include preliminary plans, sketches or 30% plus design plans, photographs, and letters of support which provide additional detail on the project location, public involvement, planned improvements, or existing conditions and need.

## Sponsor Certification

Project Manager certifies the following: (Read and check each statement below).

- We will provide technical guidance and oversight throughout project development
- Budget accurately reflects cost of proposed project
- Project development will comply with all state and federal regulations
- We understand these funds must be expended within (2) years of obligation
- We will be responsible for ensuring future maintenance and operating costs of the completed project

Joseph Burckle

July 31, 2014

---

Project Manager

---

Date



District Department of Transportation

# Transportation Alternatives Program Project Application

---

## Instructions

Complete application in the space provided. Applicants should consult the Transportation Alternatives Program Summary and Application Guide while completing this form. Applicants are limited to the application form and ten pages of attachments. Submit completed application and attachments electronically to [stephen.hurst@dc.gov](mailto:stephen.hurst@dc.gov). You will receive an e-mail confirmation within one business day of submittal. If you do not receive confirmation or have questions about the application contact Stephen Hurst at 202.671.4580.

## General Information

Project Name: Washington Union Station - Rostral Column and Balustrade Restoration

Project Location: Washington Union Station, 40-60 Massachusetts Ave., Washington, DC

Project Length (if applicable): NA Start Location: NA End Location: NA

## Project Sponsor

Name of Project Manager: Steve Strauss Title: Deputy Associate Director, PTSA

Organization: District Department of Transportation

Address: 55 M Street SE; 5th fl. City: Washington State: DC ZIP: 20003

Telephone: (202) 671-1357 Email: steve.strauss@dc.gov

## Project Advocate

Name: Beverley Swaim-Staley Title: President and CEO

Organization: Union Station Redevelopment Corporation

## Project Type

*Check all that apply.*

- Facilities for pedestrians, bicyclists, and other non-motorized forms of transportation
- Safe routes for non-drivers
- Conversion and use of abandoned railroad corridors for trails
- Community improvement activities
- Environmental mitigation or pollution prevention
- Safe Routes to School
- Recreational Trail



## Purpose and Need

Describe the goals of the proposed project and the existing need which it intends to address.

Daniel Burnham designed Union Station to be a grand and inspiring portal for travelers of all types—from workers and soldiers to U.S. presidents and tycoons. Mr. Burnham created a grand facade of granite complete with carved inscriptions and monumental statuary. Framing this magnificent facade were two "gateways" comprised of pairs of large classical rostral columns mounted on stone balustrades. Each column was decorated with lights and topped with gold eagles poised to take flight. Train passengers from all walks of life who passed these impressive gateways must have truly felt that they were arriving or departing Washington, D.C. in grand style.

In 2014, the rostral columns and balustrades in front of Union Station were included as part of the conditions assessment contained in the Union Station Historic Preservation Master Plan. That assessment determined that, while the columns have a high degree of structural integrity, they have "areas of deterioration and conditions requiring repair, some of which can be considered significant."

While the lighting and wiring of the columns and standards was recently replaced during the Columbus Plaza project, the columns and balustrades have not been rehabilitated since 1988. The paint is worn and faded, there is rust at locations where water collects, and the gold leaf on the eagles has worn off. The granite balustrades are in need of crack repairs, cleaning, and repointing.

The goal of this project is to implement the necessary rehabilitation efforts on the historic rostral columns and balustrades to restore these historic icons to their original splendor, including new durable paint finishes, re-gilding of the eagles, and restoration of the granite balustrades.

## Project Status

Provide a brief project history, including all actions taken and other state or federal agencies involved. If preliminary plans, survey work, 30% design, or other work has been completed, mention it here.

The rostral columns and balustrades were built as part of the original construction of Washington Union Station, completed in April 1908. Early photographs show two light standards on either side of each rostral column, installed on long balustrades. The space between the rostral columns is open and appears to be part of the roadway. Photographs from the 1970's show shortened balustrades with only one light standard on either side, and the space between the columns now raised up as part of pedestrian islands and no longer part of the roadway.

In 1964, the District of Columbia designated Washington Union Station an historic landmark and in 1969 it was listed in the National Register of Historic Places. Columbus Plaza, located in the front of the station, was listed in 1980.

In 1981, Congress passed the Union Station Redevelopment Act. It stated that, "the Secretary of Transportation shall provide for the rehabilitation and redevelopment of the Union Station complex primarily as a multiple-use transportation terminal serving the Nation's Capital, and secondarily as a commercial complex." In 1988, a comprehensive rehabilitation of Union Station was completed, included restoration of the rostral columns and balustrades.

The Union Station Redevelopment Corporation recently completed a building-wide condition assessment and an Historic Preservation Master Plan is currently being prepared as part of the planning efforts for Union Station. Both studies identified the need for rehabilitation of these iconic elements that frame the grand facade of the building. As part of the Historic Preservation Plan, a thorough condition assessment was conducted and recommendations for treatment were prepared for the Rostral Columns and balustrades. A complete copy of the report is attached.

## Project Manager Background

Describe the project manager's level of experience including knowledge of federal procurement processes and regulations, oversight of past federal-aid projects, and experience with TAP's forerunner, Transportation Enhancements.

DDOT's project manager is currently overseeing a \$4.27 million grant from the Federal Railroad Administration to DDOT and the Union Station Redevelopment Corp. for the replacement of ten escalators in the parking garage at the station.

The PM submitted the successful application for the discretionary FRA grant along with an ARRA grant application for \$2.9 million in FRA funds for the Long Bridge study.

The PM has over 30 years of transportation work experience including several years of full-time budget analysis and preparation work. He has no direct prior experience with Transportation Enhancement programs in federal transportation law. If USRC wins the grant award, the PM may use another staff member within PTSA to assist on grant management and oversight.

## Project Phase

Indicate which phase of the project will be funded under this application.

Design       Construction

## Cost Summary

Total cost is limited to the project described in this application based on the beginning and ending termini provided. This should not include costs for a larger multi-phased project outside the scope of the segment in this application.

Project Phase	Start Date	TAP Funds	Other Funds	Total Cost
Design (PE)	10/1/14	\$ 60,000.00		\$ 60,000.00
Construction Engineering (CE)				
Construction (CO)	4/1/15	\$ 430,000.00		\$ 430,000.00
Totals		\$ 490,000.00		\$ 490,000.00

## Feasibility & Project Readiness

If awarded TAP funding, the project must be completed within two years of obligating federal funds or approximately August 2016. Would the proposed project be able to meet this time line?

Yes. We anticipate design and procurement activities to be completed October 1, 2014, through March 31, 2015, and construction to be completed April 1, 2015, through November 15, 2015.

If yes, are there any known contingencies that may delay the schedule (property acquisition, another project, assembly of additional funding, etc.)? Please explain.

No. The project is entirely within USRC/DOT property limits. The rostral columns and balustrades are located on pedestrian islands that receive only foot traffic that can easily be accommodated or slightly detoured, if necessary. Work can be performed with very little disturbance, if any, to station operations and virtually no impact on vehicle traffic.

In some cases projects may only be partially funded. Describe how you will bring this project to completion if awarded less than the requested amount.

USRC would be willing and able to provide a partial funding match of up to 25% from its reserves if necessary.

## Maintenance Planning

TAP funds cannot be used for maintenance activities. Please describe how your organization will maintain the project. If the project is approved for funding, a signed maintenance agreement will be required.

USRC has an established Capital Maintenance Reserve Fund (CMRF) that is used to perform regular assessments and make capital repairs to Union Station. It is jointly funded by USRC and Union Station Invesco (USI), the entity that leases and operates the commercial spaces in the station. USI, under the lease terms, is also responsible for routine maintenance and cleaning, with oversight from USRC. USRC and USI will continue to commission regular building-wide assessments every 3-5 years to assist in identifying new capital projects and any maintenance deficiencies. The rostral columns have been, and will continue to be an important element that is surveyed during those assessments.

## Selection Criteria

- A. Describe the extent to which the project improves transportation choices or enhances the travel experience for users.

Union Station is a major multi-modal transportation facility that serves 37 million passengers a year using intercity trains, regional commuter trains, Metro's Red Line, regional and intercity bus lines, tour bus operators, taxis, cars and bicycles. Soon, the DC Streetcar will be added to that list. The retail shops and restaurants also attract neighborhood foot traffic from Capitol Hill, NOMA, and the Northeast neighborhoods.

Restoring the rostral columns and balustrades will greatly enhance the passenger experience as they arrive and depart Union Station. The restored gateways will instill a sense of grandeur and pride as first envisioned by Daniel Burnham. While they are currently looking old and worn, the freshly restored columns will send a welcoming message that the people of Washington, D.C. take great pride in their magnificent train station and consider this multi-modal facility to be the premier transportation hub in the region.

- B. Describe how the project provides a connection between modes or improves access for non-drivers to jobs and essential services. Include how the project will meet ADA requirements.

While the pedestrian islands where the rostral columns and barricades are located are currently fully accessible per ADA requirements and will remain so, the restoration project will not add or modify any existing connections between modes of transportation. It will, however, improve the path for drivers, pedestrians and bicyclists, aesthetically, as they travel to and from Union Station.

- C. Describe all public participation activities to date on the proposed project and the existing level of community support. If any District agencies, other government entities, or non-profits have been involved in coordinating the project, please explain their level of commitment and support as well.

At this time, there have been no public participation activities associated with this specific project, however, USRC is committed to working with all stakeholders and relevant agencies on future plans for the station and especially those involving the preservation of the historic Union Station building and its appurtenances. The project design documents will be submitted for approval of the District's State Historic Preservation Office and also submitted to the U.S. Commission of Fine Arts. USRC and DDOT have cooperated in the preparation of this application and DDOT will act as project sponsor.

USRC is especially proud of its reinvigorated relationships with local and national preservation organizations. Several of these organizations have come together to form the Union Station Preservation Coalition, including the National Trust for Historic Preservation, which has named Union Station a "National Treasure." The Trust has helped secure several grants to assist USRC in preserving and educating the public about this historic building.

- D. Does the project address a missing linkage in the District's transportation system or resolve an existing safety issue? Please explain.

No.

- E. How does this project support or enhance existing plans such as the Office of Planning's Comprehensive Plan and Sustainable DC? List any existing transportation plans or other relevant studies which include the project.

Chapter 10 of The Comprehensive Plan for the National Capital: District Elements (DC Office of Planning, 2006), "recognizes historic preservation as an important government responsibility." The plan identifies several assumptions that the District's historic preservation program is based on, including:

- > Historic properties are finite, non renewable community resources, the preservation, protection and enjoyment of which are essential to the public welfare
- > Historic properties are living assets that were built for use. The goal is to encourage vitality by continuing to use and adapt historic properties for modern needs...
- > Historic preservation is a source of economic development and growth. Preservation conserves usable resources, stimulates tourism and investment in the local economy, and enhances the value of the civic environment.

- F. Describe any environmental benefits of the proposed projects. Will the project result in reduced vehicle miles traveled, particulate matter, greenhouse gas emissions, or water pollution?

As part of the project, all painted surfaces will be tested for lead content. If found, the lead will be managed using current industry best practices, and in compliance with environmental and other regulations as they pertain to the protection of workers and the public.

## Required Attachments

### *Attachment A - Detailed Project Budget*

All applicants must enclose a detailed project budget. It should include individual line items, unit costs, and project phasing. Budget projections should reflect the total project cost and delineate federal from non-federal costs. If the project takes place in public right-of-way, the budget should reflect the costs of implementing a traffic control plan. Likewise, projects in public space should include the cost of all required public space permits. More information can be found on [DDOT's Public Space Management website](#).

### *Attachment B - Detailed Site Map*

All applicants must enclose a detailed site map. It should include ownership information for any right-of-way included as part of the project. Beginning and ending termini of the project should be clearly illustrated.

### *Attachment C - Letter of Commitment*

All applicants must enclose a letter of commitment. The letter should articulate their support for the project, detail involvement in project development to this point, and commit to implementing the project.

### *Attachment D - TPB Regional Application*

All applicants must enclose an application for Regional TAP funds. This allows projects to be jointly considered for funds administered by DDOT and sub-allocated funds administered by the Transportation Planning Board (TPB). The application can be found on the [DDOT TAP webpage](#) or at [www.mwcog.org/tap](http://www.mwcog.org/tap).

## Other Attachments

When e-mailing the application, be sure to include any supportive documentation as separate file attachments. This can include preliminary plans, sketches or 30% plus design plans, photographs, and letters of support which provide additional detail on the project location, public involvement, planned improvements, or existing conditions and need.

## Sponsor Certification

Project Manager certifies the following: (Read and check each statement below).

- We will provide technical guidance and oversight throughout project development
- Budget accurately reflects cost of proposed project
- Project development will comply with all state and federal regulations
- We understand these funds must be expended within (2) years of obligation
- We will be responsible for ensuring future maintenance and operating costs of the completed project

Steve Strauss

August 1, 2014

---

Project Manager

---

Date



District Department of Transportation

# Transportation Alternatives Program Project Application

---

## Instructions

Complete application in the space provided. Applicants should consult the Transportation Alternatives Program Summary and Application Guide while completing this form. Applicants are limited to the application form and ten pages of attachments. Submit completed application and attachments electronically to [stephen.hurst@dc.gov](mailto:stephen.hurst@dc.gov). You will receive an e-mail confirmation within one business day of submittal. If you do not receive confirmation or have questions about the application contact Stephen Hurst at 202.671.4580.

## General Information

Project Name: Chevy Chase Bus Station

Project Location: 5720 Connecticut Avenue, NW

Project Length (if applicable): \_\_\_\_\_ Start Location: \_\_\_\_\_ End Location: \_\_\_\_\_

## Project Sponsor

Name of Project Manager: James Hamre Title: Director, Office of Metrobus Planning, Scheduling and Customer Facilities

Organization: Washington Metropolitan Area Transit Authority

Address: 600 Fifth Street NW City: Washington State: DC ZIP: 20001

Telephone: 202-962-2870 Email: jhamre@wmata.com

## Project Advocate

Name: \_\_\_\_\_ Title: \_\_\_\_\_

Organization: \_\_\_\_\_

## Project Type

*Check all that apply.*

- Facilities for pedestrians, bicyclists, and other non-motorized forms of transportation
- Safe routes for non-drivers
- Conversion and use of abandoned railroad corridors for trails
- Community improvement activities
- Environmental mitigation or pollution prevention
- Safe Routes to School
- Recreational Trail

## Purpose and Need

Describe the goals of the proposed project and the existing need which it intends to address.

The proposed project comprises capital renewals and improvements to an historic transportation facility at 5720 Connecticut Ave, NW to return the facility to a safe condition and state of good repair.

The Chevy Chase "bus waiting station," just south of Chevy Chase Circle, is one of three similar Metrobus facilities serving the District of Columbia. All are sited within WMATA-owned bus turnout facilities that serve to relieve arterial congestion during service layovers and to accommodate operator switch-outs and safety rest breaks. WMATA intends to work with the District of Columbia to rehabilitate all of these facilities over time. WMATA had an evaluation of the three Metrobus facilities as to their eligibility for listing in the National Register of Historic Places (See Attachment E). It was determined that the Chevy Chase facility is eligible. This property is included in the "Streetcar and Bus Resources" report (as amended in 2005) which is archived with its National Register Multiple Property Documentation. This facility, dating from the 1940s, is a small but integral component of the Metrobus system. At present, major elements of the facility are beyond their useful life. The interior requires rehabilitation to adequately accommodate bus operator needs, and the exterior is in a state of disrepair. WMATA has temporarily closed portions of the facility because deteriorated architectural elements are posing a safety hazard. A grant award for this project would complete the funding required for critical reconstruction and improvements to restore the facility, and provide safe and comfortable facilities for transit passengers and WMATA staff. In addition, the community has expressed interest in working with WMATA to improve the appearance of the facility and to better integrate it into the community. This project will advance such collaboration to identify opportunities for ancillary amenities. The project, in its entirety, will be delivered in a manner that ensures, for the purpose of historic preservation, that the integrity of the existing structure will be retained.

The primary goals of the project are:

## Project Status

Provide a brief project history, including all actions taken and other state or federal agencies involved. If preliminary plans, survey work, 30% design, or other work has been completed, mention it here.

WMATA has blocked pedestrian access in the vicinity of the facility's canopy due to safety concerns over its state of disrepair. In addition, staff has conducted various inspections to assess current rehabilitation needs in light of ADA compliance requirements for a rehabilitated bus operator bathroom. WMATA also contracted with AECOM to conduct a visual condition assessment and develop the prioritized list of recommended actions which was used to develop the project goals and priorities included in the Purpose and Need and the Project Feasibility and Readiness Sections of this application.



## Project Manager Background

Describe the project manager's level of experience including knowledge of federal procurement processes and regulations, oversight of past federal-aid projects, and experience with TAP's forerunner, Transportation Enhancements.

Aaron W. Overman, P.E. (reporting through Jim Hamre, project sponsor) will be the project manager for the design of the facility improvements. He is a licensed civil engineer in the State of Maryland (#33956) and has a Bachelor of Science in civil engineering from the University of Delaware and a Master of Science in civil engineering from the University of Texas at Austin. He has led and managed numerous planning, design and construction projects over his 13 years of directly applicable experience in the transit industry. Mr. Overman has extensive experience working in the Washington region with management experience in both the District Department of Transportation and the Prince George's County Department of Public Works and Transportation. Regarding federal processes, he is familiar with and has complied with FHWA and FTA requirements for projects under CMAQ (FHWA), New Freedom (FTA), Bus and Bus Facilities (FTA), TIGER (DOT) and Section 5310 capital grants (FTA) including successful completion of two FTA triennial reviews.

## Project Phase

Indicate which phase of the project will be funded under this application.

Design       Construction

## Cost Summary

Total cost is limited to the project described in this application based on the beginning and ending termini provided. This should not include costs for a larger multi-phased project outside the scope of the segment in this application.

Project Phase	Start Date	TAP Funds	Other Funds	Total Cost
Design (PE)	Attachment A			
Construction Engineering (CE)				
Construction (CO)				
Totals				

## Feasibility & Project Readiness

If awarded TAP funding, the project must be completed within two years of obligating federal funds or approximately August 2016. Would the proposed project be able to meet this time line?

Based on the schedule (Attachment E) the project can be designed and constructed within two years.

If yes, are there any known contingencies that may delay the schedule (property acquisition, another project, assembly of additional funding, etc.)? Please explain.

Portions of the project might require a review by the District of Columbia State Historic Preservation Officer. Stormwater regulations may impact schedule.

In some cases projects may only be partially funded. Describe how you will bring this project to completion if awarded less than the requested amount.

If awarded less than the requested amount, WMATA would apply available funding according to the following list of priorities:

Priority 1: Essential Project Elements

- 1a. Reconstruction of the exterior canopy structures to make them safe for public use;
- 1b. Stabilization of the building exterior envelope to halt deterioration and limit further damage due to water infiltration;
- 1c. Reconstruction of the employee rest area, including reconfiguration of toilet facilities to be accessible to disabled

## Maintenance Planning

TAP funds cannot be used for maintenance activities. Please describe how your organization will maintain the project. If the project is approved for funding, a signed maintenance agreement will be required.

Routine maintenance of the subject facility will continue to be funded from WMATA's operating budget on an annual basis. Facility maintenance budgets are developed with reference to asset management systems and plans which systematically consider life-cycle cost requirements, as well as unforeseen needs that must be met to maintain the assets in a state of good repair.

## Selection Criteria

- A. Describe the extent to which the project improves transportation choices or enhances the travel experience for users.

The Chevy Chase facility serves as a terminal (endpoint) for buses that quite literally cross the entire District. Its current state is highly deficient, failing to meet minimal standards or customer needs and expectations. In its current condition, this once charming structure could be considered a neighborhood eyesore. Attractive, secure bus customer facilities require ample lighting; seating; shelter from the sun and rain; safe places to get on and off the bus; accessible pathways to and from the bus stop; trash receptacles; and maps and other customer information. Such a facility is required to reduce barriers to transit access and encourage more people to consider buses as a trusted transportation option. Buses begin and end their routes at this facility; when it functions as intended, it supports, rather than complicates, the delivery of safe and reliable bus service. For example, driver switch-outs and rest breaks are nearly invisible to the customer, but they contribute critically to successful operation. As the driver relief facilities at these locations are currently substandard, improving them will positively impact performance of the transit system citywide in terms of safety and reliability.

- B. Describe how the project provides a connection between modes or improves access for non-drivers to jobs and essential services. Include how the project will meet ADA requirements.

As stated in Section A, this facility serves as the endpoint of bus services and many bus customers must use the Chevy Chase bus turnout facility as a transfer point, getting off one bus and waiting for another to arrive. Providing customers with a safe and comfortable place to wait for their transferring bus helps to connect people who may be transferring or continuing a trip they began by bicycle, walking or Metrorail. The services that utilize these turnouts cover a citywide network (See Attachments G.A and G.B). This particular turnout facility is served by Metrobus routes L1 and L2, connecting to jobs and housing along the entire Connecticut Avenue corridor including the University of the District of Columbia, Cleveland Park, Woodley Park, Dupont Circle, Adams Morgan, and Downtown. Metrobus customers at Chevy Chase also may connect to Metrobus route L8 and Montgomery County Ride-On buses to continue their trip into Maryland, or to Metrobus routes E2, 3, 4, or 6 to Friendship Heights by making a short walk. This project will construct ADA facilities within the bus turnout as needed. Such improvements will include upgraded curb ramps with detectable warning surfaces and stable, flat surfaces at the bus stops for a bus ramp to

- C. Describe all public participation activities to date on the proposed project and the existing level of community support. If any District agencies, other government entities, or non-profits have been involved in coordinating the project, please explain their level of commitment and support as well.

Over the years, WMATA participated in discussions with Councilmember Mary Cheh and the Chevy Chase community about refurbishing the facility and creating a community amenity. Most recently, WMATA met with Advisory Neighborhood Commission 3/4G regarding an unsolicited proposal to restore the facility and explore use of the surrounding grounds as a commercial garden center. WMATA determined that the proposed garden center was incompatible with the requirements for the facility. ANC 3/4G and the Chevy Chase Citizens Association agreed with the decision and encouraged WMATA to repair the facility and explore alternative uses for the site. (See Attachment H - Letter from the Chevy Chase Citizens Association)

Community engagement will be an integral component of this project. In collaboration with DDOT, WMATA will continue meetings with community stakeholders to explore community amenities such as bike-share and fare media vending.

- D. Does the project address a missing linkage in the District's transportation system or resolve an existing safety issue? Please explain.

Safety is an essential component of these projects. The current facilities are aged beyond their useful life and as such have deteriorated structural components and pavements. At the Chevy Chase bus turnout facility, part of the overhead canopy has been closed off due to safety concerns and requires substantial rehabilitation.

- E. How does this project support or enhance existing plans such as the Office of Planning's Comprehensive Plan and Sustainable DC? List any existing transportation plans or other relevant studies which include the project.

This project fits well within the goals and targets outlined in Sustainable DC:

- Goal: "Improve connectivity and accessibility through efficient, integrated, and affordable transit systems" - This project will increase the use of buses citywide by improving customer amenities at the bus stops located at the Chevy Chase bus turnout facility, as well as improving on-time performance by enhancing the rest area facilities required for bus drivers to change out and take reliefs at the beginning and ending of their bus trips.
- Goal: "Expand provision of safe, secure infrastructure for cyclists and pedestrians." - Every bus customer is a pedestrian before they get on the bus and after they leave the bus, so pedestrian infrastructure providing access to bus stops is a critical component of the transit system. This project will ensure accessible pathways to the bus stops located in the turnout facility, and improve safety by upgrading pavements where needed to reduce tripping.

- F. Describe any environmental benefits of the proposed projects. Will the project result in reduced vehicle miles traveled, particulate matter, greenhouse gas emissions, or water pollution?

- Providing safe and comfortable passenger facilities would promote transit ridership and potentially reduce vehicle miles traveled.
- Upgrading the lighting to a more sustainable technology would be more energy efficient.
- The proposed rain garden would reduce rain runoff by allowing greater quantities of stormwater to be absorbed by plants, or soak into the ground rather than run across paved areas into storm drains. This measure would improve water quality by reducing the amount of pollution reaching creeks and streams.

## Required Attachments

### *Attachment A - Detailed Project Budget*

All applicants must enclose a detailed project budget. It should include individual line items, unit costs, and project phasing. Budget projections should reflect the total project cost and delineate federal from non-federal costs. If the project takes place in public right-of-way, the budget should reflect the costs of implementing a traffic control plan. Likewise, projects in public space should include the cost of all required public space permits. More information can be found on [DDOT's Public Space Management website](#).

### *Attachment B - Detailed Site Map*

All applicants must enclose a detailed site map. It should include ownership information for any right-of-way included as part of the project. Beginning and ending termini of the project should be clearly illustrated.

### *Attachment C - Letter of Commitment*

All applicants must enclose a letter of commitment. The letter should articulate their support for the project, detail involvement in project development to this point, and commit to implementing the project.

### *Attachment D - TPB Regional Application*

All applicants must enclose an application for Regional TAP funds. This allows projects to be jointly considered for funds administered by DDOT and sub-allocated funds administered by the Transportation Planning Board (TPB). The application can be found on the [DDOT TAP webpage](#) or at [www.mwcog.org/tap](http://www.mwcog.org/tap).

## Other Attachments

When e-mailing the application, be sure to include any supportive documentation as separate file attachments. This can include preliminary plans, sketches or 30% plus design plans, photographs, and letters of support which provide additional detail on the project location, public involvement, planned improvements, or existing conditions and need.

## Sponsor Certification

Project Manager certifies the following: (Read and check each statement below).

- We will provide technical guidance and oversight throughout project development
- Budget accurately reflects cost of proposed project
- Project development will comply with all state and federal regulations
- We understand these funds must be expended within (2) years of obligation
- We will be responsible for ensuring future maintenance and operating costs of the completed project

Aaron Overman

August 1, 2015

---

Project Manager

---

Date



**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 OFF-HOURS  
FREIGHT DELIVERY PILOT PROJECT AS REQUESTED BY THE  
DISTRICT DEPARTMENT OF TRANSPORTATION (DDOT)**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of Moving Ahead for Progress in the 21<sup>st</sup> 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 October 2, 2014 DDOT has requested an amendment to the FY 2013-2018 TIP to add \$300,000 in Highway Research and Development Program (HRDP) and District funding between fiscal years 2015-2017 for the Off-Hours Freight Delivery Pilot Project, as described in the attached materials; and

**WHEREAS**, this project is exempt from the air quality conformity requirement, as defined in Environmental Protection Agency (EPA) regulations "40 CFR Parts 51 and 93 Transportation Conformity Rule Amendments: Flexibility and Streamlining; Final Rule," issued in the May 6, 2005, *Federal Register*;

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2013-2018 TIP to add \$300,000 in HRDP and District funding between fiscal years 2015-2017 for the Off-Hours Freight Delivery Pilot Project, as described in the attached materials.

**Adopted by the Transportation Planning Board Steering Committee at its regular meeting on October 3, 2014.**





GOVERNMENT OF THE DISTRICT OF COLUMBIA  
DEPARTMENT OF TRANSPORTATION



**d.** Policy, Planning and Sustainability Administration

October 2, 2014

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

Dear Chairman Wojahn,

The District Department of Transportation (DDOT) requests that the FY 2013-2018 Transportation Improvement Program (TIP) be amended to include DDOT's Off-Hours Freight Delivery Pilot Project. The Federal Highway Administration (FHWA) awarded the District a \$150,000 grant under the Highway Research and Development Program (HDRP) for the project. FHWA and the Environmental Protection Agency (EPA) have been encouraging states to conduct similar projects under the program.

The purpose of the project is to reduce traffic congestion and improve the efficiency of freight movement in the District. The proposed amendment would add \$79,629 in FY 2015, \$80,609 in FY 2016 and \$139,768 in FY 2017 using HRDP grant funds. The total project cost is \$300,000 and includes a 50% local match.

The project does not add additional capacity for motorized vehicles and does not require conformity analysis or public review and comment. The funding sources have been identified, and the TIP will remain fiscally constrained. Therefore, DDOT requests that the TPB Steering Committee approve this amendment at its October 3, 2014 meeting.

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

Sincerely,

A handwritten signature in blue ink, appearing to read 'S. Zimbabwe'.

Samuel Zimbabwe  
Associate Director, Policy, Planning, and Sustainability Administration (PPSA)

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

Source	Fed/St/Loc	Previous Funding	FY	FY	FY	FY	FY	FY	Source Total
			2013	2014	2015	2016	2017	2018	
<b>Freight</b>									
<b>Off-Hours Freight Delivery Pilot Project</b>									
TIP ID: 6408 Agency ID: Title: Off-Hours Freight Delivery Pilot Project Complete: 2017									

Facility: HRDP 50/50/0 80 a 80 a 140 a 300  
 From: **Program Total: 300**

Description: The DDOT Off-Hours Freight Delivery Pilot Project will focus on improving the management of curbside loading zones in the city by incentivizing businesses to shift to off-hour deliveries. The District has a constrained infrastructure with multiple modes competing for use of the same space and DDOT believes that a focus on encouraging off-hour deliveries would contribute significantly to reducing congestion.

**Amendment: Add New Project** Requested on: 10/3/2014  
 Amend project into FY 2013-2018 TIP with \$79,629 in FY 2015, \$80,609 in FY 2016 and \$139,768 in FY 2017 using Highway Research and Development Program (HRDP) funds.



NATIONAL CAPITAL REGION  
TRANSPORTATION PLANNING BOARD

---

**Item #5**

**MEMORANDUM**

**October 9, 2014**

**TO:** Transportation Planning Board

**FROM:** Kanathur Srikanth  
Director, Department of Transportation Planning

**RE:** Letters Sent/Received Since the September 17<sup>th</sup> TPB Meeting

The attached letters were sent/received since the September 17<sup>th</sup> TPB meeting. The letters will be reviewed under Agenda #5 of the October 15<sup>th</sup> TPB agenda.

**Attachments**





September 25, 2014



The Honorable Patrick Wojahn  
Chairman, National Capital Region  
Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street, NE - Suite 300  
Washington, DC 20002-4201

Dear Mr. Wojahn:

The Washington Metropolitan Area Transit Authority (WMATA) commends the Transportation Planning Board (TPB) on its draft Constrained Long-Range Plan (CLRP). In particular, the jurisdictional commitment to full funding for Metro's State of Good Repair (SGR) through the year 2040 – the first time that jurisdictions have made such a long-term commitment to these funding needs – is a noteworthy step in providing continued transit service to the region. Failure to meet these needs would have started us back down the cycle of decline.

With this important first step complete, we urge the TPB to turn its immediate attention to the region's future economic vitality and sustainability by ensuring full funding for Metro 2025. Taking this step would be in keeping with the commitment of the Governors of Virginia and Maryland and the Mayor of the District of Columbia, who have pledged \$75M as a down payment for Metro 2025.

It is important to note that there is a pressing deadline for a critical component of the plan. In July 2015, WMATA must exercise an option with Kawasaki for additional rail cars that will be a significant step toward making the eight-car train program possible. In addition, this sum of money must be accompanied by supporting investments in traction power upgrades and yard/storage capacity in order to advance most of the eight-car train program. However, if the money required for the rail car portion of this initiative is not secured by June 30, 2015, the option will be lost.

**Washington  
Metropolitan Area  
Transit Authority**

600 Fifth Street, NW  
Washington, DC 20001  
202/962-1234

[www.metroopensdoors.com](http://www.metroopensdoors.com)

*A District of Columbia,  
Maryland and Virginia  
Transit Partnership*

The Honorable Patrick Wojahn  
Chairman, National Capital Region  
Page 2

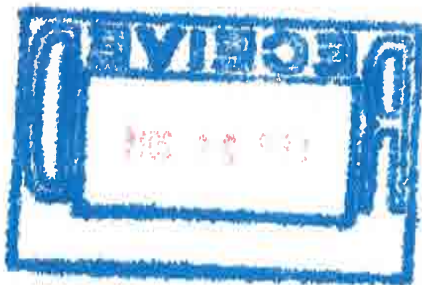
To let this opportunity pass would be costly to the region and its regional transit riders, as a new rail car contract will cost more and take much more time to implement. But even more importantly, delays in addressing the full funding needs of the Metro 2025 plan and specifically funding progress towards eight-car trains will mean lost economic growth for the entire region. Ensuring long-term funding commitments to Metro 2025 and taking the first step to provide enough funding to exercise the remaining 7000-series rail car option secures the promise of Region Forward for decades to come. We look forward to working with you and the regional jurisdictions to achieve this important goal.

Sincerely,



Richard R. Sarles  
General Manager and  
Chief Executive Officer

cc: WMATA Board of Directors  
Chuck Bean - Metropolitan Washington Council of Governments





# NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

---

## MEMORANDUM

---

October 2, 2014

To: Transportation Planning Board Technical Committee

From: Daniel Sonenklar  
Department of Transportation Planning

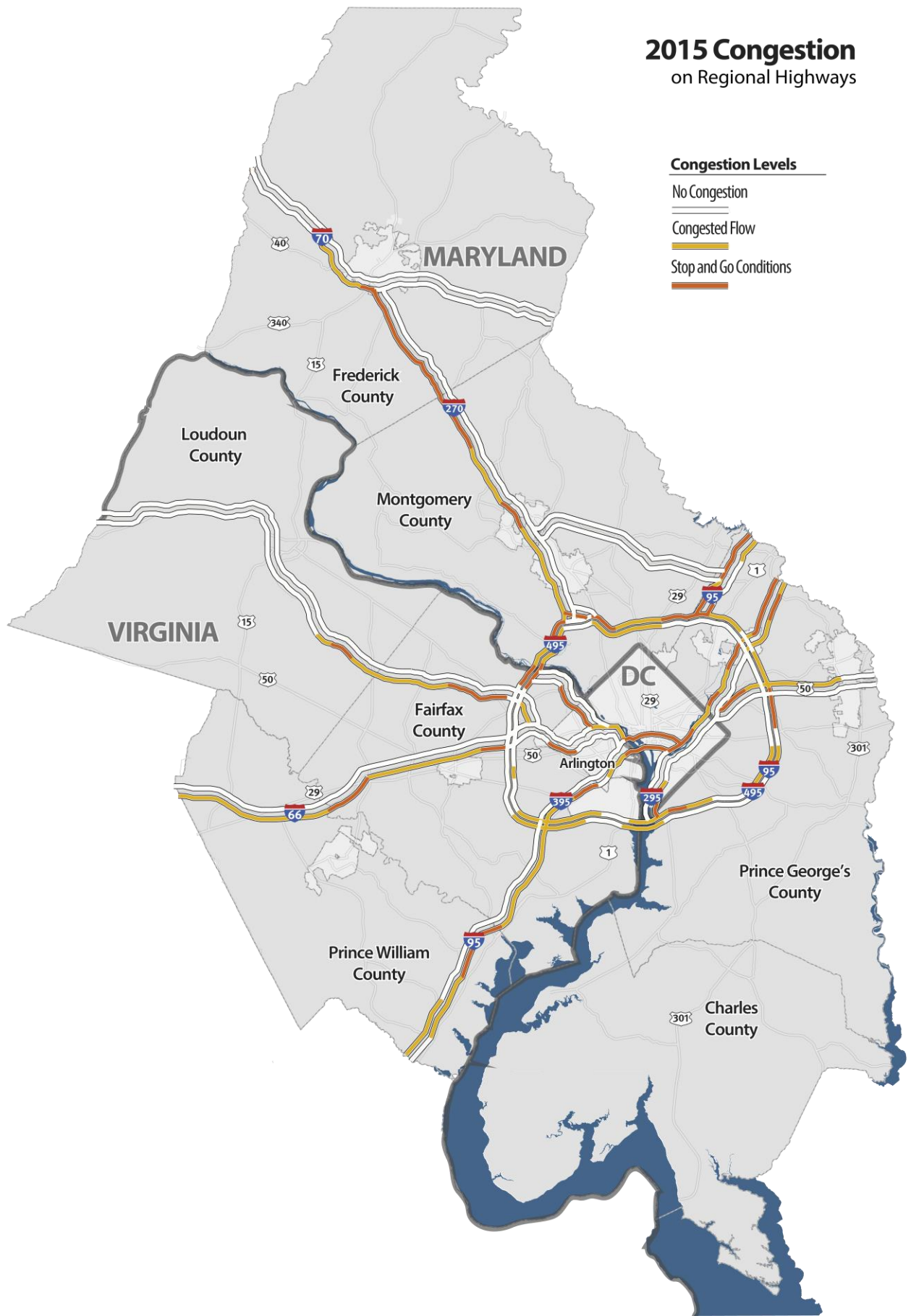
Re: 2014 CLRP Performance Analysis Update

In September 2014, the Draft 2014 CLRP was presented to the Transportation Planning Board along with drafts of the Financial, Air Quality, and Performance Analyses of the plan. Since then, two changes have been made to the Performance Analysis.

First, highway congestion maps have been created and are attached to this memo. These maps illustrate the level of morning peak-hour congestion along the regional highway system in 2015 and 2040, based on volume to capacity (V/C) ratios that are calculated in the travel demand model. Together, these maps show the expected changes in highway congestion between 2015 and 2040 based on projects included in the CLRP as well as population and employment changes. The 2040 congestion map highlights segments of the regional highway system that are expected to become substantially better or worse over this period in time.

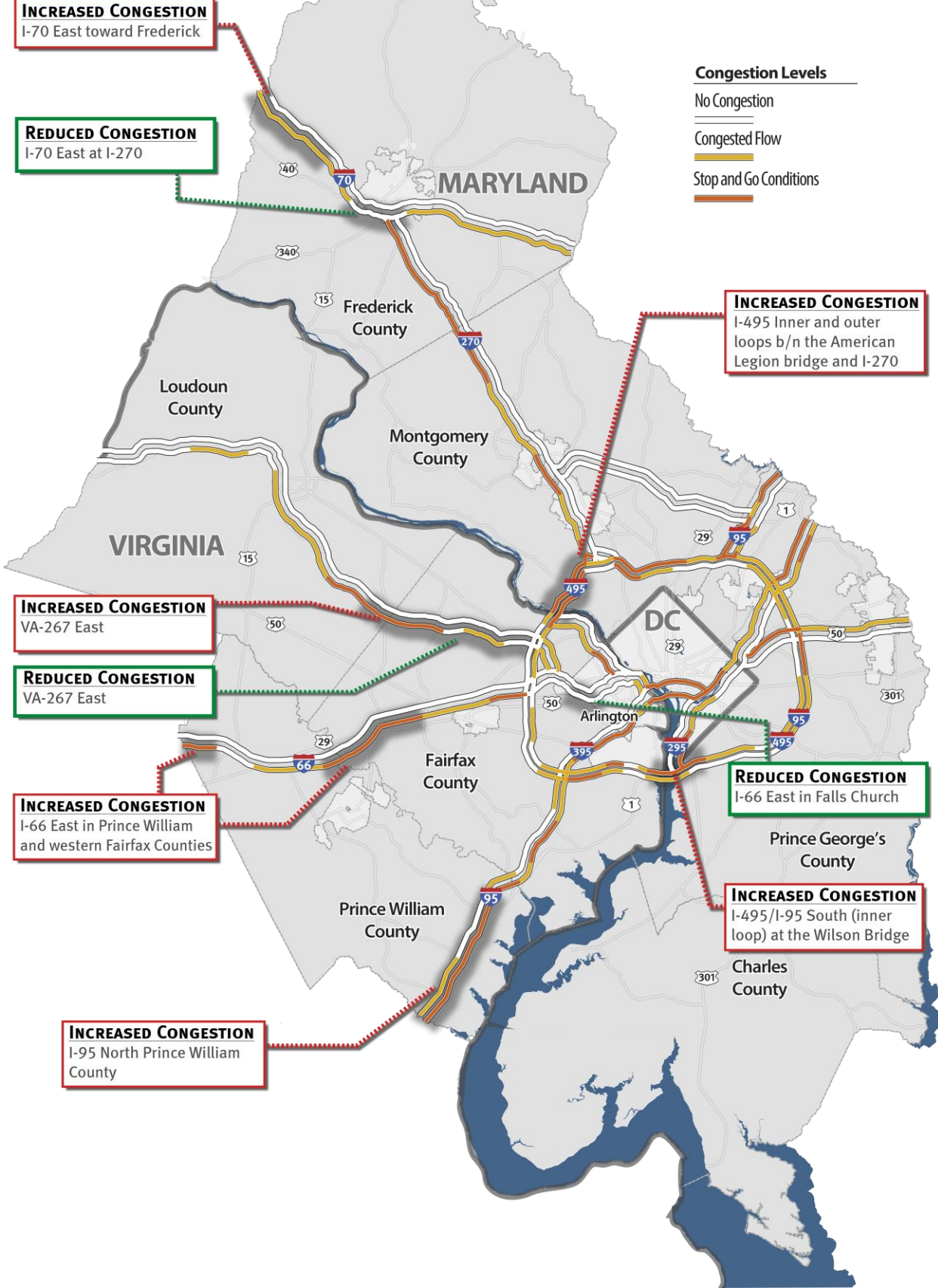
Second, a technical correction was made to the expected changes in both overall vehicle miles travelled (VMT) and VMT per capita between 2015 and 2040. Whereas the original version of the analysis forecasted that overall VMT would increase by 20.3% and VMT per capita would decrease by 3.45% in 2040, the analysis now forecasts that overall VMT will increase by 21.6% and while VMT per capita will decrease by 2.40%. The trend indicated by these figures remains the same as previously reported.

# 2015 Congestion on Regional Highways





# 2040 Congestion on Regional Highways







U.S. Department  
of Transportation  
Federal Transit  
Administration

REGION III  
Delaware, District of  
Columbia, Maryland,  
Pennsylvania, Virginia,  
West Virginia

1760 Market Street  
Suite 500  
Philadelphia, PA 19103-4124  
215-656-7100  
215-656-7260 (fax)

SEP 25 2014

Mr. Chuck Bean  
Executive Director  
Metropolitan Washington Council of Governments  
777 North Capitol Street, NW  
Washington, D.C. 20002

Re: TIGER Grant Status

Dear Mr. Bean:

I am writing in regards to the Metropolitan Washington Council of Governments' (MWCOG) Grant DC-78-0001 with the Federal Transit Administration (FTA). This grant was awarded to MWCOG for Priority Bus Transit Corridor improvements in the National Capital Region, and was funded by the American Recovery and Reinvestment Act of 2009 (ARRA), Pub. L. 111-5, as part of the initial Transportation Investment Generating Economic Recovery (TIGER) discretionary grant program. The purpose of this letter is to remind MWCOG of the statutory deadline for expending these funds and for ultimately completing the projects in this grant by September 30, 2016.

ARRA provided the Secretary of Transportation with the authority to obligate supplemental discretionary grants for a National Surface Transportation system (TIGER I) through September 30, 2011. As indicated in section 9.b of the TIGER Grant Agreement, these obligated TIGER I balances are available to MWCOG for expenditure through September 30, 2016, after which time any remaining balance in the grant will be canceled. This September 30, 2016 date is not in the ARRA statute. Rather, 31 U.S.C. § 1552, Procedures for Appropriation Accounts, provides that funds made available for a fixed period of time must be closed within five years of the end of their availability for obligation. Since TIGER I grant funds became unavailable for obligation after September 30, 2011, FTA will have no other recourse but to deobligate any remaining TIGER I funds from the MWCOG grant on October 1, 2016 and return them to Treasury.


Within 30 days of the date of this letter, FTA requests that MWCOG provide a detailed schedule for completing the project activities identified in the grant and for drawing down all grant funds by the September 30, 2016 deadline. Along with the detailed schedule, MWCOG should complete the enclosed form to indicate any requests for budget revisions that may be necessary to meet the milestones in the schedule.

Mr. Chuck Bean  
MWCOG TIGER Grant Status

Page 2

If you have any questions, please contact Corey Walker in the Washington, DC Metropolitan Office at (202) 219-3562 or via email at [corey.walker@dot.gov](mailto:corey.walker@dot.gov).

Sincerely,

  
Reginald B. Lovelace  
Deputy Regional Administrator

cc:

Gerald Miller, MWCOG  
Eric Randall, MWCOG  
Richard Sarles, WMATA  
Matthew Brown, DDOT  
James Smith, MDOT  
Robert Smith, MTA  
Melinda Peters, SHA  
Jim Maslanka, City of Alexandria  
Betsy Massie, PRTC

Enclosure

GRANT NO.

XX-XX-XXXX

Grantee

XXXXXXX (TEAM ID XXXX)

*Note: depending on the number of prior budget revisions, add or remove columns for budget revisions #1, 2, 3, etc*


Scope and ALI Descriptions	Original Budget	Budget Revision #1	Budget Revision #2	Budget Revision #3, etc	Current Revision	Change Between last budget revision (or original budget) and current revision


<p><b>Record of Funds Transfers Among ALL ALIs</b></p>	<p><b>Justification for Budget Revision</b></p> <p><b>Includes Summary of Documentation from Grantee that Explaining How and Why the Change Transfer Represents a Cost Savings.</b></p> <p><b>Explanations of Cost Savings Documentation Must Include Wording Explaining that it was Due to a Comparison of Budget to Actual Bids and that Project Has Been Completed as Originally Planned in Grant Scope</b></p>	<p><b>Reason Funds are Available for Transfer to Other ALIs</b></p> <p><i>Cost Savings / Acceleration / Other</i></p> <p><i>Only Applies to Transfer Out of ALIs</i></p>
--	--	--

# Metropolitan Washington Council of Governments

*One Region Moving Forward*

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

September 30, 2014

SAMPLE of Letters Sent to:  
Director Lambert, City of Alexandria  
Director Brown, DDOT  
Director Harf, PRTC  
Secretary Smith, MDOT  
General Manger Sarles, WMATA

Subject: Detailed Project Owner Completion Schedules for the TIGER Grant

Encl: (1) FTA Letter Re: TIGER Grant Status, dated September 25, 2014

Dear ,

This letter requests your agency's cooperation in responding to the attached letter sent by the Federal Transit Administration (FTA) Region III Administrator on September 25, 2014. FTA requires that Metropolitan Washington Council of Governments (MWCOG), as the ARRA grant recipient, provide a detailed schedule for completing the project activities of the TIGER Grant and for drawing down all grant funds by the September 30, 2016 deadline for the grant.

I am requesting your response, in the form of a detailed schedule for completing all project activities so as to fully award the funds no later than September 30, 2016, by close of business Friday, October 17, 2014.

As of this date, just \$19.6 million of the grant total of \$58,838,000 has been drawn down, or one-third of the total. A listing of the grant's sub-recipients and their funding information is as listed in the table below.

**TIGER Grant Expenditures/Amount Remaining as of September 2014**

Project Owner	Project Award Amount	Cumulative Amount Spent	Amount Remaining	Percent Spent
District Department of Transportation (DDOT)	\$ 13,091,190	\$ 1,947,368	\$ 11,143,822	15%
Maryland Department of Transportation (MDOT)	\$ 14,119,880	\$ 1,748,652	\$ 12,371,228	12%
Washington Metropolitan Area Transit Authority (WMATA)	\$ 10,893,000	\$ 110,118	\$ 10,782,883	1%
City of Alexandria	\$ 8,849,050	\$ 7,140,136	\$ 1,708,914	81%
Potomac and Rappahannock Transportation Commission (PRTC)	\$ 9,650,000	\$ 7,516,434	\$ 2,133,566	78%

777 North Capitol Street, NE, Suite 300 Washington, D.C. 20002  
202.962.3200 (Phone) 202.962.2301 (Fax) 202.962.3213 (TDD)  
mwcog.org

\*Adjunct Member

Given that the TIGER grant funds have to be fully drawn down by September 30, 2016, we believe that all work must be complete and final invoices received at MWCOG by June 30, 2016. The June deadline has been set to ensure adequate time for invoicing by contractors, payment by the implementing agencies, submission of invoices and proof of payment to MWCOG, and subsequent drawdown for reimbursement from federal funds. Implementing agencies must also submit the necessary documentation of inspected and accepted work completion for project close-out.

To complete the expenditure of the TIGER grant by June 2016, an average of two million dollars would need to be expended in each remaining month.

#### **Detailed Schedule Submission**

There is concern from FTA that several projects in the grant are at serious risk of not being completed by June 30, 2016. For all projects still in progress, a schedule of critical milestones, and the agency's commitment to the same, is requested. For projects that will need revision (to the scope or budget), please see the section below and complete the project schedule with milestones assuming the requested revisions will be approved (note the revision in the schedule). **Provide your detailed project schedules to MWCOG by Friday, October 17.**

In the event the first milestones in any critical path are not met, MWCOG will request FTA to allow cancellation of the project and re-programming of the funds to other projects that can be completed within the time remaining for the TIGER grant.

#### **Project Revision Requests**

DDOT, SHA, and WMATA have expressed their intention to request project revisions, a process which takes several months for FTA and then the USDOT Office of the Secretary to review and approve. MWCOG staff and consultants have been working with your agency staff to develop these project revision requests since the beginning of this year; however, previous deadline dates have passed.

It is critical that these revision requests be completed and submitted now. The period of several months required until these requests are approved – assuming no questions or rejections – has already delayed commencement of the projects associated with the revision requests until spring of 2015. That would leave only just over a year to complete the revised projects.

As your agency completes any project revision request, please keep in mind the deadline for completion of construction by June 30, 2016. As per FTA's request, MWCOG must provide a detailed schedule for how all projects in the TIGER Grant will be completed within the time remaining; however, previous deadline dates have passed without submittal of all necessary materials by the requesting agencies.

We appreciate your agency's implementation of the TIGER grant projects, which will provide a wealth of practical experience across the region in making bus transit more effective and efficient and meeting the aspirations of thousands of bus riders, catalyzing further investments to make bus transit more effective and efficient to meet the aspirations of thousands of bus riders. Your leadership in completing these projects on time and schedule, to make use of the 100% Federal funds of the TIGER Grant, is most appreciated.



If you have further questions on the information and documentation which we are requesting, please feel free to contact me or my TIGER Coordinator, Eric Randall, at 202-962-3254 or erandall@mwkog.org.

Sincerely,

Kanti Srikanth  
Director, Department of Transportation Planning  
Metropolitan Washington Council of Governments

Cc: Chuck Bean, Executive Director, MWCOG  
Reginald Lovelace, Acting Administrator, FTA Region III  
Corey Walker, FTA, DC Metro Office  
Eric Randall, TIGER Project Coordinator, MWCOG





THE SECRETARY OF TRANSPORTATION  
WASHINGTON, DC 20590

September 9, 2014



Mr. Kanti Srikanth  
Director of Transportation Planning  
National Capital Region Transportation Planning Board  
Washington, DC 20002

Dear Mr. Srikanth:

You know all too well that the Nation's transportation infrastructure is facing a crisis. We cannot meet the needs of a growing country and a growing economy by simply maintaining our current level of effort. We must do more. That is why President Obama is determined to use all available tools to increase our investment in the roads, bridges, railways and ports that our Nation depends upon.

In July, the President announced the Build America Investment Initiative, a new Government-wide effort to support and expand the use of innovative financing strategies, such as public-private partnerships (P3s), to help fill the Nation's infrastructure deficit. As part of this initiative, and recognizing that there is no substitute for adequate public funding, we at the U.S. Department of Transportation (USDOT) are working with the White House, the U.S. Department of Treasury, and colleagues across the Administration to find ways to harness the potential of private capital to complement Government dollars.

At USDOT, we are setting up a new one-stop shop—the Build America Transportation Investment Center—to provide resources and expertise to State and local governments, public and private developers, and investors seeking to use innovative financing strategies for transportation infrastructure projects. Some States and localities have found success in using project financing, such as loans and bonds, alongside traditional public resources, and our goal is to help project sponsors fully understand their options and assist them through the necessary processes and requirements.

The purpose of this letter is to ask your assistance in identifying a pipeline of projects that can best benefit the most from our collective attention, ideally projects that are still relatively early in the planning process. More specifically, I ask that you scan your programs for any projects that could qualify as P3s and send me your list. We are keenly interested in getting involved with projects early on so innovative financing can be a consideration as a project takes shape.

By engaging with project sponsors early on, the Build America Transportation Investment Center can help them understand the most advantageous strategies for financing the project and, perhaps, assist in assembling a package of funding and financing resources. The Center will draw upon and elevate the expertise and resources of all USDOT's modal administrations and combine their perspectives to provide a multi-modal approach to project financing. Some initial

2

materials are already available at the Center's website (<http://www.dot.gov/buildamerica>). The Center has multiple resources and tools under development, and we would welcome feedback on how it can be most helpful to regions seeking to learn more about public-private partnerships and other innovative financing strategies.

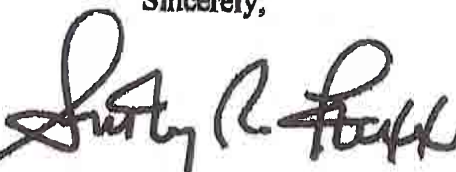
A number of States and cities have taken initiative and developed successful public-private partnerships that add private capital into this mix. In Denver, for example, the \$2.04 billion Eagle P3 Project combines Federal grants, a loan through USDOT's Transportation Infrastructure Finance and Innovation Act program, private activity bonds, sales tax revenue, county and city contributions, revenue bonds, and private equity to provide new rail transit options along three corridors in metropolitan Denver. The Eagle P3 project is being delivered as a design-build-finance-operate-maintain concession contract, and is considered the first rail-transit public-private partnership in the United States. We want to encourage and facilitate greater opportunities for the public and private sectors to collaborate on projects like this one.

Expanding innovative financing is, of course, not a substitute for adequate public funding. As we await Congressional action on a comprehensive and sustainable funding solution, the President has also introduced the GROW AMERICA Act, or Generating Renewal, Opportunity, and Work with Accelerated Mobility, Efficiency, and Rebuilding of Infrastructure and Communities throughout America. This multi-year surface transportation reauthorization package will support millions of American jobs repairing and modernizing our roads, bridges, railways, and transit systems; help ensure that American businesses can compete effectively in the global economy and grow; and pave the way forward by increasing access to the ladders of opportunity that help Americans get ahead. I ask for your support of this bill as well.

Please do not hesitate to contact me with ideas for how the Build America Transportation Investment Center can be most helpful to State and local project sponsors, and how the Build America Investment Initiative can have the greatest impact on our infrastructure deficit. Please send recommendations for this pipeline of projects to Mr. Paul Baumer, U.S. Department of Transportation's Office of Infrastructure Finance and Innovation, via email at [paul.baumer@dot.gov](mailto:paul.baumer@dot.gov).

I look forward to receiving your feedback as well as your list of potential P3 projects.

Sincerely,



Anthony R. Foxx



# Metropolitan Washington Air Quality Committee & Climate, Energy and Environment Policy Committee

---

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4239 Ph: 202-962-3200 Fax: 202-962-3203

## MEETING NOTICE

Date: October 2, 2014

Time: 12:00 pm–2:00 pm

Metropolitan Washington Council of Governments

Board Room, 3<sup>rd</sup> Floor

*Lunch will be available for members at 11:30 a.m.*

Call-in: 559-726-1000

Passcode: 1092731#

## AGENDA

---

- 12:00**      **1.      Public Comment Period, Approve Minutes, Chair's Remarks**  
*Hon. Dave Snyder, Chair, MWAQC*  
*Hon. Roger Berliner, Chair, CEEPC*
- 2.      Transportation, Air Quality and Climate Change**
- 12:10**      **The Transportation Planning Process**  
*Kanti Srikanth, MWCOG, Director of Transportation Planning*  
- *State, Local, and Regional Planning & Decision Making*  
- *Opportunities and Roles*
- 12:30**      **Transportation and Air Quality**  
*Presenter TBD from MWAQC TAC*  
- *Impacts of Transportation on Air Quality & Public Health*
- 12:45**      **Joint CEEPC/MWAQC Actions**  
*Hon. Dave Snyder, Chair, MWAQC*  
*Hon. Roger Berliner, Chair, CEEPC*  
- *Q & A with Presenters*  
- *Discussion: How can MWAQC and CEEPC work with TPB to advance the Region's greenhouse gas and criteria pollutant emission reduction goals?*

**RECOMMENDED ACTION: Receive briefing and discuss**

# Metropolitan Washington Air Quality Committee & Climate, Energy, and Environment Policy Committee

---

October 2, 2014

AGENDA

Page 2

- 1:15            3.    **MWAQC Action Item: Comment Letter on the 2014 Constrained Long Range Plan**  
*Sunil Kumar MWCOG, Department of Environmental Programs*
- RECOMMENDED ACTION: Approve comment letter**
- 1:40            4.    **Updates**
- Ozone Season Summary  
*Sunil Kumar, MWCOG, Department of Environmental Programs*
  - Climate and Energy Leadership Awards  
*Andrew Kambour, Chair, Air and Climate Public Advisory Committee*
  - EcoDistrict Training  
*Maia Davis, MWCOG, Department of Environmental Programs*
  - Gold Book  
*Isabel Ricker, MWCOG, Department of Environmental Programs*
- 1:55            5.    **Next Meeting Dates; Adjourn**  
CEEPC Meeting Date: November 19, 2014, 10:00am – 12:00pm  
MWAQC Meeting Date: December 17, 2014, 10:00am – 11:30am

# THE REGIONAL TRANSPORTATION PLANNING PROCESS

---

Presentation to the Joint MWAQC/CEEP Meeting  
**October 2, 2014**

**Kanti Srikanth**, Director, Department of Transportation Planning

National Capital Region Transportation Planning Board (TPB)  
Metropolitan Washington Council of Governments (COG)



NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

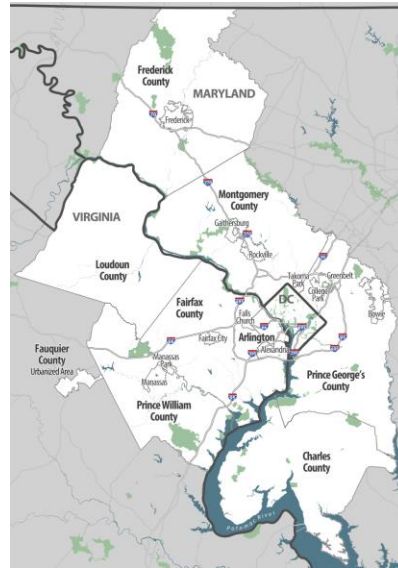
---

## Presentation Outline

- What is the TPB?
- Federal Mandates for MPOs
- TPB Planning Process
- TPB Policy Considerations
- Progress Towards TPB Policy Goals
- TPB Initiatives Beyond Conformity
- What We Can Do

## What is the TPB?

- A regional body comprising:
  - County and City governments
  - State transportation agencies
  - State legislative bodies
  - WMATA
  - Other ex-officio entities
- Federally designated Metropolitan Planning Organization (MPO) for the Washington region
- Independent Board staffed by COG's Department of Transportation Planning



3

## Federal Mandates for MPOs

- Carry out a “continuing, cooperative, comprehensive” planning process among local, state, regional, and federal transportation partners
- Develop and approve a Constrained Long-Range Transportation Plan (CLRP) and six-year Transportation Improvement Program (TIP)
- Collect and report data about the regional transportation system related to congestion mitigation, air quality, safety, freight, and more
- In Non-Attainment or Maintenance areas:
  - Coordinate the development of the CLRP with the State Implementation Plan (SIP) development process
  - Approve only those transportation plans or programs which conform with the SIP and/or develop transportation control measures for the SIP, as needed

4



## Clean Air Act Requirements

- EPA establishes National Ambient Air Quality Standards (NAAQS) for six "criteria pollutants"
- States develop State Implementation Plans (SIPs) and/or Maintenance Plans for areas found to be in Non-Attainment of EPA standards
- In Non-Attainment areas, transportation plans and programs must be consistent with the purpose of the SIP



5

## Air Quality Conformity Analysis

Demonstrates that future vehicle emissions under both the CLRP and TIP will remain below the mobile emissions budgets established in the EPA-approved SIP and/or Maintenance Plan

Under federal law, the Air Quality Conformity Analysis does not include emissions from "point," "non-road," or "area" sources



6

## Roles of the TPB

- Carry out the federally required planning process
- Serve as a forum for regional coordination among Local and State entities and WMATA
- Provide policy guidance and technical resources for decision-making

An overarching goal of the TPB is to encourage decision-makers to consider regional needs when developing local projects and programs for funding and implementation.

Successful examples of the TPB's "think regionally, act locally" approach include greater focus on Activity Centers and more development around Metrorail stations.

7

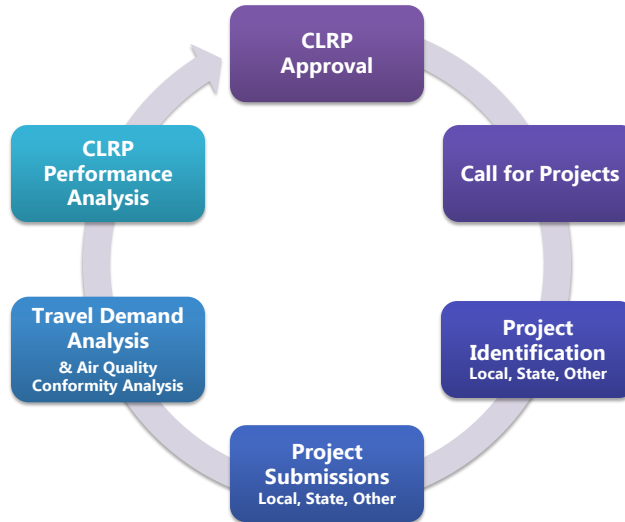
## TPB/COG Policy Framework



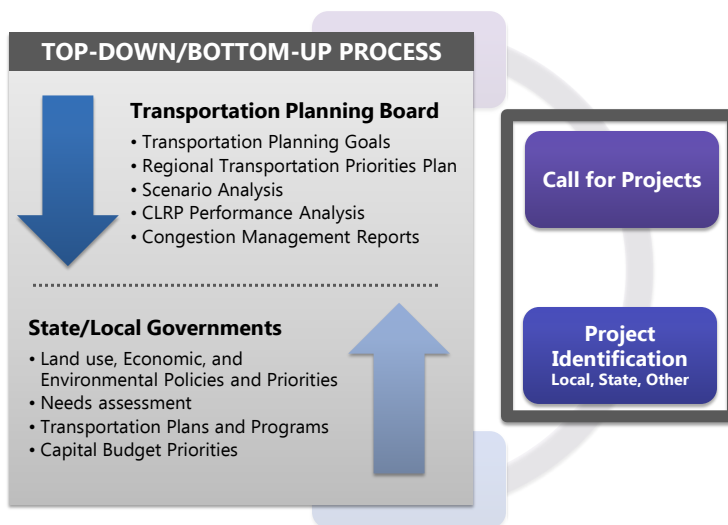
- Provide a Comprehensive Range of Transportation Options
- Promote Dynamic Activity Centers
- Ensure System Maintenance, Preservation, and Safety
- Maximize Operational Effectiveness and Safety
- Protect and Enhance the Natural Environment
- Support Interregional and International Travel and Commerce

8

## The Annual CLRP Cycle



## The Annual CLRP Cycle



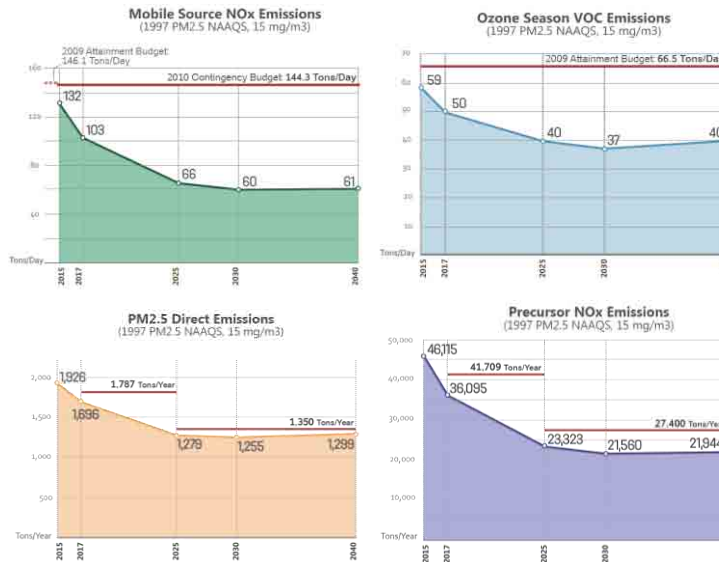
## Progress Towards TPB Policy Goals

In the 2014 CLRP we see...

- **More concentrated growth in Activity Centers**  
58% of new population, 76% of new jobs in Activity Centers
- **Greater investment in expanded travel options**  
15% more miles of rail transit, 7% more lane miles of roadway, 2/3 of Activity Centers Connected with high quality transit
- **Increasing use of non-auto modes**  
Transit, walking, and biking growing faster than auto modes, share of single driver trips declining, 2% drop in VMT per capita
- **On-road mobile source emissions of all criteria pollutants remain below approved budgets**

11

## Achieving Air Quality Conformity



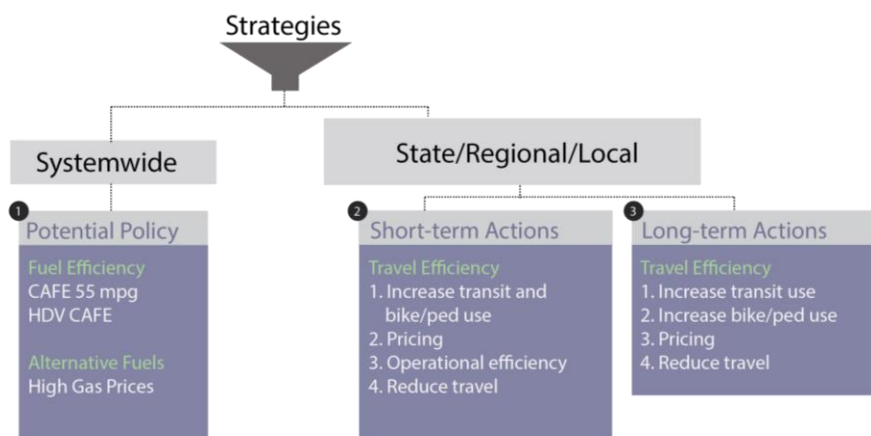
12

## TPB Initiatives Beyond Conformity

- RMAS: Regional Mobility and Accessibility Study (2006)
- CLRP Aspirations Scenario (2010-2013)
- Public Acceptability of Congestion Pricing (2013)
- Value Pricing Network Scenario Study (2008)
- "What Would It Take?" Scenario (2010)
  - Local/Regional/State Strategies
  - Systemwide Strategies
    - Fleet composition, fleet usage, and fuel composition

13

## "What Would it Take?" Approach



14

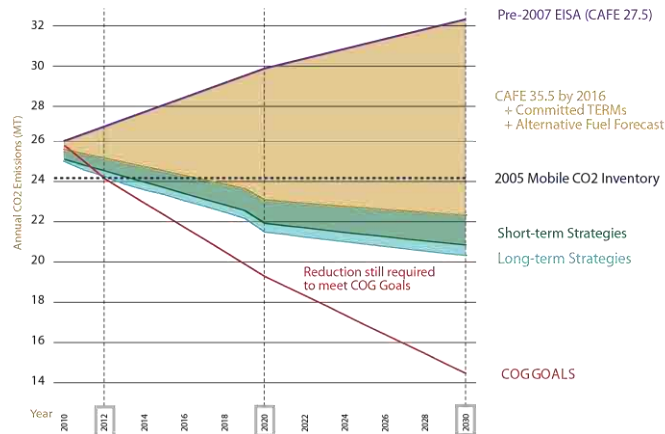
## Potential Local/Regional/State Strategies

Short-term Strategies	1. Increase transit and bike/ped use	Implement kiosks, feeder buses and circulators, real-time bus information, bus priority, free transfers, bike stations, improved bike/ped access to transit, bike sharing
	2. Pricing	Implement parking impact fees, pay-as-you drive insurance, parking cash-out subsidies
	3. Improve operational efficiency	Promote eco-driving (public education campaign), incident management, traffic signal optimization, idling reduction
	4. Reduce travel	Expand telecommuting, carpooling and vanpooling, car-sharing
Long-term Strategies	1. Increase transit use	Major transit expansion, such as the Dulles Rail line, and park and ride lots at rail stations
	2. Increase bike/ped use	Accelerated completion of the TPB Bicycle and Pedestrian Plan
	3. Pricing	Variable pricing of new and existing freeway and select arterial lanes
	4. Reduce travel	Land use strategy encouraging concentrated growth in activity centers and around transit

Such actions would require major policy and funding commitments.

15

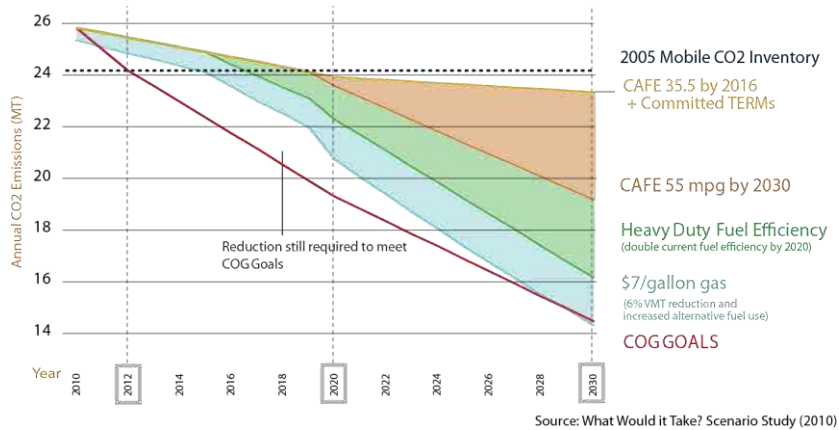
## Potential Local/Regional/State Strategies



These strategies would contribute to reductions in CO2 emissions but fall considerably short of the COG goals.

16

## Potential Systemwide Strategies



These strategies would provide substantial reductions toward achieving COG CO2 goals.

17

## Transportation Sector: Progress to Date

- Significant reductions in on-road vehicular (mobile source) emissions in the region since the mid-1990s
- Mobile emissions under the CLRP continue to remain below all federally approved emissions budgets
- The CLRP shows promising trends in achieving regional mobility and emissions goals (more to do)
- Coordination of development patterns and transportation investments effectively addressing mobility and environmental goals (more to do)
- Region continues implementing emission reduction measures outside of the CLRP

18

---

## Transportation Sector: Future Outlook

- Healthy regional growth anticipated to place increasing demand on transportation infrastructure
- Tougher environmental standards for criteria pollutants anticipated
- Low-cost emission reductions measures in transportation sector have largely been adopted
- Concerted policy and funding effort needed for next phase of transportation measures
- New action-oriented plan with a comprehensive approach needed to implement additional emissions-reduction strategies

19

---

## New Approach: What We Can Do

MWAQC, CEEPC, and TPB can work together to accelerate progress toward the region's greenhouse gas and criteria pollutant reduction goals

Proposed actions:

- Jointly convene multi-sector, multi-disciplinary professional working group
- Identify viable, implementable local, regional, and state actions in each sector (mobile, point, non-road, area)
- Quantify benefits, costs, and implementation schedules
- Jointly develop specific action plan for region
- Take appropriate steps towards implementation at the local, regional, and state levels





## Transportation Planning Board Community Leadership Institute

**Thursday, November 6, 6-9pm**

in College Park, MD

**Wednesday, November 12, 6-9pm**

in Alexandria, VA

**Saturday, November 15, 9am-12:30pm**

in Washington, DC

Fall 2014 Community Leadership Institute flier:

### Program Description

How are transportation decisions made in this region? How can community leaders make a difference?

The Transportation Planning Board's Community Leadership Institute (CLI) is designed to help community leaders figure those questions out. Over the course of three interrelated modules, the CLI aims to empower individuals to get involved in transportation decision-making whenever and where ever it occurs. Facilitated by Kathy Porter—current WMATA Board Member and former TPB Chair and Takoma Park Mayor—the CLI uses interactive group exercises and discussions to help participants better understand regional challenges, as well as opportunities for successful public involvement. At each step of the way, participants discuss ways in which the interests of their local communities connect with the planning issues facing the entire region. By providing this big-picture context, the CLI encourages participants to “think regionally and act locally.”

### Registration Information

The CLI is a free program comprised of three interrelated modules, and interested candidates **must commit to attending all three sessions**. Interested candidates must submit a brief Statement of Interest October 24, 2014.

The statement of interested can either be submitted online ([www.mwcog.org/cli](http://www.mwcog.org/cli)) or by sending an email to Bryan Hayes ([bhayes@mwcog.org](mailto:bhayes@mwcog.org)). The Statement of Interest must include the following information:

- Name
- State of residence
- Mailing address
- Are you affiliated with a civic association or community group?
- Please describe your recent experiences or roles in community leadership.
- Why are you interested in participating in the TPB Community Leadership Institute?
- How did you hear about the CLI?
- Please write a 1-2 sentence bio to be shared with other members of the CLI.

Statements of Interest may also be mailed to:

Bryan Hayes  
Metropolitan Washington Council of Governments  
777 North Capital Street, NE Suite 300  
Washington, DC 20002

Once the Statement of Interest is received, a member of the TPB staff will contact you regarding your registration status.

CLI participants represent a range of transportation interests and come from all corners of the Metropolitan Washington Region. In order for the CLI to be successful, it is important for participants to comprise a comprehensive group that is representative of the mosaic of interests and geographical diversity within our region. The TPB hosts the CLI multiple times annually, so if interested parties are unable to attend the CLI this spring, future opportunities will be available.

#### Further Information

For more information on the CLI, please view the attached brochure, or visit <http://www.mwcog.org/cli/>.

Contact Bryan Hayes, TPB staff, at 202-962-3273 or [bhayes@mwkog.org](mailto:bhayes@mwkog.org) with any additional questions.

# COMMUNITY LEADERSHIP INSTITUTE

Thursday, Nov. 6, 6-9pm College Park, MD

Wednesday, Nov. 12, 6-9pm Alexandria, VA

Saturday, Nov. 15, 9am-12:30pm Washington, DC



National Capital Region  
Transportation Planning Board  
777 N. Capitol St., NE  
Washington, DC 20002



## The Transportation Planning Board

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

### TPB Member Jurisdictions

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

Interested participants must commit to attending all three sessions of the Fall 2014 CLI.

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

For more information, contact:

**Bryan Hayes**

202-962-3273 | [bhayes@mwcog.org](mailto:bhayes@mwcog.org)

**Lamont B. Cobb**

202-962-3234 | [lcobb@mwcog.org](mailto:lcobb@mwcog.org)

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

The CLI is an educational program that provides the tools for community leaders to "think regionally and act locally" when making decisions about transportation planning.

### What do participants learn?

Over the course of three interrelated workshops, participants learn how, where, and when transportation decisions are made in the Washington region. The CLI includes information about the various planning processes at the state, regional, and local levels. CLI participants learn to be regional transportation leaders by connecting the interests of their local communities, constituencies, and elected officials with the planning issues facing the entire Washington region. By reviewing case studies and participating in interactive group activities, participants also learn about the relationship between land use, jobs, housing, and transportation, and the implications of growth in our region.

The CLI is facilitated by former TPB Chair Kathy Porter, who currently serves on the WMATA Board of Directors and previously served as Mayor of Takoma Park, Maryland.

### Who participates in the CLI?

The TPB is committed to investing in the knowledge of community leaders across the National Capital Region. Participants are a comprehensive group representing the diversity of communities and interests across the region.

### How do I apply to participate?

Candidates should compose a brief Statement of Interest that includes: name, contact information (postal address, email, phone number), recent community leadership experience, reason for interest, how they heard about CLI and a 1-2 sentence bio (which will be shared with fellow members of the CLI class). Statements of Interest should be submitted to Bryan Hayes at [bhayes@mwcog.org](mailto:bhayes@mwcog.org) by **midnight on Friday, October 24** to be considered. Applications can also be submitted online at:

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

# COMMUNITY LEADERSHIP INSTITUTE

## STATEMENT OF INTEREST

The submission deadline for the Fall 2014 CLI Workshop is October 24, 2014.  
Online applications are also available at [www.mwcog.org/cli](http://www.mwcog.org/cli).

Name:

---

Street Address:

---

City:

State:

Zip:

---

Phone:

E-mail Address:

---

Recent Community Leadership Experience:

---

---

---

Reason for Interest:

---

---

---

Biography (one to two sentences):

---

---

---

---

---

How did you hear about CLI?:

---

---

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

National Capital Region Transportation Planning Board  
777 North Capitol St., N.E., Ste. 300 Washington, DC 20002  
Bryan Hayes 202-962-3273 | [bhayes@mwcog.org](mailto:bhayes@mwcog.org)  
Lamont B. Cobb 202-962-3234 | [lcobb@mwcog.org](mailto:lcobb@mwcog.org)

**ITEM 7 - Action**  
October 15, 2014

Review of Comments Received and Acceptance of  
Recommended Responses for Inclusion in the Air Quality  
Conformity Assessment for the 2014 Financially Constrained  
Long-Range Transportation Plan (CLRP) and the FY 2015-2020  
TIP

**Staff Recommendation:** Receive briefing on the comments received and accept the recommended responses for inclusion in the air quality conformity assessment for the 2014 CLRP and FY 2015-2020 TIP.

**Issues:** None

**Background:** These draft documents and web-based information were released for public comment on September 11 and the public comment period for these documents ended on October 11. Public comments are posted as received on the TPB web site. The final version of the comments and responses memorandum will be incorporated into the document scheduled for consideration under agenda items 8 and 9.





# NATIONAL CAPITAL REGION

---

## TRANSPORTATION PLANNING BOARD

Item 7

### MEMORANDUM

October 15, 2014

To: Transportation Planning Board

From: Kanti Srikanth  
Director,  
Department of Transportation Planning

Subject: Comments Received and Acceptance of Recommended Responses for Inclusion in the Air Quality Conformity Analysis for the 2014 Financially Constrained Long-Range Transportation Plan (CLRP) and FY 2015-2020 Transportation Improvement Program (TIP)

### Background

On September 11, 2014, the draft air quality conformity analysis for the 2014 CLRP and FY 2015-2020 TIP was released for public comment at the TPB Citizens Advisory Committee (CAC) meeting. The Board was briefed on the analysis and these documents at the September 17, 2014 meeting. The public comment period for the analysis and documents closed on October 11, 2014.

Public comments submitted by individuals, organizations, and businesses were posted as they were received on the TPB web site at [www.mwcog.org/transportation/public/comments.asp](http://www.mwcog.org/transportation/public/comments.asp). The comments received are provided in a separate memorandum. This memorandum provides recommended responses to comments received.

The Board will be briefed on the comments received and recommended responses, and asked to accept the comments for inclusion in the air quality conformity assessment for the 2014 CLRP and FY 2015-2020 TIP.

### Comments and Responses

The comments can be grouped into three categories: A) Metropolitan Washington Air Quality Committee (MWAQC) Conformity Comment letter, B) Plans for the I-270/US 15 Corridor in Maryland, C) Maryland -Virginia Connections Should be Reevaluated, D) the 2014 CLRP Should Focus on Accessibility, and E) the 2014 CLRP Should Be More Strategic.

#### 1. MWAQC Conformity Comment Letter

In a letter dated October 2, 2014, MWACQ concurred that the transportation sector emissions associated with the proposed transportation plans meet the approved motor vehicle emissions budgets (MVEBs) for the 1997 8-hour ozone national ambient air quality

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS**

777 North Capitol Street NE, Suite 300, Washington, DC 20002-4290

Web: [www.mwcog.org/tpb](http://www.mwcog.org/tpb) Phone: (202) 962-3200 TDD: (202) 962-3213

standard (NAAQS); the MVEBs found adequate for the 1997 annual fine particulate matter (PM2.5) NAAQS; and the approved MVEB for the carbon monoxide (CO) NAAQS.

MWAQC also provided the following comments on the 2014 Constrained Long Range Plan (CLRP), the FY2015-2020 Transportation Improvement Program (TIP), and prospective developments in the air quality conformity process.

- a. **Comment:** MWAQC strongly urges TPB to maintain its commitments to Transportation Emission Reduction Measures and other emission reduction measures.

**Response:** The TPB remains committed to work with the transportation agencies to implement transportation emissions reduction measures (TERMs). The Departments of Transportation have indicated that they plan to continue to fund and implement the regional TERMS in addition to other such projects being implemented locally.

- b. **Comment:** MWAQC would like to work with TPB to update the annual PM2.5 and NOx MVEBs described in the (PM2.5 Maintenance Plan) above plan using the MOVES2014 model, updated 2014 motor vehicle registration data, and the most current version of TPB's Travel Demand Model.

**Response:** The TPB staff worked with MWAQC, the state air and transportation agency staffs in developing the PM2.5 Maintenance Plan using the latest tools and planning assumptions at that time. The TPB staff will do so again in update of this Plan

- c. **Comment:** MWAQC will need the support and consultation with TPB to examine emissions from the transportation sector and to identify new cost-effective strategies and opportunities to reduce emissions in order to meet future tougher Ozone Standards.

**Response:** The TPB and its staff has worked with MWAQC, the state air and transportation agencies in developing the State Implementation Plans to attain the previous the national ambient air quality standards for Ozone and other criteria pollutants and intends to do so in the future as new standards are promulgated.

## 2. Plans for the I-270/US 15 Corridor in Maryland

**Comment:** Regarding the proposed widening of Interstate 270 and US Route 15 through Montgomery and Frederick Counties, comments were received from members of the public in favor of immediate widening and in opposition to widening of the highways. Commenters were unanimous in noting the congested traffic conditions along the corridor. Most commenters favored widening the road immediately for traffic relief. Others noted the environmental impacts of widening and favored investment in MARC commuter rail and MTA commuter bus, along with bus on shoulder operations.

**Response:** The Maryland Department of Transportation (MDOT) and the Maryland State Highway Administration (SHA) completed an I-270/US 15 Multi-Modal Corridor Study in 2003 with a subsequent Alternatives Analysis in 2008. There are varying assumptions on different segments of the corridor; in general, the planned widening includes the construction of at least one additional general purpose lane (more in some segments) in each direction from I-370 to Biggs Ford Rd. The Multi-Modal Corridor Study also considered other planned improvements in the corridor, particularly the planned construction of the Corridor Cities Transitway (CCT) north from the Shady Grove Metro Station in the City of Rockville, which will provide a high-quality transit option by 2021. The



MARC Growth and Improvement Plan also provides for improvements to service along the Brunswick commuter rail line over the next decade.

MDOT and SHA continue to work with Suburban Maryland local governments and transit providers to make significant investments in improving this important transportation corridor, with investments in both the highway network and public transit. As projects in the corridor moves towards construction, there will be opportunity for additional input by the public. MDOT is also working with local governments to better coordinate land use planning and transportation planning to reduce travel volumes. Even with Maryland's high level of investment in non-highway projects, it is still necessary to provide some major highway improvements in this corridor with its high rate of population growth.

### **3. Maryland - Virginia Connections Should be Reevaluated**

**Comment:** Given its previous work on assessing bottlenecks, the TPB should explore improved connections between Maryland and Virginia, including across the American Legion Bridge on I-495, between I-95 in Maryland and I-66 in Virginia, and an additional Potomac River crossing. Major projects such as these would be more beneficial to the residents of suburban jurisdictions.

**Response:** The TPB continues to work with its member jurisdictions and agencies in the exploration of projects for improved regional connections. There has been significant exploration of additional transportation capacity on the Beltway and across the Potomac River. The I-495 Beltway Express Lanes in Virginia opened in November 2012, and an additional extension to the Legion Bridge is planned for construction in future years. The Virginia Department of Transportation (VDOT) is working to complete the Potomac River Crossings Data Development Study, which will establish a common set of data from which Virginia, D.C. and Maryland can discuss approaches to ease congestion and increase multi-modal mobility among the three jurisdictions. In Maryland, the West Side Mobility Study was completed in 2008 which identified multiple options for improvements across the Legion Bridge and continuing up I-270. At a local level, in July 2013 the county councils of Montgomery and Fairfax met in a bilateral session to discuss the options for improved connections between the two jurisdictions, including transit service between the two jurisdictions.

### **4. The 2014 CLRP Should Focus on Accessibility**

**Comment:** The Access for All (AFA) Committee provided comments on the draft 2014 CLRP in a letter distributed to the TPB at its September 17 meeting. In their letter, the AFA stressed the importance of transportation projects providing more accessibility and service for people with disabilities and low-income. In addition, the AFA expressed their concern about policies, particularly the price of tolls and fares, which disproportionately affect disabled and low-income citizens.

**Response:** Besides being distributed to the TPB, the AFA's letter on the impacts of projects and costs on low-income populations was also transmitted to lead transportation planners at the three state departments of transportation and to WMATA, for their acknowledgement and consideration. The main part of the comments pertains to the design and/or construction of projects, which are better addressed in the planning and implementation stages of specific projects.

The TPB continues to emphasize the importance of consideration of special needs in its Vision and Regional Transportation Priority Plan documents. An ongoing strategy of “ensure accessibility for persons with disabilities, low incomes, and limited English proficiency” is one of the priorities of the RTPP. Through the AFA Committee, the TPB continues to ensure the voice of these groups is heard and communicated to elected officials, transportation planners, and the general public. .

## 5. The 2014 CLRP Should Be More Strategic

**Comment:** The Northern Virginia Transportation Alliance commented that there should be a greater focus on projects of regional significance in the draft 2014 CLRP. The Alliance suggested that TPB should establish priorities by identifying investments that will move the greatest number of people, reduce travel time, increase reliability of the network region-wide, and produce the best long-term return on investment. The Alliance commented that that many of the projects in the 2014 CLRP are local in nature and will not provide more regional benefits, and suggested re-directing funds to their list of regional projects.

**Response:** The TPB continues to work with its member jurisdictions and agencies to provide a set of policy principles and priorities for transportation improvement projects to address the region’s mobility needs through its Vision and Regional Transportation Priority Plan. These documents call for projects that move more people, reduce regional congestion and improve reliability and predictability of operations on the region’s transportation facilities. The third priority of the RTPP calls for the region to “move more people and goods more efficiently”, by focusing on transportation planning and investment to alleviate current congestion and accommodate future growth in the region.

The draft 2014 CLRP includes transportation projects aimed at addressing these and other TPB policy principles and priorities. The TPB staff worked with the staff of its member jurisdictions and agencies in developing the financial plan element of the draft 2014 CLRP, which reflects the planned allocation of federal, state and regional revenues for projects and programs that have been identified by the member jurisdictions as urgent needs consistent with regional priority principles. It is recognized that there are unmet needs for improving the region’s transportation system and efforts to address these needs are underway.

**ITEM 7 - Action**  
October 15, 2014

Compilation of Comments Received Regarding the Air Quality  
Conformity Assessment for the 2014 Financially Constrained  
Long-Range Transportation Plan (CLRP), the 2014 CLRP and the  
FY 2015-2020 TIP



## Comments Received on the 2014 CLRP and the FY 2015-2020 TIP

### Comment on the Draft 2014 CLRP/Draft FY 2015-2020 TIP

#### Submitted by: An Individual

*Baker, Samantha*

*Frederick, MD 21704*

*9/26/2014 2:48:33 PM*

Subject: CLRP plan

As a resident of frederick county who sits on I-270 for over an hour daily I have to say something needs to be done to relieve traffic on 270 prior to 2030. I commute from Frederick to Rockville which should take less than 20 minutes and most mornings I spend over an hour on 270. It will only get worse as more houses and residents are added. As a taxpayer I don't know how much more of this I can stand. The ICC was a total waste of money doing something as simple as expanding the ICC to where the population truly exists (Clarksburg or Germantown) would help traffic on 270.

---

*Dodson, Daniel*

*Middletown, MD 21769*

*9/26/2014 1:21:57 PM*

Subject: widening I-270

Please continue to plan (and increase the priority of) widening I-270 in Frederick and Montgomery counties and adding high-occupancy vehicle or express toll lanes.

---

*Geraci, Stephen*

*Leesburg, VA 20175*

*9/29/2014 10:39:51 AM*

Subject: Concerns over Projects

I am concerned that the projects given priority in this plan are in large part supporting rail infrastructure (including street car) and not other serious transportation issues in the region including specific bottlenecks already identified by the TPB. These projects include upgrades to the Maryland side of the Beltway from the American Legion Bridge to I-95 (both inner and outer loop) and a major upgrade of I-66. Additionally, has an additional Potomac River Crossing (perhaps in the Leesburg area) been explored? These mega-projects seem far more valuable and significant to the region than expanding street car service in urban areas that largely won't be utilized for commuting by residents of Loudoun, Fairfax, Prince William, and Arlington/Alexandria.

---

*Hyden, David*

*Frederick, MD 21702*

*10/2/2014 8:47:11 AM*

*Quality / Engineering*

Subject: Widen I270

Please widen us 15 and I 270 immediately. I believe the problem can be solved with one added lane. Please see my recommendation attached.

*See Page 3.*

---

*McCrimmon, Scott*

*Frederick, MD 21704*

*9/29/2014 10:28:51 AM*

Subject: In favor of 270/15 expansion

As a a resident of Urbana working in Rockville, I would be grateful for an additional lane on I270. If such an expansion could be accomplished before 2030, that would be even better.

---

*Mcduffy, Cleotis*

*urbana, MD 21704*

*9/26/2014 10:28:27 PM*

Subject: 270

Widen 270 until Pennsylvania !

---

Schlossnagle, Jerry

Frederick, MD 21704

9/26/2014 9:59:39 AM

Subject: I-270 Widening

I-270 is, and has been, in desperate need of additional lanes from Clarksville to Frederick! The traffic situation is terrible, and needs addressed sooner than 2030. It needs fixed NOW. The traffic situation will only drastically worsen with all the new development in and around Frederick, Urbana, and Monrovia. Thank you for your time and consideration.

---

Schulz, Peter

Frederick, MD 21701

9/26/2014 12:50:35 PM

Subject: I-270 & US 15

Please do not widen US 15 and I-270 through Frederick County--it will negatively impact homes and historic sites (the highway already goes through a Civil War Battlefield--don't make it worse). Two lanes in each direction is more than adequate, even in rush hour. Widening a highway for only the worst times leaves you with a situation like I-270 south of Germantown where the majority of the time people speed and drive aggressively because the wide open highway encourages them to. Instead, beef up the Commuter Bus Service and MARC service from Frederick. Widen the shoulders to allow Commuter Buses to use them (I see the SHA nixed this idea because the "shoulders aren't adequate" -RETHINK IT and MAKE THEM ADEQUATE). Please, no more highway building!

---

Warren, Nicole

frederick, MD 21704

9/26/2014 4:25:40 PM

Subject: Urgent widening for 270

Form 5:30-9:30am and from 2:30-7:00pm , 270 it's a parking lot! Needs URGENT widening.

---

**Submitted by: An Organization**

Smith, Nancy

McLean, VA 22102

10/11/2014 8:46:55 PM

Northern Virginia Transportation Alliance

Subject: NVTA Comments on Draft 2014 CLRP - Focus on Fixing the Region's Transportation Framework

See Attached

See page 4.

---

## STRONGLY IN FAVOR OF WIDENING I 270/ RT 15 IMMEDIATELY AND SUGGESTED SOLUTION

I have been commuting from Frederick, MD to Rockville, MD via US 15 and I 270 since 1984. Over this 30 year period, little has changed except that the commute gets longer in terms of time each year. The traffic pattern is the same now as it was then during then during traffic peak season (in school and in government sessions). The traffic is worst travelling south in the morning and north in the evening. During the summer months (Non- peak traffic season) when these entities are off, the traffic is reduced.

My commute is 37 miles one way. I currently spend 1 hour and 15 minutes getting to work when leaving Frederick at 6:15AM weekdays on average. When there is a traffic incident, this has increased to over 2 hours during "peak season" at least once a month.

I have written letters to the governor and local government and have not been given satisfactory responses over the last few years. The responses always involve recommendations to use mass transit, which doesn't fit into my fluctuating work schedule and work travel, nor is it cost effective. The replies seem to be a form letter response issued to folks like me who are very unhappy. I feel confident in saying that the people of Frederick County do not feel that our Maryland brothers and sisters have given this problem the attention it deserves. The photo below is a weekday daily occurrence at the I270 Urbana exit year round.



### PROPOSED SOLUTION:

In my opinion, the easiest and least expensive way to solve this traffic problem is to exploit the bottleneck. (See Eli Goldratt's book "The Goal"). In the case of US 15 and I270, the bottleneck is the southbound traffic in the morning and the northbound traffic in the evening travel period.

If one lane was added between the existing north & southbound lanes, and controlled to allow only southbound traffic in the morning and only northbound in the evening, I believe the problem would be solved. I believe this is currently in use on some roads in Virginia.

Very sincerely,

David Hyden

7896 Yellow Springs Road

Frederick, MD 21702

301 682 4454

dthyden@verizon.net

**Comments of the Northern Virginia Transportation Alliance  
To the Transportation Planning Board  
On the draft 2014 Constrained Long-Range Transportation Plan**

As noted in comments earlier this year, the Northern Virginia Transportation Alliance continues to be disappointed in the National Capital Region Transportation Planning Board's (TPB) inability to focus and act as a forum for the identification of transportation investments of greatest regional significance.

The most recent example is the TPB's *Regional Transportation Priorities Plan* that contains no actual project-specific priorities. What started out as the TPB's Citizens Advisory Committee recommendation for a *regional* priorities plan, ended up as a compilation of transportation "strategies" for *local* and *state* governments to "consider" when making transportation decisions. In other words business as usual.

Developing priorities for the region requires taking a top down approach to identifying strategic investments for the region. While the draft 2014 CLRP is said to contain "more than 300 regionally significant improvements to the Washington region's highway and transit system through 2040", many of the projects considered of "greatest regional significance" are more local in nature.

As the region's planning body, the TPB should be looking at the bigger picture – identifying those investment that will move the greatest number of people, reduce travel time, and increase reliability of the network region-wide – and produce the best long-term return on investment.

The draft 2014 CLRP identifies approximately \$42 billion for new construction and identifies such projects as Arlington Street Cars, Corridor Cities Transitway, DC Street Cars, Governor Nice/US 301 Bridge reconstruction and development of the Purple Line as potential projects to fund.

If a major percentage of these funds were directed to projects of greatest regional significance, the region could fund 8-car Metro trains, upgrade the American Bridge and the western side of the Maryland Beltway, build a new Potomac River crossing upstream, expand highway and transit capacity on I-66 outside and inside the Beltway and build the Bi-Bi-County Parkway. By doing so the *regional* plan would be far more "*regionally significant*" and the *region's* transportation network far more efficient and less congested.

Rather than periodic updates that try to match projects to newly available funds, the TPB should re-examine and re-organize the entire CLRP, with future federal, state and new regional revenues committed to projects of greatest regional significance. Projects of local significance should be recognized as such funded by remaining available or new funds.

In short, it's time to fix the region's transportation framework and the TPB's efforts should be so focused.





# NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

---

October 2, 2014

Ms. Helen Cuervo, P. E., District Administrator  
Northern Virginia District  
Virginia Department of Transportation  
4975 Alliance Drive  
Fairfax, VA 22030

Mr. Shyam Kannan, Planning Director  
Office of Planning  
Washington Metropolitan Area Transit Authority  
600 5th Street, NW  
Washington, DC 20001

Mr. Donald A. Halligan, Director  
Office of Planning & Capital Program  
Maryland Department of Transportation  
7201 Corporate Center Drive  
Hanover MD 21076

Mr. Sam Zimbabwe, Associate Director  
Policy, Planning & Sustainability Administration  
District Department of Transportation  
55 M Street, SE  
Suite 400  
Washington, DC 20003

Dear Ms. Cuervo, Mr. Halligan, Mr. Kannan, and Mr. Zimbabwe:

The Transportation Planning Board (TPB) received the attached comments on some specific types of projects proposed to be included in the 2014 Financially Constrained Long-Range Transportation Plan (CLRP). Since the comments from the Access for All Committee members pertain to either the design and/or construction of projects (as opposed to regional planning) the Board decided to forward these comments to your attention while urging your agency to fully consider these comments as part of the design and/or implementation activities.

I believe that the members of the Board would like acknowledgment of these comments and an understanding that the comments will receive full consideration in the project development process, prior to its action on the 2014 CLRP at its October 15, 2014 meeting.

Should you have any questions on the matter please feel free to contact Ms. Wendy Klancher, Principal Planner, staff to the TPB at 202-962-3321 or Mr. Tim Lovain, Second Vice Chairman of the TPB and Chair of the Access for All Advisory Committee.

Sincerely,

Patrick Wojahn, Chair  
National Capital Region Transportation Planning Board

Enclosure





# NATIONAL CAPITAL REGION

---

## TRANSPORTATION PLANNING BOARD

### **Memorandum**

TO: Transportation Planning Board

FROM: Tim Lovain  
Chair, TPB Access for All (AFA) Advisory Committee  
TPB 2<sup>nd</sup> Vice Chair  
Alexandria City Council Member

SUBJECT: AFA Comments on the Draft 2014 Financially-Constrained Long-Range Transportation Plan

DATE: September 17, 2014

---

At the July 24 Access for All Advisory (AFA) Committee meeting, the committee discussed significant changes to the Draft 2014 Financially Constrained Long Range Transportation Plan (CLRP) and also provided feedback on how they think region is progressing toward implementation of the Regional Transportation Priorities Plan during a structured listening session facilitated by TPB staff. These discussions resulted in the following comments on the Draft 2014 CLRP, and general transportation concerns for people with disabilities, those with limited incomes and minority communities.

### **Comments on New Projects and Significant Changes in the CLRP**

**The AFA expressed concern on the impact of shifting High-Occupancy Vehicle lanes to High-Occupancy Toll lanes could have on low-income residents.**

- The 2014 CLRP contain a number High-Occupancy Toll lane projects that would require users to pay fees for use of the facilities. The committee raised concerns about how low-income individuals could be impacted if the region moves towards more tolled facilities.

**The AFA would like to see more community-based, affordable public transportation.**

- Many of the population groups the AFA represents depend on public transportation on a daily basis. The number of new road and road widening projects has the committee concerned that not enough attention is being made to future public transportation needs.

- The AFA raised concerns that in areas further out from the core, bus service is limited to peak hours or not available at all.
- The AFA expressed concerns about affordability of public transit and the negative impact on the quality of living and health of traditionally-disadvantaged population groups if fares continue to rise.
- The AFA supports incentives for people with limited incomes so that they can chose their preferred mode of travel; incentives could include user-side subsidies or reduced fare programs.

**The AFA stressed the importance of implementing agencies considering accessibility throughout the planning, design and build stages.**

- Accessibility for everyone is improved when agencies consider the needs of people with disabilities early on in the planning stages of a project.
- Sidewalks, curb cuts and detectable warning systems at intersections and bus stop help all pedestrians.
- The AFA raised concerns that the streetcar projects in D.C. and Arlington may not have fully considered how people with visual disabilities and those using mobility devices will safely cross the street given limited visibility, streetcar tracks in the roadway, and passengers boarding and embarking from the vehicle.
- The AFA raised concerns about shifting towards online and app-based transportation information which many times are not accessible to those with visual and hearing impairments.

**General Comments on Transportation-Related Concerns**

**The AFA supports more options for bicyclists, but pedestrian infrastructure and disability awareness should be a priority.**

- The AFA supports increasing and maintaining bicycle paths.
- Bicyclists should be made aware and more considerate of pedestrians with disabilities who have visual, hearing and mobility impairments.
- Existing regulations needs to be enforced and more regulations regarding the shared use of pedestrian and roadway infrastructure is needed.
- In D.C., sometimes people using mobility devices use bike lanes when sidewalks are impassable, especially when construction projects are being done.

- Given the need for accessible pedestrian infrastructure, how are implementing agencies balancing the priority for accessible pedestrian infrastructure and the desire to build more bike lanes or facilities?

### **The AFA stressed the importance of improving and maintaining bus stops and pedestrian infrastructure.**

- Many of the population groups represented on the AFA depend on public transportation to meet their daily mobility needs. The committee expressed its support for current efforts by WMATA and local jurisdictions to improve access to bus stops for people with disabilities.
- The committee asked how the local jurisdictions and WMATA are prioritizing and coordinating on bus stops improvements, particularly on the 157 stops that WMATA has prioritized.
- The committee raised the need for maintenance of bus stops and sidewalks after improvements have been made.
- Lighting at bus stops is an important accessibility and safety feature, in addition to curb cuts, accessible bus shelters, connecting sidewalks, and concrete landing pads.
- The AFA advocated for fast-tracking problem areas, improving inter-jurisdictional cooperation, setting a timeframe for improvements, and more funding for more improvements throughout the region.

### **The AFA expressed concerns about MetroAccess service, eligibility, and fares.**

- AFA members noted that they have seen improvements in MetroAccess but still report having difficulty with 1) Scheduling a trip within the requested pick up and drop off times and 2) inconsistent levels of driver professionalism and courtesy.
- The AFA raised concerns about how higher MetroAccess fares and stricter eligibility requirements are impacting those that are dependent on paratransit, and recommends that WMATA implement a simpler fare structure.



# Metropolitan Washington Air Quality Committee

---

Suite 300, 777 North Capitol Street, N.E. Washington, D.C. 20002-4239 202-962-3358 Fax: 202-962-3203

October 2, 2014

Honorable Patrick Wojahn, Chair  
National Capital Region Transportation Planning Board  
777 North Capitol Street, NE  
Washington, D.C. 20002

Dear Chair Wojahn:

Thank you for providing an opportunity to the Metropolitan Washington Air Quality Committee (MWAQC) to comment on the 2014 Constrained Long Range Plan (CLRP) and the FY2015-2020 Transportation Improvement Program (TIP). MWAQC has reviewed the draft Air Quality Conformity assessment and concurs that the transportation sector emissions associated with the proposed transportation plans meet the approved motor vehicle emissions budgets (MVEBs) for the 1997 8-hour ozone national ambient air quality standard (NAAQS); the MVEBs found adequate for the 1997 annual fine particulate matter (PM<sub>2.5</sub>) NAAQS; and the approved MVEB for the carbon monoxide (CO) NAAQS.

The Washington region is currently working toward meeting the more stringent 2008 ozone standard of 75 parts per billion (ppb). Draft data from the air quality monitors for the period 2012 through 2014 shows the region's design value for ozone is now at 76 ppb; an indication that the air quality has been improving over the years and now there is a strong likelihood that the region will be able to attain the above NAAQS by the required deadline of December 2015. However, since the Washington region's compliance with the 2008 ozone NAAQS will be based on its ambient air quality levels during the period 2013 through 2015, the region would still need to continue its efforts of reducing emissions from both transportation and non-transportation sectors to make sure it is able to meet the above NAAQS by 2015.

MWAQC also notes that U.S. Environmental Protection Agency (EPA) is scheduled to propose a revised and potentially tougher ozone NAAQS likely somewhere in the range of 60-70 ppb in December 2014 and is expected to finalize it by October 2015. Therefore, the region would need to reduce its emissions even further in order to meet the above expected tougher NAAQS. While the recently adopted Tier 3 program will provide significant emissions reduction benefits from the transportation sector, MWAQC will need the support and consultation with TPB to examine emissions from the transportation sector and to identify new cost-effective strategies and opportunities to reduce emissions in order to meet the above expected tougher NAAQS. Please note that the MWAQC also intends to work with the non-transportation related sectors to reduce emission from those sectors in order to meet the expected tougher attainment requirements.

In its PM<sub>2.5</sub> Maintenance Plan submitted in May 2013 to the EPA , the Washington region committed to update MVEBs for PM<sub>2.5</sub> and oxides of nitrogen (NO<sub>x</sub>) using the latest models by the end of 2015. EPA released a new version of the mobile emissions model called MOVES2014 in July 2014. This model includes the recently published Tier 3 vehicle emission and fuel standards rule as well as two greenhouse gas rules for motor vehicles. MWAQC would like to work with TPB to update the annual PM<sub>2.5</sub> and NO<sub>x</sub> MVEBs described in the above plan using the MOVES2014 model, updated 2014 motor vehicle registration data, and the most current version of TPB's Travel Demand Model.

MWAQC is encouraged to learn that the region is actually achieving reductions in per capita vehicle miles travelled (VMT), even with an increase in employment. We urge TPB's continued investment in VMT and emission reduction strategies including public transit, ride-sharing, and transit-oriented development, for example, to continue to mitigate future growth in vehicle emissions. MWAQC strongly urges TPB to maintain its commitments to Transportation Emission Reduction Measures and other emission reduction measures. All of these efforts are essential to meet the 2008 ozone standard and potentially more stringent ozone and fine particle standards expected in the future.

Thank you again for the opportunity to comment on the draft conformity analysis.

Sincerely,

A handwritten signature in blue ink, appearing to read 'DSnyder', with a long horizontal flourish extending to the right.

Hon. David Snyder, Chair  
Metropolitan Washington Air Quality Committee



**ITEM 8 - Action**  
October 15, 2014

Approval of Air Quality Conformity Analysis of the 2014 CLRP and  
FY 2015-2020 TIP

**Staff Recommendation:** Adopt Resolution R5-2015 finding that the 2014 CLRP and FY 2015-2020 TIP conform with the requirements of the Clean Air Act Amendments of 1990.

**Issues:** None

**Background:** At the September 17 meeting, the Board was briefed on the air quality conformity analysis of the 2014 CLRP and FY 2015-2020 TIP.

TPB R5-2015  
October 15, 2014

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

**RESOLUTION FINDING THAT THE 2014 CONSTRAINED LONG RANGE PLAN AND  
FY2015-2020 TRANSPORTATION IMPROVEMENT PROGRAM CONFORM WITH  
THE REQUIREMENTS OF  
THE CLEAN AIR ACT AMENDMENTS OF 1990**

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

**WHEREAS**, the U.S. Environmental Protection Agency (EPA), in conjunction with the U.S. Department of Transportation (DOT), under the Clean Air Act Amendments of 1990 (CAAA), issued on November 24, 1993 "Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs, and Projects Funded or Approved Under Title 23 U.S.C. or the Federal Transit Act," and, over the years, subsequently amended these regulations and provided additional guidance, which taken together provide the specific criteria for TPB to make a determination of conformity of its financially Constrained Long Range Transportation Plan (CLRP) and Transportation Improvement Program (TIP) with the state implementation plans (SIPs) for air quality attainment within the Metropolitan Washington non-attainment area; and

**WHEREAS**, a work program was developed to address all procedures and requirements, including public and interagency consultation, and the work program was released for public comment on March 13 and approved by the TPB at its April 16, 2014 meeting; and

**WHEREAS**, highway and transit projects inputs submitted for inclusion in the air quality conformity analysis of the 2014 CLRP and FY2015-2020 TIP were released for public comment on March 13, 2014, and approved by the TPB at its April 16, 2014 meeting; and

**WHEREAS**, on September 11, 2014, the draft results of the Air Quality Conformity Analysis of the 2014 CLRP and the FY2015-2020 TIP were released for a 30-day public comment period and inter-agency review; and

**WHEREAS**, the analysis reported in *Air Quality Conformity Analysis of the 2014 Constrained Long Range Plan and the FY2015-2020 Transportation Improvement*

*Program for the Washington Metropolitan Region*, dated October 15, 2014, demonstrates adherence to all mobile source emissions budgets for all pollutants analyzed: (1) ground level ozone precursors- Volatile Organic Compounds (VOC) and Nitrogen Oxides (NOx), (2) fine particulate matter – PM<sub>2.5</sub> direct and PM<sub>2.5</sub> Precursor NOx, and (3) Wintertime Carbon Monoxide (CO), meets all regulatory, planning and interagency consultation requirements, and therefore provides the basis for a finding of conformity of the plan with the requirements of the CAAA; and

**WHEREAS**, in the attached letter of October 2, 2014, the Metropolitan Washington Air Quality Committee (MWAQC) has provided favorable comments on the *Air Quality Conformity Analysis of the 2014 Constrained Long Range Plan and the FY2015-2020 Transportation Improvement Program for the Washington Metropolitan Region*;

**NOW, THEREFORE, BE IT RESOLVED THAT** THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD determines that the 2014 Constrained Long Range Plan and the FY2015-2020 Transportation Improvement Program conform to all requirements of the Clean Air Act Amendments of 1990.

# Metropolitan Washington Air Quality Committee

---

Suite 300, 777 North Capitol Street, N.E. Washington, D.C. 20002-4239 202-962-3358 Fax: 202-962-3203

October 2, 2014

Honorable Patrick Wojahn, Chair  
National Capital Region Transportation Planning Board  
777 North Capitol Street, NE  
Washington, D.C. 20002

Dear Chair Wojahn:

Thank you for providing an opportunity to the Metropolitan Washington Air Quality Committee (MWAQC) to comment on the 2014 Constrained Long Range Plan (CLRP) and the FY2015-2020 Transportation Improvement Program (TIP). MWAQC has reviewed the draft Air Quality Conformity assessment and concurs that the transportation sector emissions associated with the proposed transportation plans meet the approved motor vehicle emissions budgets (MVEBs) for the 1997 8-hour ozone national ambient air quality standard (NAAQS); the MVEBs found adequate for the 1997 annual fine particulate matter (PM<sub>2.5</sub>) NAAQS; and the approved MVEB for the carbon monoxide (CO) NAAQS.

The Washington region is currently working toward meeting the more stringent 2008 ozone standard of 75 parts per billion (ppb). Draft data from the air quality monitors for the period 2012 through 2014 shows the region's design value for ozone is now at 76 ppb; an indication that the air quality has been improving over the years and now there is a strong likelihood that the region will be able to attain the above NAAQS by the required deadline of December 2015. However, since the Washington region's compliance with the 2008 ozone NAAQS will be based on its ambient air quality levels during the period 2013 through 2015, the region would still need to continue its efforts of reducing emissions from both transportation and non-transportation sectors to make sure it is able to meet the above NAAQS by 2015.

MWAQC also notes that U.S. Environmental Protection Agency (EPA) is scheduled to propose a revised and potentially tougher ozone NAAQS likely somewhere in the range of 60-70 ppb in December 2014 and is expected to finalize it by October 2015. Therefore, the region would need to reduce its emissions even further in order to meet the above expected tougher NAAQS. While the recently adopted Tier 3 program will provide significant emissions reduction benefits from the transportation sector, MWAQC will need the support and consultation with TPB to examine emissions from the transportation sector and to identify new cost-effective strategies and opportunities to reduce emissions in order to meet the above expected tougher NAAQS. Please note that the MWAQC also intends to work with the non-transportation related sectors to reduce emission from those sectors in order to meet the expected tougher attainment requirements.

In its PM<sub>2.5</sub> Maintenance Plan submitted in May 2013 to the EPA, the Washington region committed to update MVEBs for PM<sub>2.5</sub> and oxides of nitrogen (NO<sub>x</sub>) using the latest models by the end of 2015. EPA released a new version of the mobile emissions

model called MOVES2014 in July 2014. This model includes the recently published Tier 3 vehicle emission and fuel standards rule as well as two greenhouse gas rules for motor vehicles. MWAQC would like to work with TPB to update the annual PM<sub>2.5</sub> and NO<sub>x</sub> MVEBs described in the above plan using the MOVES2014 model, updated 2014 motor vehicle registration data, and the most current version of TPB's Travel Demand Model.

MWAQC is encouraged to learn that the region is actually achieving reductions in per capita vehicle miles travelled (VMT), even with an increase in employment. We urge TPB's continued investment in VMT and emission reduction strategies including public transit, ride-sharing, and transit-oriented development, for example, to continue to mitigate future growth in vehicle emissions. MWAQC strongly urges TPB to maintain its commitments to Transportation Emission Reduction Measures and other emission reduction measures. All of these efforts are essential to meet the 2008 ozone standard and potentially more stringent ozone and fine particle standards expected in the future.

Thank you again for the opportunity to comment on the draft conformity analysis.

Sincerely,

Hon. David Snyder, Chair  
Metropolitan Washington Air Quality Committee



# NATIONAL CAPITAL REGION

---

## TRANSPORTATION PLANNING BOARD

### MEMORANDUM

October 15, 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 (NO<sub>x</sub>), (2) fine particulate matter – PM<sub>2.5</sub> direct and PM<sub>2.5</sub> Precursor NO<sub>x</sub>, and (3) Wintertime Carbon Monoxide (CO). A summary description of the emissions threshold (budgets) for these pollutants is provided below.

- **Ozone Season VOC and NO<sub>x</sub>.** 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 NO<sub>x</sub> 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 (NO<sub>x</sub>) for the 2009 Attainment Plan and 144.3 tons/day of NO<sub>x</sub> for the 2010 Contingency Plan.
- **Fine Particles (PM<sub>2.5</sub>).** 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<sub>2.5</sub> direct and PM<sub>2.5</sub> Precursor NO<sub>x</sub>. On January 12, 2009, however the EPA determined that the region had attained the 1997 PM<sub>2.5</sub> NAAQS and issued a clean data determination for the area. The region subsequently withdrew the PM<sub>2.5</sub> Attainment SIP and decided to seek redesignation as a Maintenance Area for the 1997 PM<sub>2.5</sub> Fine Particles NAAQS. On May 22, 2013 MWAQC approved a PM<sub>2.5</sub> Redesignation Request and a Maintenance Plan for the Washington region. This Maintenance Plan includes forecast year mobile budgets for PM<sub>2.5</sub> direct and PM<sub>2.5</sub> Precursor NO<sub>x</sub> 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

777 North Capitol Street NE, Suite 300, Washington, DC 20002-4290

Web: [www.mwcog.org/tpb](http://www.mwcog.org/tpb) Phone: (202) 962-3315 Fax: (202) 962-3202

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<sub>2.5</sub> direct, 1,350 tons/year for 2025 PM<sub>2.5</sub> direct, 41,709 tons/year for 2017 PM<sub>2.5</sub> Precursor NO<sub>x</sub>, and 27,400 tons/year for 2025 PM<sub>2.5</sub> Precursor NO<sub>x</sub>. Tier 2 mobile budgets are 2,144 tons/year for 2017 PM<sub>2.5</sub> direct, 1,586 tons/year for 2025 PM<sub>2.5</sub> direct, 50,051 tons/year for 2017 PM<sub>2.5</sub> Precursor NO<sub>x</sub>, and 32,880 tons/year for 2025 PM<sub>2.5</sub> Precursor NO<sub>x</sub>.

- **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 NO<sub>x</sub>) and wintertime CO are inventoried for average weekday conditions, and PM<sub>2.5</sub> precursor NO<sub>x</sub> and PM<sub>2.5</sub> 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 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<sub>2.5</sub> Maintenance Plan since the recently found adequate PM<sub>2.5</sub> 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<sub>2.5</sub> – Yearly Emissions**

PM<sub>2.5</sub> direct and PM<sub>2.5</sub> Precursor NO<sub>x</sub> emissions totals are illustrated in Exhibits 5 and 6. The PM<sub>2.5</sub> direct and PM<sub>2.5</sub> Precursor NO<sub>x</sub> emissions are shown in relation to the Tier 1 level mobile budgets contained in the region's PM<sub>2.5</sub> 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.

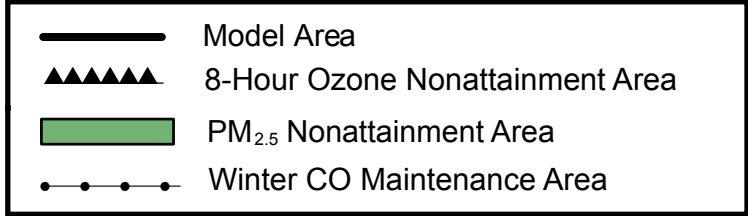
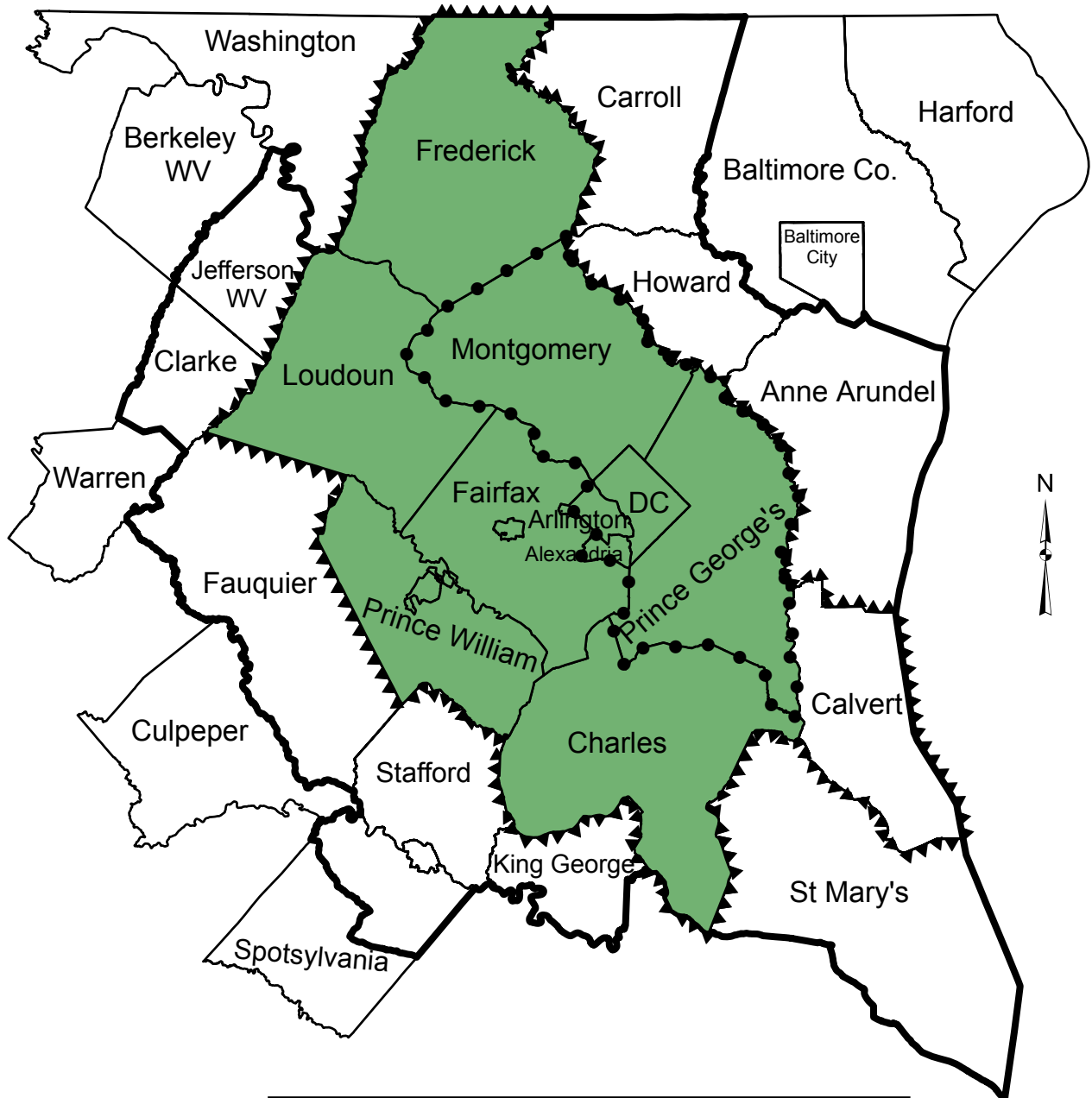
#### **SUMMARY**

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)**

	<u>2015</u>	<u>2017</u>	<u>2025</u>	<u>2030</u>	<u>2040</u>
<b>Transit Trips</b>	1,175.1	1,235.9	1,399.9	1,450.1	1,548.0
<b>Vehicle Trips</b>	16,847.4	17,168.1	18,471.2	19,208.0	20,438.0
<b>VMT</b>	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.

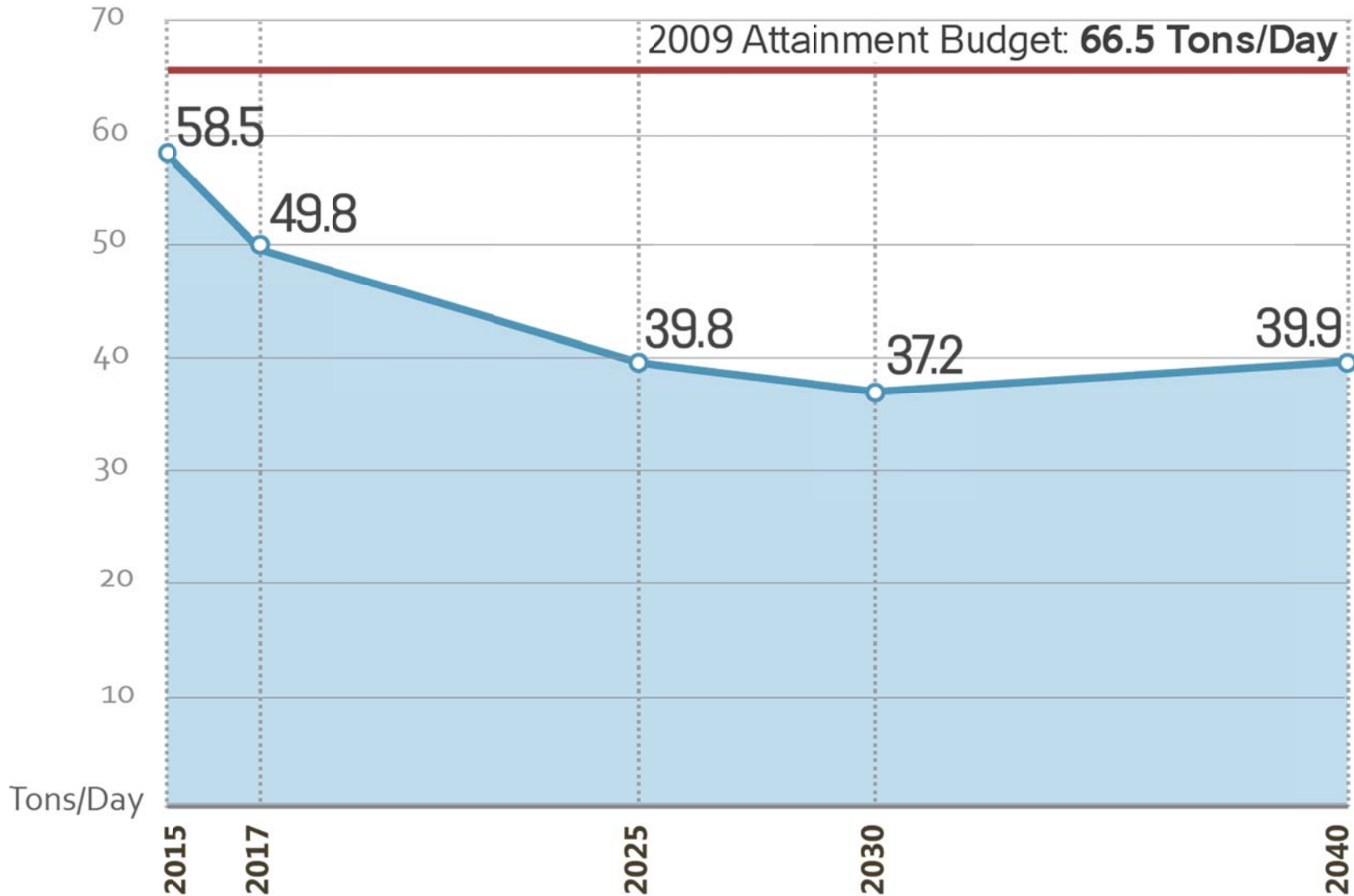
### EXHIBIT 3

## AIR QUALITY CONFORMITY

### 2014 CLRP & FY2015-2020 TIP

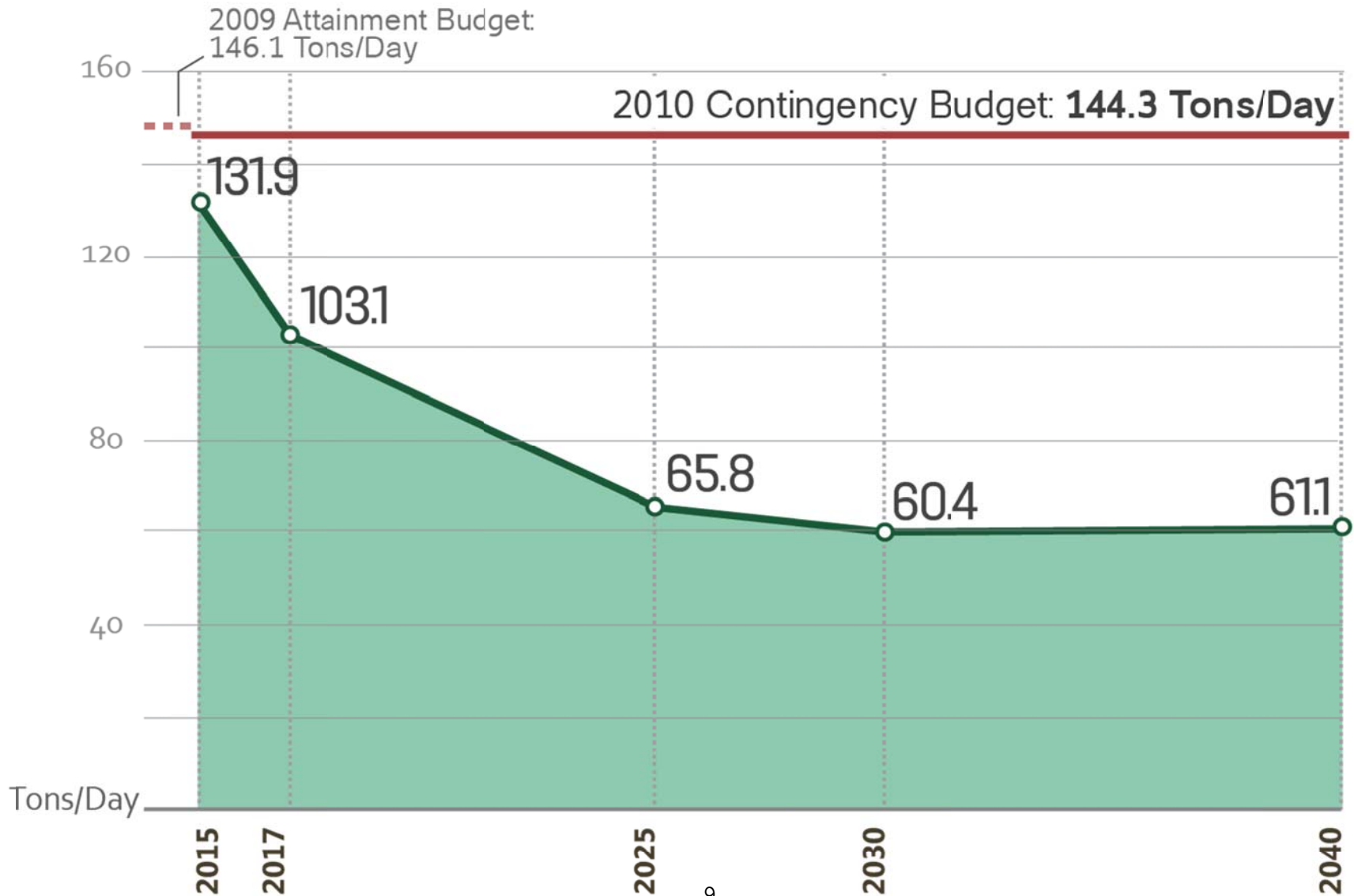
### Mobile Source Emissions

### Ozone Season VOC

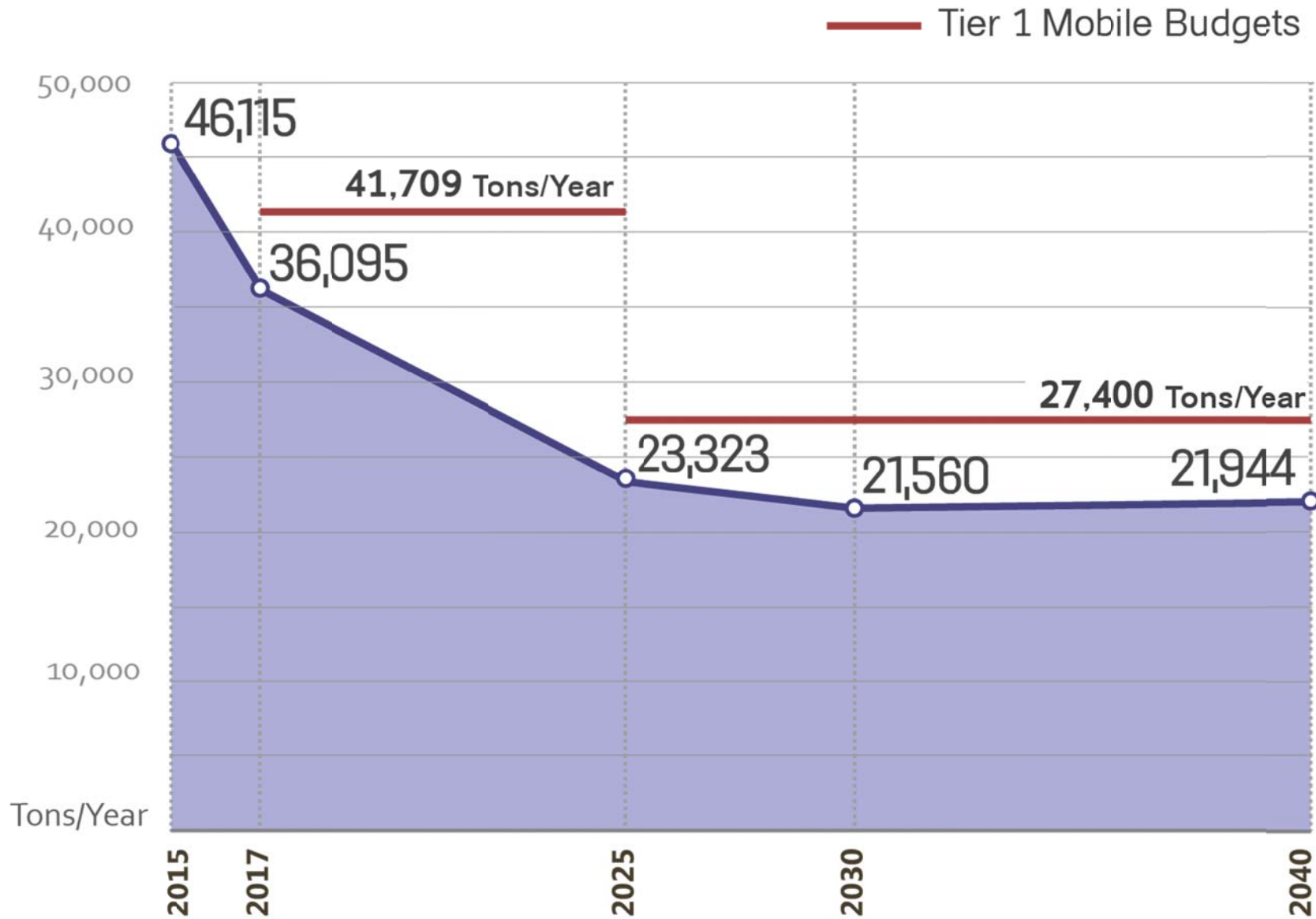


NOTE: The Mobile Budgets shown were developed in 2007, as part of the 8-Hour Ozone SIP, in response to the 1997 Ozone Standard. These budgets, as the most current approved by EPA, are required for use in any conformity analysis assessing ozone season pollutants.

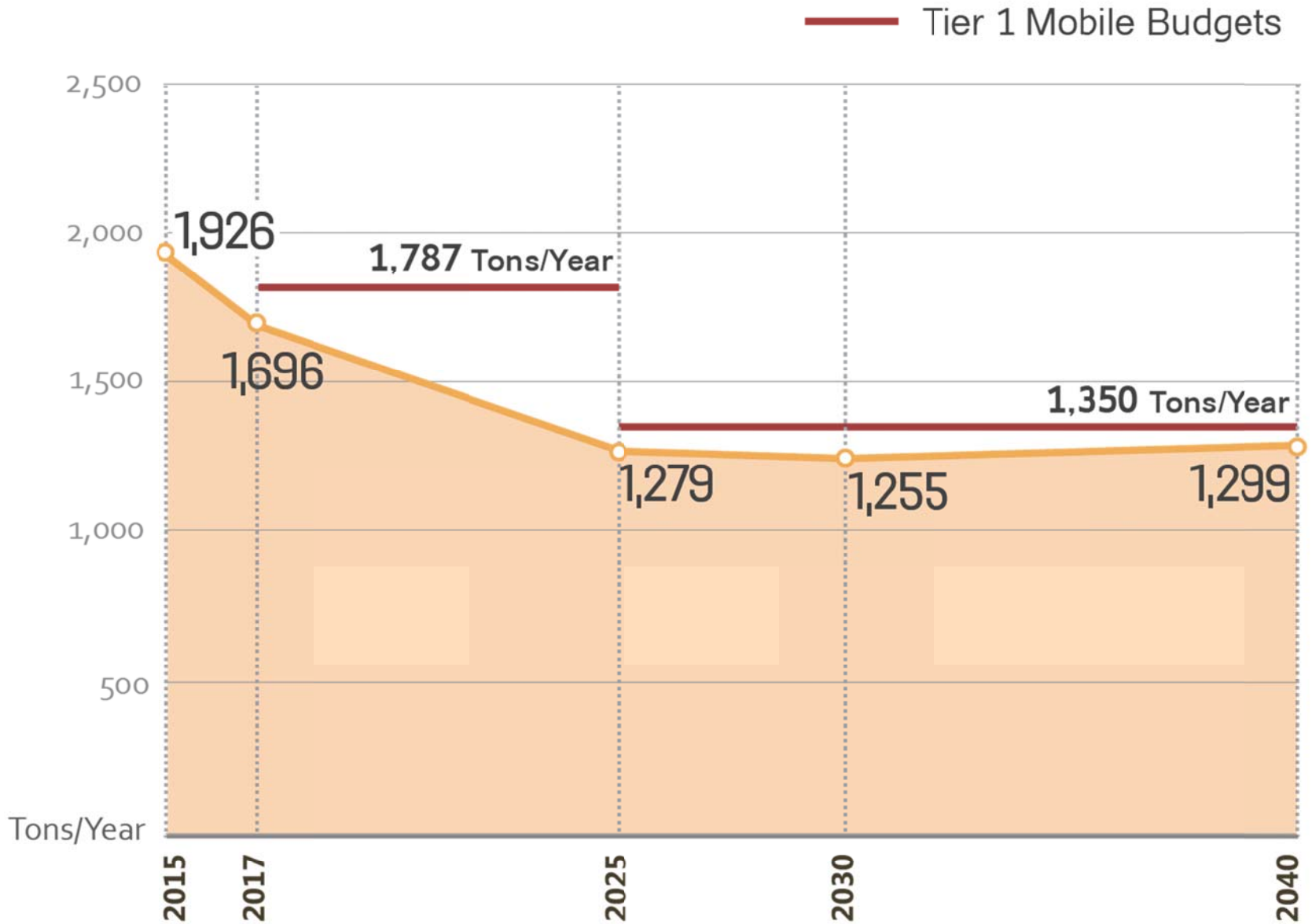
## EXHIBIT 4 AIR QUALITY CONFORMITY 2014 CLRP & FY2015-2020 TIP Mobile Source Emissions Ozone Season NO<sub>x</sub>



**EXHIBIT 5**  
**AIR QUALITY CONFORMITY**  
**2014 CLRP & FY2015-2020 TIP**  
**Mobile Source Emissions**  
**PM<sub>2.5</sub> Precursor NO<sub>x</sub>**

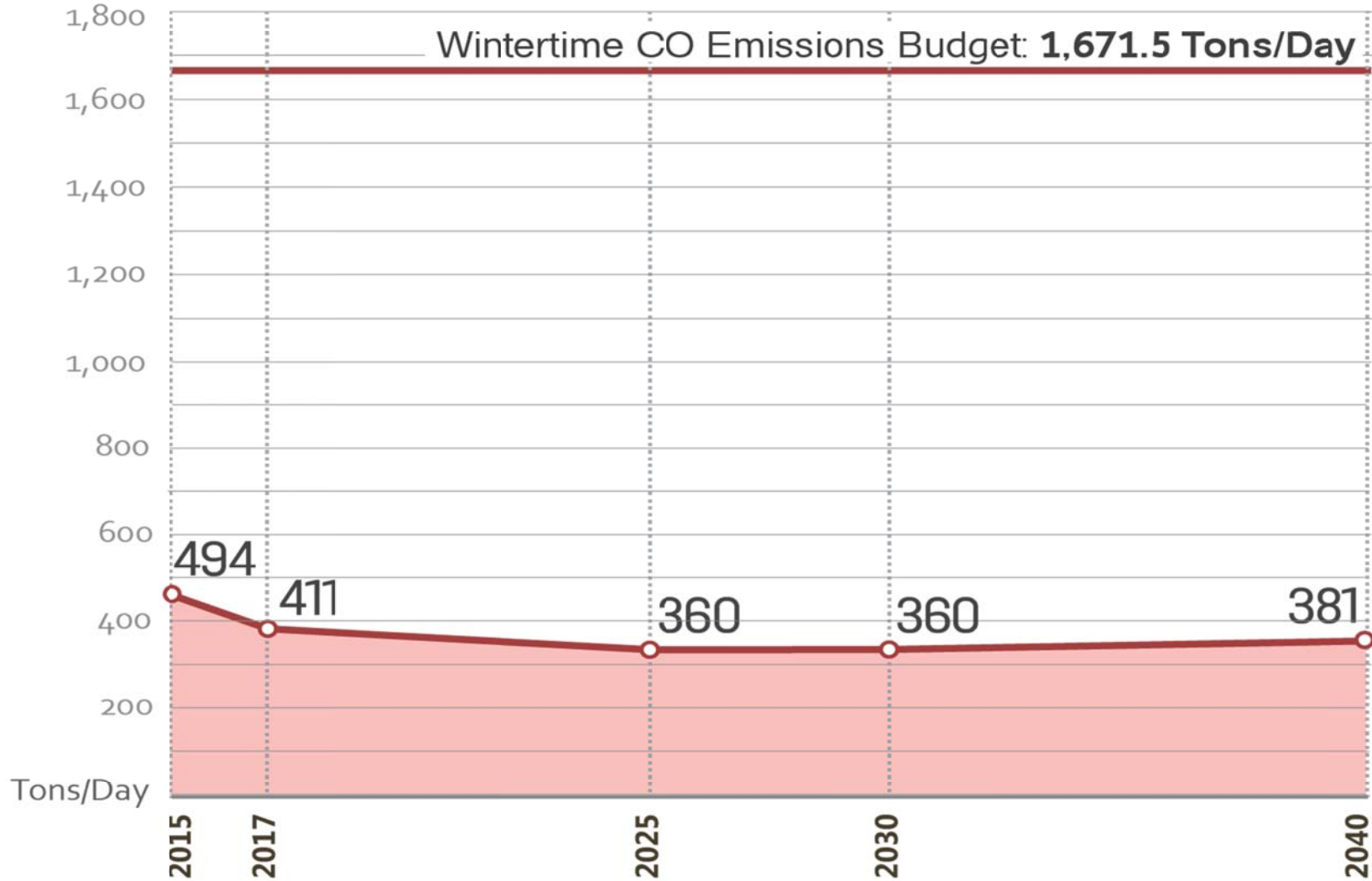


**EXHIBIT 6  
 AIR QUALITY CONFORMITY  
 2014 CLRP & FY2015-2020 TIP  
 Mobile Source Emissions  
 PM<sub>2.5</sub> Direct**





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



**EXHIBIT 8**

**2014 CLRP**

**TRANSPORTATION EMISSIONS REDUCTION MEASURES**

**SUMMARY TABLE**

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



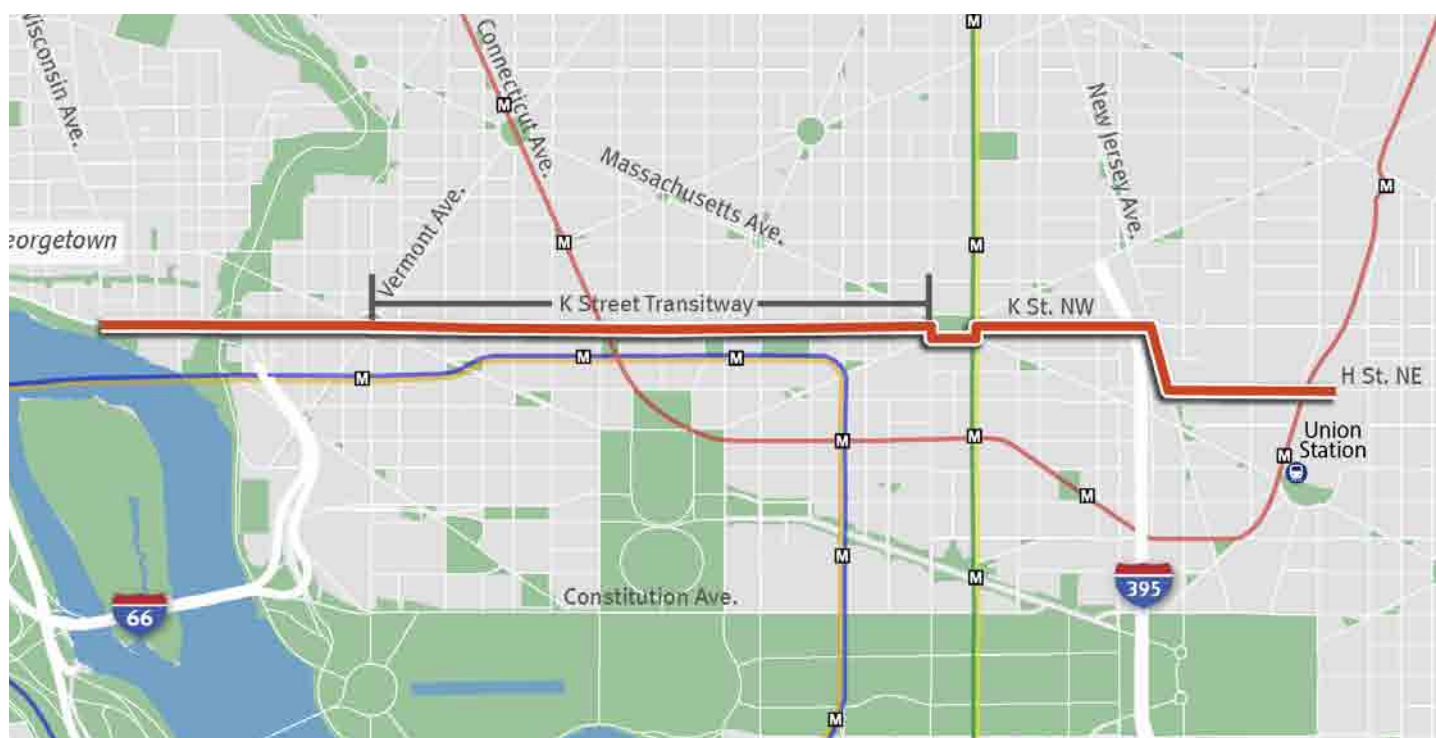
## District of Columbia

### 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/9<sup>th</sup> Street NW and Washington Circle/23<sup>rd</sup> 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.



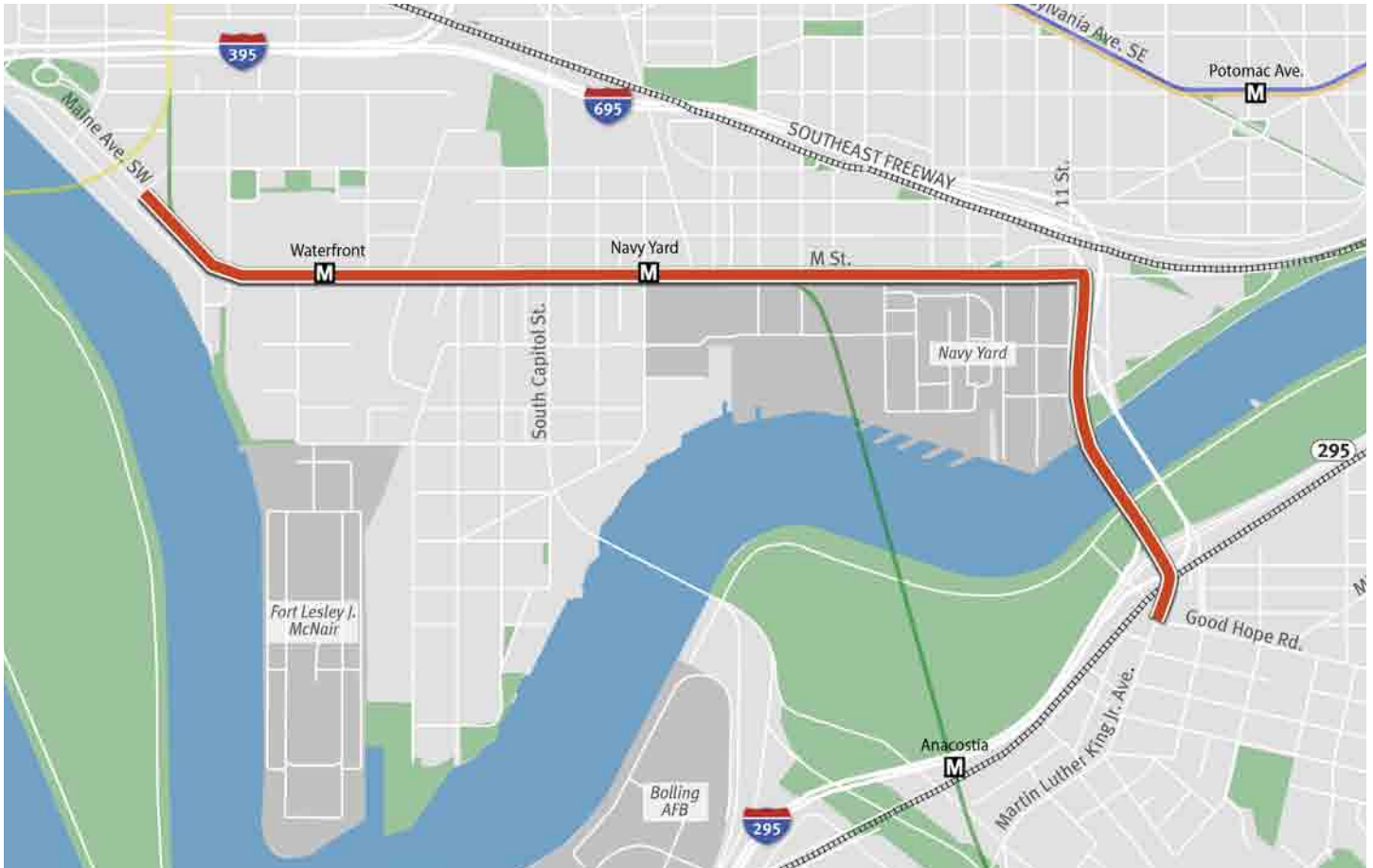
# Major Additions and Changes to the 2014 CLRP Update

## 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 11<sup>th</sup> 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.



# Major Additions and Changes to the 2014 CLRP Update

### 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.



# Major Additions and Changes to the 2014 CLRP Update

## 5. *Studies: Managed Lanes on 14<sup>th</sup> 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.





# Major Additions and Changes to the 2014 CLRP Update

## 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

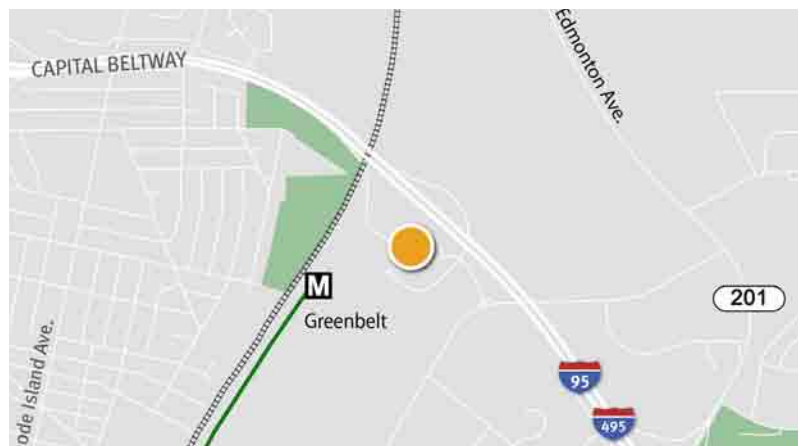
Length: <1 mile

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.





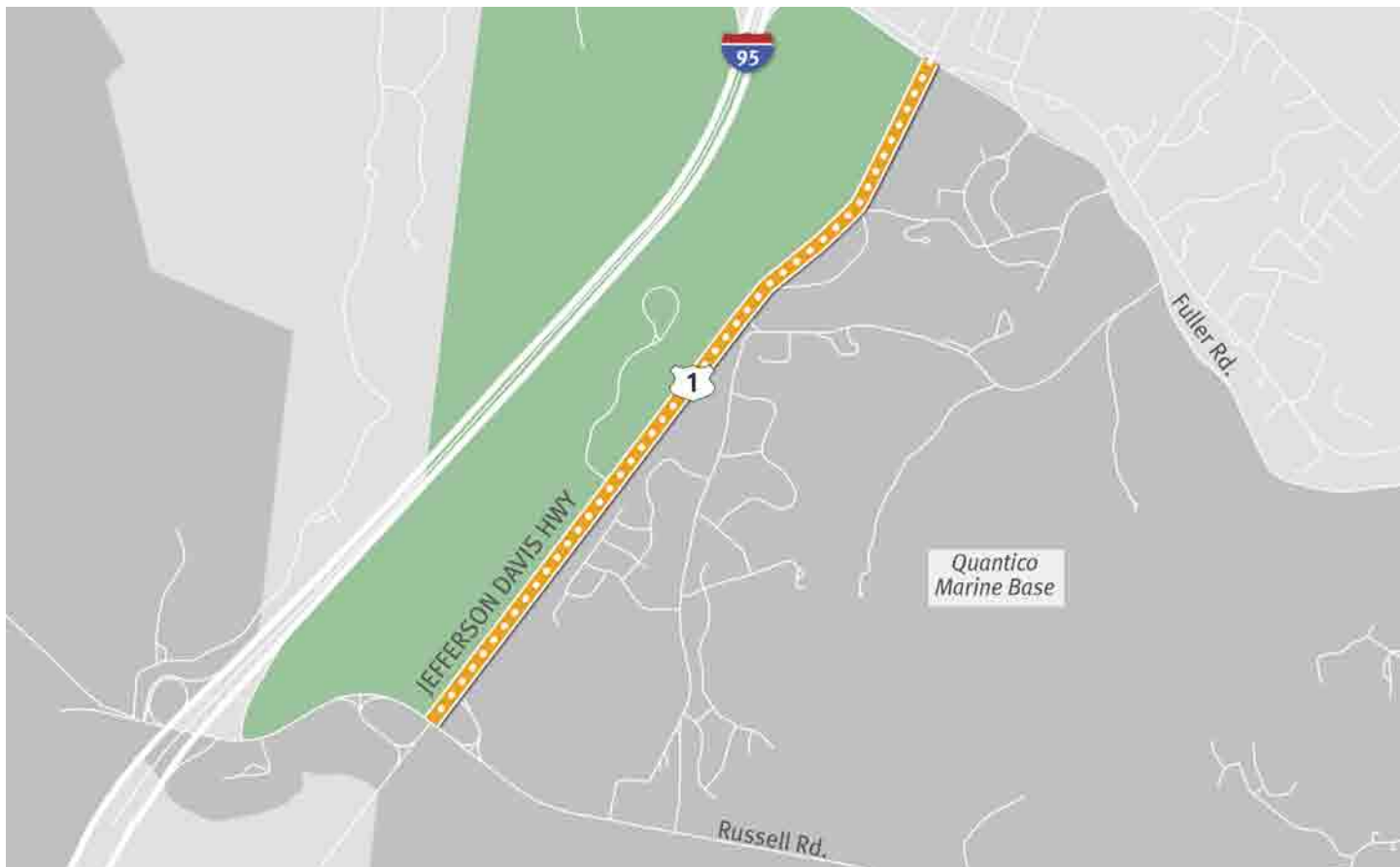
# Major Additions and Changes to the 2014 CLRP Update

## 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.

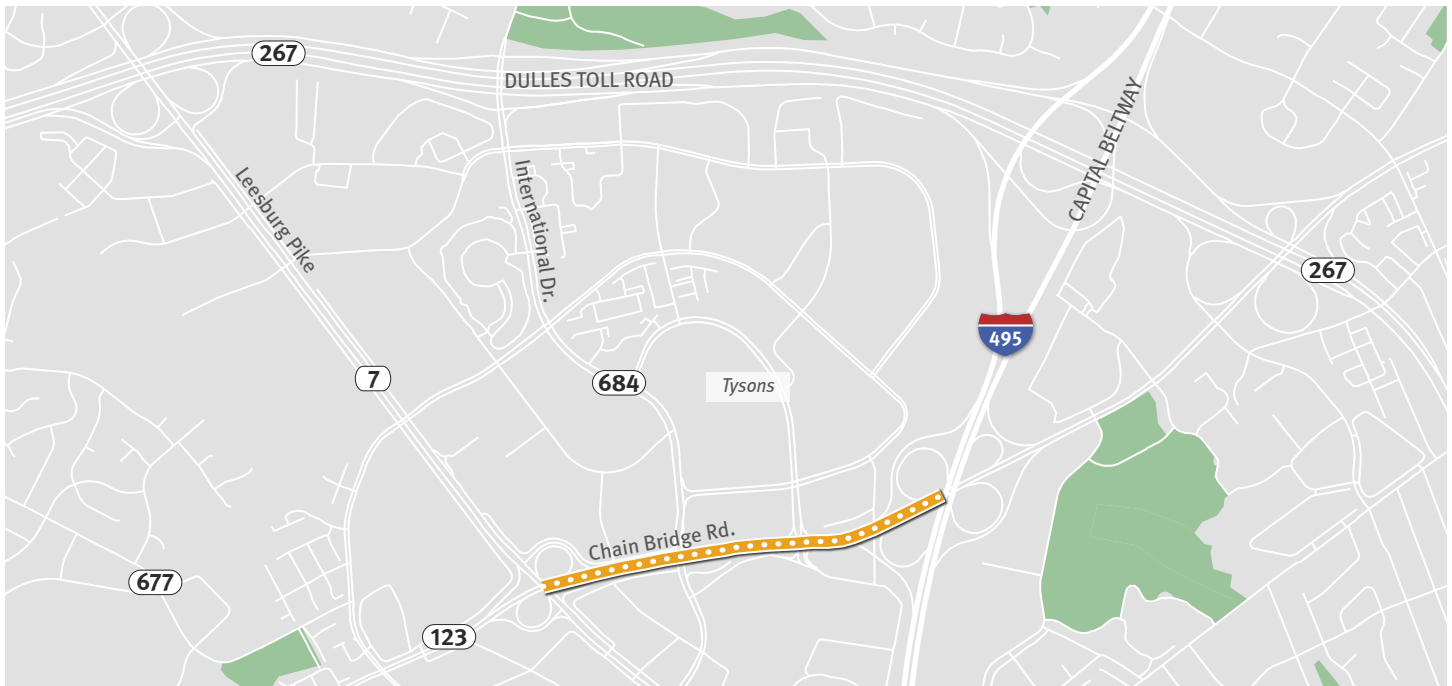
# Major Additions and Changes to the 2014 CLRP Update

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

**SOURCE:**

- MWCOG Round 8.3 Cooperative Forecasts
- BMC Round 8 Cooperative Forecasts
- George Washington Regional Commission / Fredericksburg 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
<b>D.C.</b>	814,957	833,701	861,814	905,846	944,096	1,001,814
<b>MONTGOMERY</b>	532,004	544,949	564,377	598,824	635,264	715,121
<b>PR.GEORGES</b>	356,958	365,324	377,879	403,134	427,514	497,652
<b>ARLINGTON</b>	247,460	258,989	276,281	292,078	303,044	308,830
<b>ALEXANDRIA</b>	110,248	112,872	116,812	131,152	149,552	167,598
<b>FAIRFAX</b>	693,803	719,557	758,260	814,740	866,739	930,665
<b>LOUDOUN</b>	163,850	177,217	197,265	224,249	248,803	278,216
<b>PR. WILLIAM</b>	163,423	172,538	186,215	207,340	230,047	278,151
<b>FREDERICK</b>	102,014	103,707	106,242	109,802	114,558	125,556
<b>CHARLES</b>	68,439	69,758	71,731	74,731	77,537	83,138
<b>SUBTOTAL</b>	<b>3,253,156</b>	<b>3,358,612</b>	<b>3,516,876</b>	<b>3,761,896</b>	<b>3,997,154</b>	<b>4,386,741</b>
<b>ADDITIONAL COUNTIES:</b>						
<b>HOWARD</b>	172,819	178,098	186,021	199,221	212,413	229,066
<b>ANNE ARUNDEL</b>	321,519	328,912	339,998	353,529	367,834	398,632
<b>CALVERT</b>	41,059	42,422	44,457	46,258	47,159	48,955
<b>CARROLL</b>	67,946	69,081	70,781	72,933	75,219	79,383
<b>FREDERICKSBURG (VA) &amp;N. SPOTSYLVANIA</b>	78,759	81,609	85,881	92,897	99,865	116,175
<b>CLARKE &amp; JEFFERSON</b>	27,533	28,329	29,530	31,348	33,052	36,300
<b>FAUQUIER</b>	29,270	30,016	31,135	33,071	34,996	39,086
<b>K. GEORGE</b>	17,804	18,433	19,377	20,947	22,490	25,747
<b>ST. MARY'S</b>	64,083	65,350	67,268	70,093	71,969	75,862
<b>STAFFORD</b>	52,681	54,970	58,399	64,304	70,170	84,159
<b>SUBTOTAL</b>	<b>873,473</b>	<b>897,220</b>	<b>932,847</b>	<b>984,601</b>	<b>1,035,167</b>	<b>1,133,365</b>
<b>TOTAL</b>	<b>4,126,629</b>	<b>4,255,832</b>	<b>4,449,723</b>	<b>4,746,497</b>	<b>5,032,321</b>	<b>5,520,106</b>

**SOURCE:**

- MWCOG Round 8.3 Cooperative Forecasts
- BMC Round 8 Cooperative Forecasts
- George Washington Regional Commission / Fredericksburg 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 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

## POPULATION DATA

TPB PLANNING AREA:	2015	2017	2020	2025	2030	2040
<b>D.C.</b>	660,528	682,499	715,494	764,267	808,718	883,568
<b>MONTGOMERY</b>	1,020,036	1,038,835	1,067,030	1,109,953	1,153,912	1,202,769
<b>PR.GEORGES</b>	881,379	888,788	899,912	926,944	950,030	995,503
<b>ARLINGTON</b>	222,885	228,161	236,083	248,682	258,757	276,072
<b>ALEXANDRIA</b>	148,513	152,348	158,102	167,085	174,030	194,890
<b>FAIRFAX</b>	1,154,153	1,169,931	1,193,606	1,254,384	1,308,944	1,414,154
<b>LOUDOUN</b>	367,957	387,970	417,986	452,242	468,664	484,498
<b>PR. WILLIAM</b>	505,772	524,245	551,967	589,645	623,113	675,953
<b>FREDERICK</b>	241,616	248,507	258,849	278,654	297,708	329,955
<b>CHARLES</b>	160,098	166,434	175,953	191,475	202,552	224,871
<b>SUBTOTAL</b>	<b>5,362,937</b>	<b>5,487,718</b>	<b>5,674,982</b>	<b>5,983,331</b>	<b>6,246,428</b>	<b>6,682,233</b>
<b>ADDITIONAL COUNTIES:</b>						
<b>HOWARD</b>	302,206	309,870	321,370	334,991	343,327	350,116
<b>ANNE ARUNDEL</b>	555,159	562,478	573,462	585,521	597,135	615,624
<b>CALVERT</b>	96,500	98,081	100,450	103,253	105,099	108,882
<b>CARROLL</b>	170,549	172,687	175,901	179,437	183,258	189,574
<b>FREDERICKSBURG (VA) &amp;N. SPOTSYLVANIA</b>	133,403	138,651	146,515	158,276	169,994	189,052
<b>CLARKE&amp;JEFFERSON</b>	72,419	74,540	77,714	82,518	87,075	95,697
<b>FAUQUIER</b>	69,658	71,440	74,114	78,710	83,306	93,022
<b>K. GEORGE</b>	26,911	28,237	30,226	34,029	37,819	44,707
<b>ST. MARY'S</b>	118,184	122,945	130,098	141,135	151,403	173,832
<b>STAFFORD</b>	149,386	157,536	169,774	191,249	212,671	251,851
<b>SUBTOTAL</b>	<b>1,694,375</b>	<b>1,736,465</b>	<b>1,799,624</b>	<b>1,889,119</b>	<b>1,971,087</b>	<b>2,112,357</b>
<b>TOTAL</b>	<b>7,057,312</b>	<b>7,224,183</b>	<b>7,474,606</b>	<b>7,872,450</b>	<b>8,217,515</b>	<b>8,794,590</b>

**SOURCE:**

Includes Household and Group Quarters Population

MWCOG Round 8.3 Cooperative Forecasts

BMC Round 8 Cooperative Forecasts

George Washington Regional Commission / Fredericksburg 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 Cou

COG/TPB Staff used West Virginia University Population Projections, February 2013 for Jefferson County

**ITEM 9 - Action**  
October 15, 2014

Approval of the 2014 Financially Constrained Long-Range  
Transportation Plan (CLRP)

**Staff Recommendation:** Adopt Resolution R6-2015 approving the 2014 CLRP.

**Issues:** None

**Background** On September 11, the draft 2014 CLRP and associated conformity analyses were released for public comment. At the September 17 meeting, the Board was briefed on the content of the Draft 2014 CLRP including the financial element and highlights of the major projects in the update. The public comment period ended October 11, 2014. The Board reviewed the comments and recommended responses under agenda item 7 today.





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

**RESOLUTION APPROVING**  
**THE 2014 CONSTRAINED LONG RANGE**  
**TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION**

**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;

**WHEREAS**, the Federal Planning Regulations of the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) implementing SAFETEA-LU, which became effective July 14, 2007, specify the development and content of the long range transportation plan and require that it be reviewed and updated at least every four years; and

**WHEREAS**, on July 17, 2013, the TPB approved the 2013 Constrained Long-Range Transportation Plan (CLRP) which was developed as specified in the Federal Planning Regulations; and

**WHEREAS**, on July 18, 2012, the TPB approved the FY 2013-2018 TIP which was developed as specified in the Federal Planning Regulations; and

**WHEREAS**, on November 14, 2013, the TPB issued a solicitation document for projects and strategies to be included in the 2014 CLRP and FY 2015-2020 TIP that will meet federal planning requirements and address the federal planning factors and goals in the TPB Vision; and

**WHEREAS**, the transportation implementing agencies in the region provided submissions for the 2014 CLRP and inputs to the FY 2015-2020 TIP, and the TPB Technical Committee and the TPB reviewed the submissions at meetings in March and April 2014; and

**WHEREAS**, on April 16, 2014 the TPB approved the major projects submitted for inclusion in the air quality conformity assessment for the 2014 CLRP and FY 2015-2020 TIP; and

**WHEREAS**, on September 11, 2014 the draft 2014 CLRP and FY 2015-2020 TIP and the air quality conformity assessment were released for a 30-day public comment period and inter-agency review at the TPB Citizens Advisory Committee (CAC) meeting; and

**WHEREAS**, the significant changes for the 2014 CLRP are described in the attached memorandum of September 11, 2014 and on the CLRP website, and detailed information on all of the projects in the 2014 CLRP is provided on the CLRP website and in Appendix B of the Air Quality Conformity report as adopted October 15, 2014; and

**WHEREAS**, an updated financial plan for the 2014 CLRP entitled "Analysis of Financial Resources for the 2014 Financially Constrained Long-Range Transportation Plan," September 2014, demonstrates that the forecast revenues reasonably expected to be available are equal to the estimated costs of expanding and adequately maintaining and operating the highway and transit system in the region through 2040; and

**WHEREAS**, in each year's update of the CLRP between 2000 and 2004, the TPB has explicitly accounted for the funding uncertainties affecting the Metrorail system capacity and levels of service beyond 2005 by constraining transit ridership to or through the core area to 2005 levels; and

**WHEREAS**, as a result of the "Metro Matters" commitments for Metro's near-term funding, the transit ridership constraint to or through the core area was applied in the 2005 through 2008 CLRP conformity analysis using 2010 ridership levels rather than 2005 levels; and

**WHEREAS**, the Passenger Rail Investment and Improvement Act of 2008 authorized \$150 million per year for 10 years in funding for WMATA's capital and preventive maintenance projects, and the legislatures of Maryland, Virginia, and District of Columbia have committed to the required dedicated local matching revenues, and this revenue was determined to be reasonably expected to be available through 2040 in the financial plan for the 2014 CLRP; and

**WHEREAS**, the transit ridership constraint to or through the core area was applied in the 2014 CLRP air quality conformity analysis as has occurred in past plans because capital funding for 100% eight-car trains and other core improvements was not identified for expansion of the Metrorail's core capacity; and

**WHEREAS**, during the development of the 2014 CLRP, the TPB Participation Plan was followed, and numerous opportunities were provided for public comment: (1) At the March 13, 2014 TPB Citizens Advisory Committee (CAC) meeting, the project submissions for inclusion in the air quality conformity analysis and the air quality conformity work scope were released, and an opportunity for public comment on these submissions was provided at the beginning of the March TPB meeting; (2) At the April 16 meeting, the TPB approved a set of responses to the public comments on the project submissions for inclusion in the CLRP and TIP documents; (3) On July 11, following the CAC meeting, a Public Forum was held on the development of the 2014 CLRP, the Financial Analysis, and the FY 2015-2020 TIP; (4) On July 24, the 2014 CLRP was presented to the TPB's Access for All Advisory Committee for their consideration and comment; (5) On September 11 in conjunction with the CAC meeting, the draft 2013 CLRP and the draft air quality conformity analysis were released for a 30-day public comment period which closed on October 11, (6) An opportunity for public

comment on these documents was provided on the TPB website and at the beginning of the September and October TPB meetings; and (7) the documentation of the 2014 CLRP will include summaries of all comments and responses; and

**WHEREAS**, on September 17, 2014, the TPB received a briefing on the performance analysis of the draft 2014 CLRP; and

**WHEREAS**, on September 17, 2014, the TPB received a briefing on an updated assessment of how the draft 2014 CLRP supports the priorities identified in the Regional Transportation Priorities Plan which was approved by the TPB in January 2014; and

**WHEREAS**, on October 15, 2014, the TPB determined that the 2014 CLRP conforms with the requirements of the Clean Air Act Amendments of 1990; and

**WHEREAS**, the TPB Technical Committee has recommended favorable action on the 2014 CLRP by the Board; and

**NOW, THEREFORE, BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD** approves the 2014 Constrained Long-Range Transportation Plan for the National Capital Region, as described in the attached memorandum and the CLRP website, and Appendix B of the Air Quality Conformity report.





# NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

## MEMORANDUM

October 9, 2014

To: Transportation Planning Board

From: Kanti Srikanth  
Director, Department of  
Transportation Planning

Re: Briefing on the Draft 2014 CLRP

On September 11, the draft 2014 CLRP was released for public comment along with drafts of the FY 2015-2020 TIP, Air Quality Conformity Analysis and Financial Analysis. At its meeting on September 17, the TPB was briefed on these four items and was also given a presentation on the Performance Analysis of the CLRP and an Assessment of the CLRP with respect to the Regional Transportation Priorities Plan (RTPP). The public comment period will close at midnight on Saturday, October 11. Comments submitted to date may be reviewed online at [mwcog.org/TPBcomment](http://mwcog.org/TPBcomment).

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.

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



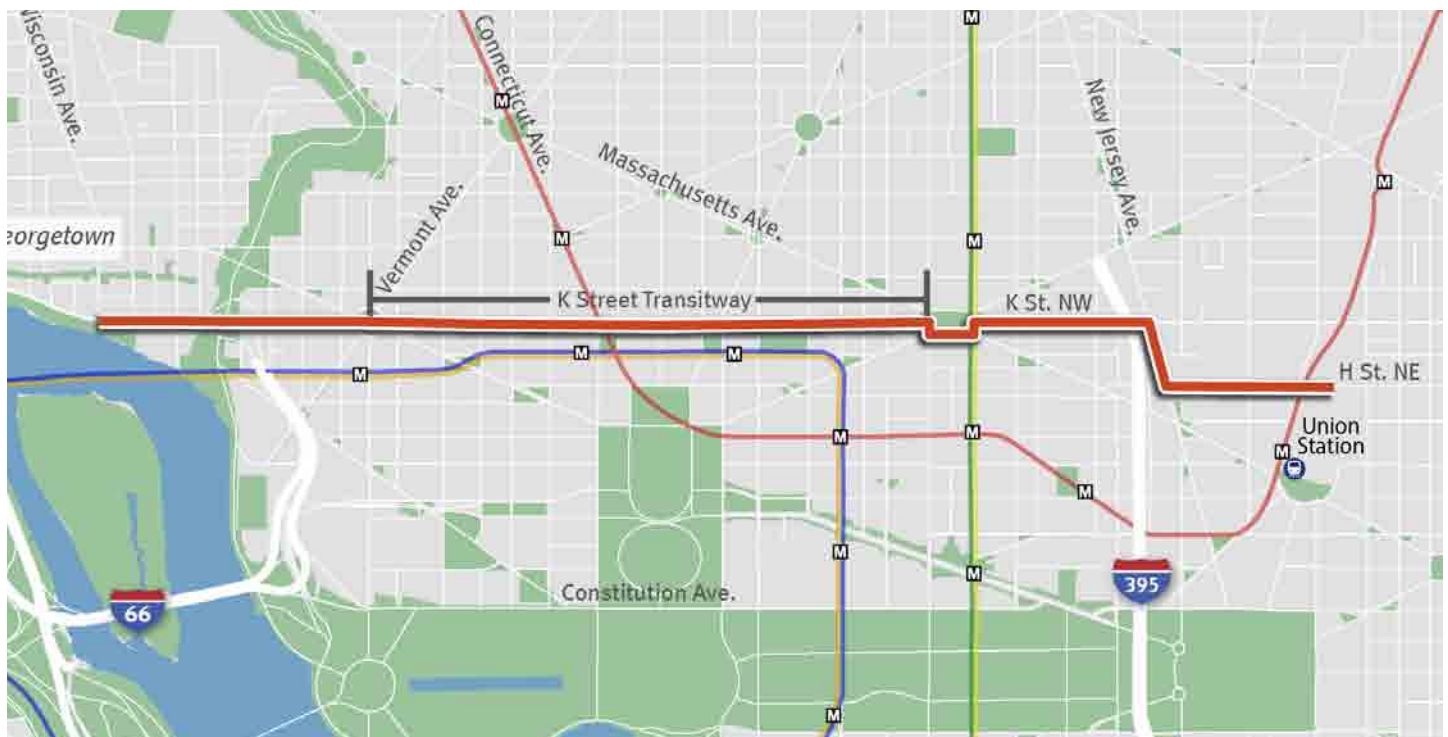
## District of Columbia

### 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/9<sup>th</sup> Street NW and Washington Circle/23<sup>rd</sup> 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.





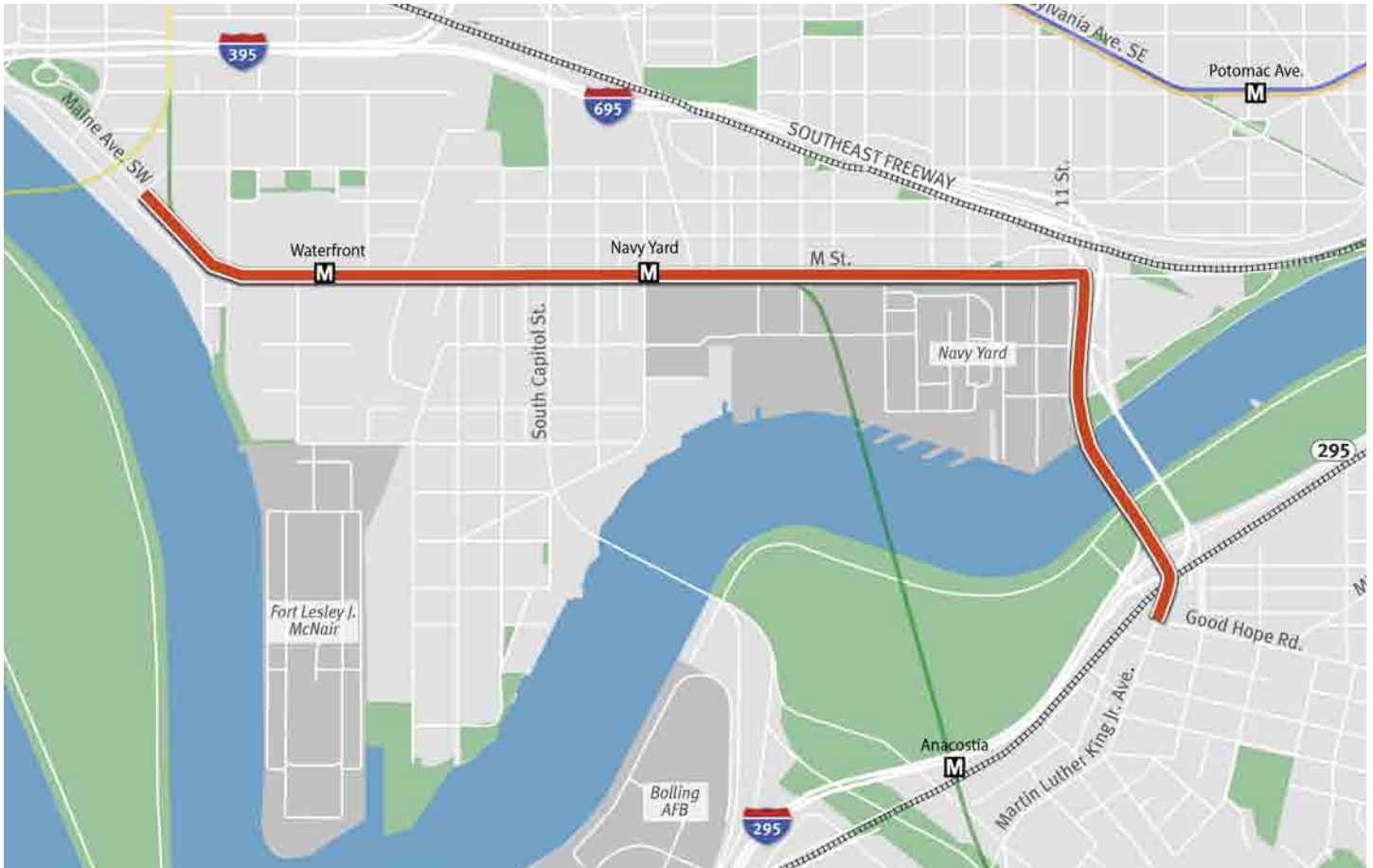
# Major Additions and Changes to the 2014 CLRP Update

## 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 11<sup>th</sup> 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.



# Major Additions and Changes to the 2014 CLRP Update

### 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.



# Major Additions and Changes to the 2014 CLRP Update

## 5. *Studies: Managed Lanes on 14<sup>th</sup> 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.





# Major Additions and Changes to the 2014 CLRP Update

## **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**

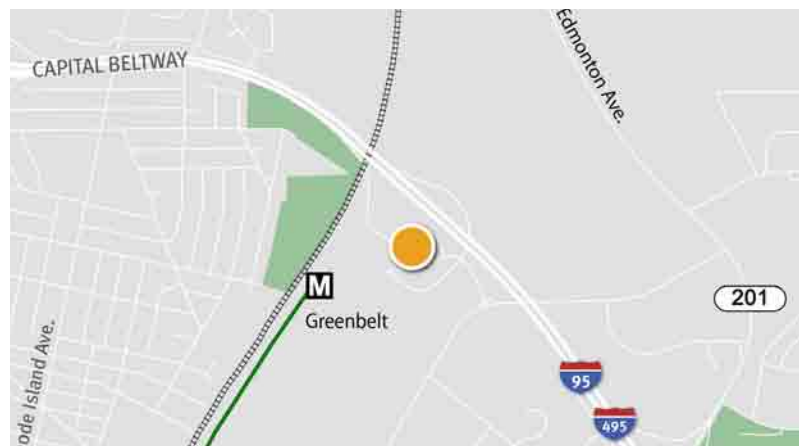
Length: <1 mile

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.





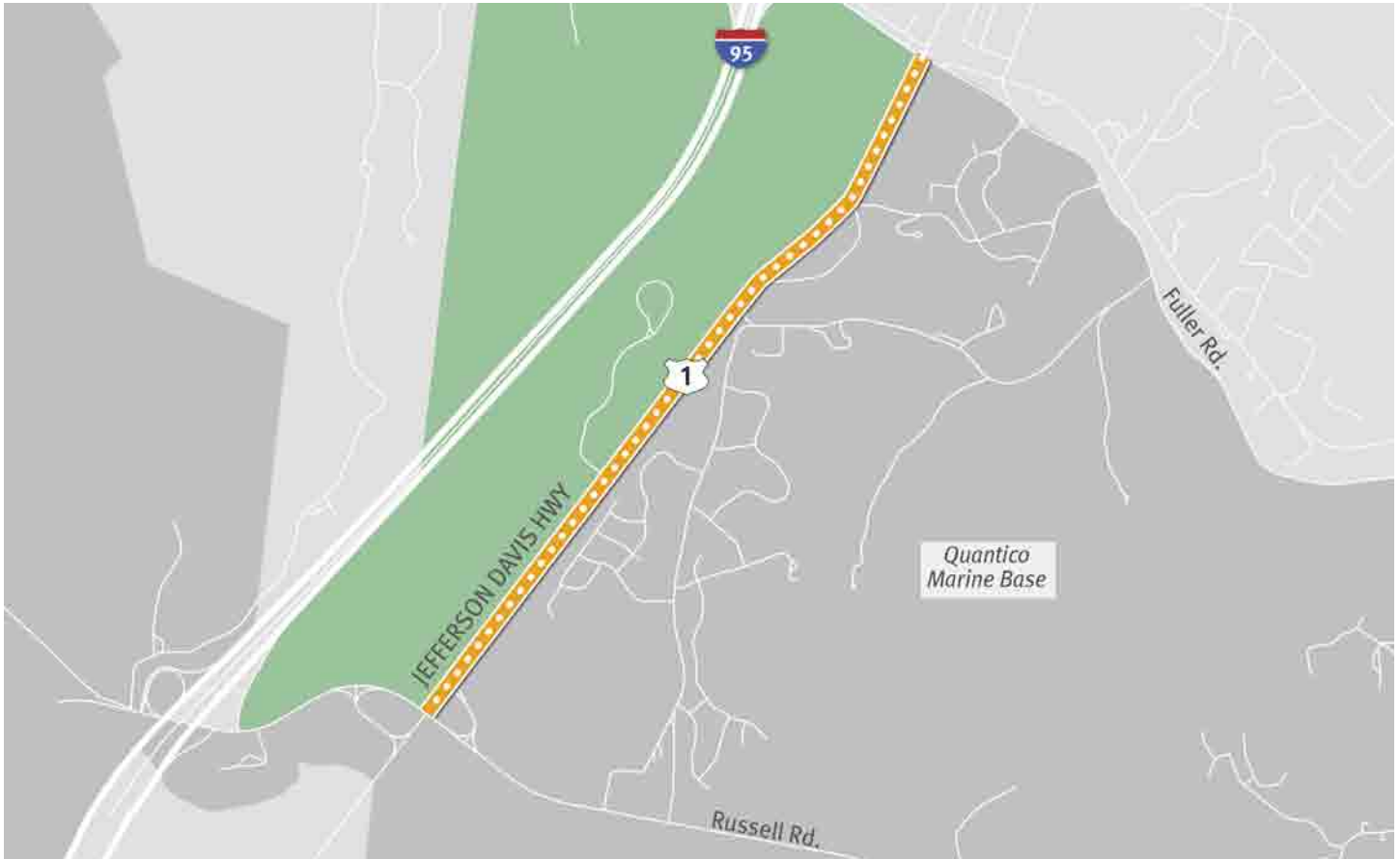
# Major Additions and Changes to the 2014 CLRP Update

## 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.

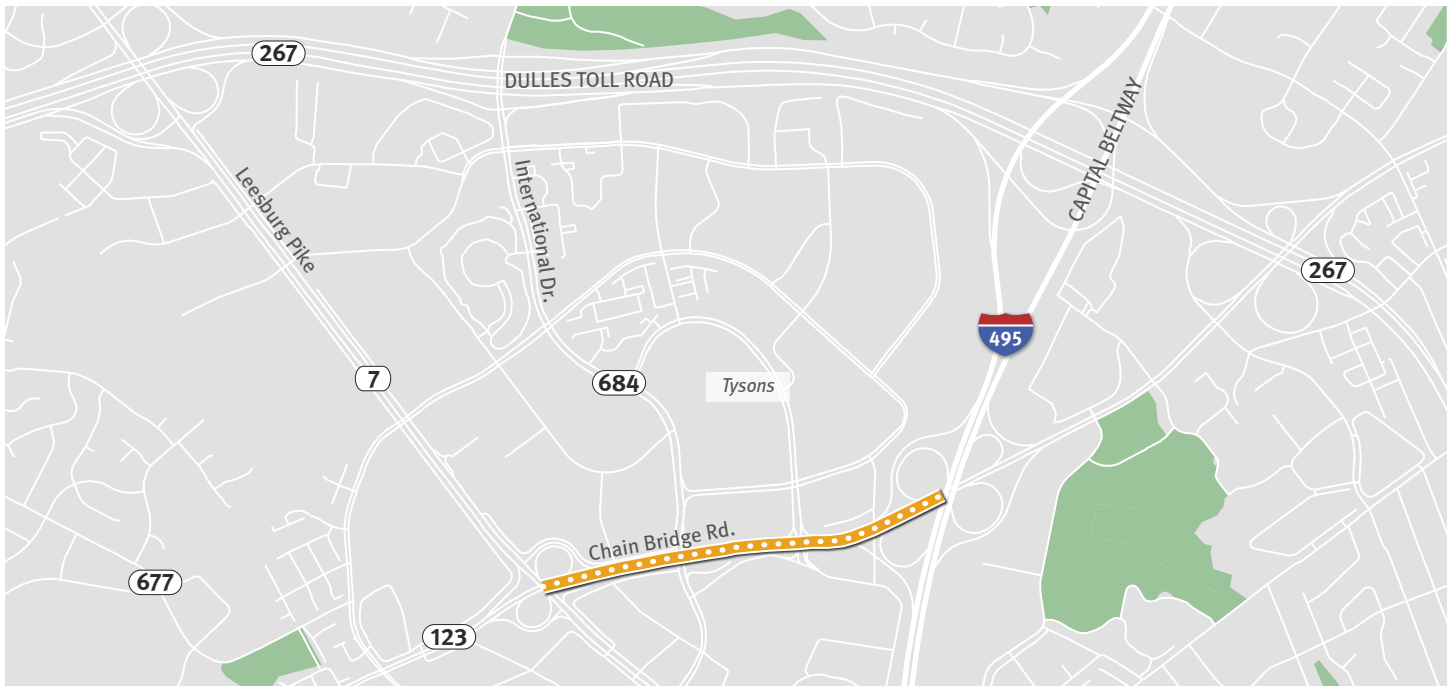
# Major Additions and Changes to the 2014 CLRP Update

## 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  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 (Intermodal Improvement)
6. Project Name: Union Station to Georgetown Streetcar Line

	Prefix	Route	Name	Modifier
7. Facility:				
8. From ( _ at):			3 <sup>rd</sup> / 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 14th and 15th Streets
K Street @ McPherson Square	side platform	17th and 18th Streets
K Street @ Farragut Square	side platform	19th and 20th Streets
K Street @ 19th and 20th Streets	side platform	Foggy Bottom / GU
K Street @ 25th and 26th Streets	split center	Georgetown
K Street @ Wisconsin Avenue	center	

# CLRP PROJECT DESCRIPTION FORM

## 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 EB: south side	shared lanes	curb
Mount Vernon Square to Union Station	K Street	shared lanes	curb
At Union Station	New Jersey	shared lanes	center
	H Street	shared lanes	curb
	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](mailto:lezlie.rupert@dc.gov)
14. Project Information [URL: www.unionstationtogeorgetown.com](http://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

# CLRP PROJECT DESCRIPTION FORM

## 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;  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.  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.  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;  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;  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
    - 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.



# FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040 PROJECT DESCRIPTION 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  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):			11 <sup>th</sup> 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;  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;  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.  Increase **accessibility and mobility** of people.

# CLRP PROJECT DESCRIPTION FORM

- 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.  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;  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;  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
    - 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.

# FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040 PROJECT DESCRIPTION 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  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;  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:  Federal;  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;  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



## CLRP PROJECT DESCRIPTION FORM

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

- d.  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.  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;  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;  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
  - 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.

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



## 5A. Study: Managed Lanes on the 14<sup>th</sup> Street/Rochambeau Bridge

1. Submitting Agency: DDOT
2. Secondary Agency:
3. Agency Project ID: PM0A4A
4. Project Type:  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;  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.

# CLRP PROJECT DESCRIPTION FORM

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:  Federal;  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;  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.  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.  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;  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;  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:

## CLRP PROJECT DESCRIPTION FORM

### 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
  - 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.



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



## ***5B/C. Study: Managed Lanes on the 14<sup>th</sup> Street/Rochambeau Bridge***

1. Submitting Agency: DDOT
2. Secondary Agency: DDOT
3. Agency Project ID: PM0A4A
4. Project Type:  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;  Study;  Other
6. Project Name: Managed Lanes Corridor II and III NEPA

	Prefix	Route	Name	Modifier
7. Facility:			{Corridor 2 SE/SW Freeway (I-395/I-695)}	
8. From ( _ at):			{Corridor 3 (I-295)}	
9. To:			{Corridor 2 At Case Bridge}	
10. Description:			{Corridor 3 at the junction of (I-295/I-695)}	
			{Corridor 2 11 <sup>th</sup> 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 11<sup>th</sup> Street Bridge. Corridor III will be along I-295 beginning near the 11<sup>th</sup> 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:  Federal;  State;  Local;  Private;  Bonds;  Other

# CLRP PROJECT DESCRIPTION FORM

## 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;  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.  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.  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;  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;  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
    - 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.

# FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040 PROJECT DESCRIPTION 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:  Interstate  Primary  Secondary  Urban  Bridge  Bike/Ped  Transit  CMAQ
5. Category:  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:  Federal;  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;  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.



## CLRP PROJECT DESCRIPTION FORM

- d.  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.  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;  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;  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
  - 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.

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



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

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

	Prefix	Route	Name	Modifier
4. Facility:	US	1	Jefferson Davis	
5. From ( _ at):			Fuller Road	
6. To:			Russell Road	Interchange
5. From ( \_ at):
6. To:
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;  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:  Federal;  State;  Local;  Private;  Bonds;  Other

### **CONGESTION MANAGEMENT INFORMATION**

20. Do traffic congestion conditions necessitate the proposed project?  Yes;  No
21. If so, describe those conditions:  Recurring 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;  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.

# CLRP PROJECT DESCRIPTION FORM

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:

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;  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  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;  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



## CLRP PROJECT DESCRIPTION FORM

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:

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;  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;  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;  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

**ITEM 10 - Action**  
October 15, 2014

Approval of the FY 2015-2020 Transportation Improvement  
Program (TIP)

**Staff Recommendation:** Adopt Resolution R7-2015 approving the FY 2015-2020 TIP.

**Issues:** None

**Background** On September 11, the draft FY 2015-2020 TIP was released for public comment. At its meeting on September 17, 2014, the Board was briefed on the content of the draft FY 2015-2020 TIP including a financial analysis of the TIP. The comment period ended on October 11, 2014. The Board reviewed the comments and recommended responses under agenda item 7 today.



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

**RESOLUTION APPROVING**  
**THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR FY 2015-2020**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) of 2005 for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

**WHEREAS**, the Federal Planning Regulations of the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) implementing SAFETEA-LU, which became effective July 14, 2007, specify the development and content of the long range transportation plan and require that it be reviewed and updated at least every four years; and

**WHEREAS**, the TIP is required by FHWA and 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 approved the FY 2013-2018 TIP which was developed as specified in the Federal Planning Regulations; and

**WHEREAS**, on November 14, 2013, the TPB issued a solicitation document for projects and strategies to be included in the 2014 CLRP and FY 2015-2020 TIP that will meet federal planning requirements and address the federal planning factors and goals in the TPB Vision; and

**WHEREAS**, the transportation implementing agencies in the region provided submissions for the 2014 CLRP and inputs to the FY 2015-2020 TIP, and the TPB Technical Committee and the TPB reviewed the submissions at meetings in March and April 2014; and

**WHEREAS**, on April 16, 2014 the TPB approved the major projects submitted for inclusion in the air quality conformity assessment for the 2014 CLRP and FY 2015-2020 TIP; and

**WHEREAS**, on September 11, 2014 the draft 2014 CLRP and FY 2015-2020 TIP and the air quality conformity assessment were released for a 30-day public comment period and inter-agency review at the TPB Citizens Advisory Committee (CAC) meeting; and



**WHEREAS**, the FY 2015-2020 TIP projects are consistent with the 2014 CLRP as approved by the TPB on October 15, 2014; and are selected in accordance with the Federal Planning Regulations; and

**WHEREAS**, the FY 2015-2020 TIP has been developed to meet the financial requirements in the Federal Planning Regulations; and

**WHEREAS**, on October 15, 2014, the TPB determined that the 2014 CLRP and FY 2015-2020 TIP conform with the requirements of the Clean Air Act Amendments of 1990; and

**WHEREAS**, the U.S. Department of Transportation issued regulations in 1991 on providing transit services to persons with disabilities to conform to the Americans With Disabilities Act (ADA) of 1990, and by January 1997, both the Washington Metropolitan Area Transit Authority and Frederick County ADA Paratransit services were operating as planned in conformance with the regulations; and

**WHEREAS**, during the development of the 2014 CLRP and FY 2015-2020 TIP, the TPB Participation Plan was followed, and numerous opportunities were provided for public comment: (1) At the March 13, 2014 CAC meeting, the project submissions for inclusion in the air quality conformity analysis and the air quality conformity work scope were released, and an opportunity for public comment on these submissions was provided at the beginning of the March TPB meeting; (2) At the April 16 meeting, the TPB approved a set of responses to the public comments on the project submissions for inclusion in the CLRP and TIP documents; (3) On July 11, following the CAC meeting, a Public Forum was held on the development of the 2014 CLRP, the Financial Analysis, and the FY 2015-2020 TIP; (4) On July 24, the 2014 CLRP and FY 2015-2020 TIP were presented to the TPB's Access for All Advisory Committee for their consideration and comment; (5) On September 11 in conjunction with the CAC meeting, the draft 2013 CLRP and the draft air quality conformity analysis were released for a 30-day public comment period which closed on October 11, (6) An opportunity for public comment on these documents was provided on the TPB website and at the beginning of the September and October TPB meetings; and (7) the documentation of the 2014 CLRP and FY 2015-2020 TIP will include summaries of all comments and responses; and

**WHEREAS**, the TPB Technical Committee has recommended favorable action on the FY 2015-2020 TIP by the Board,

**NOW, THEREFORE, BE IT RESOLVED THAT** the NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves the Transportation Improvement Program for FY 2015-2020.



# NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

## **MEMORANDUM**

October 9, 2014

To: Transportation Planning Board

From: Kanti Srikanth  
Director, Department of  
Transportation Planning

Re: Briefing on the Draft FY 2015-2020 TIP

On September 11, the draft FY 2015-2020 TIP was released for public comment along with the draft 2014 CLRP, Air Quality Conformity Analysis, and Financial Analysis. The TPB was briefed on these items at its meeting on September 17. The public comment period will close at midnight on Saturday, October 11. Comments submitted to date may be reviewed online at [mwcog.org/TPBcomment](http://mwcog.org/TPBcomment).

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 draft FY 2015-2020 TIP can be reviewed online at [www.mwcog.org/clrp/projects/tip/fy1520.asp](http://www.mwcog.org/clrp/projects/tip/fy1520.asp)

**ITEM 11 - Action**  
October 15, 2014

Certification of the Urban Transportation Planning Process for the  
National Capital Region

**Staff Recommendation:** Adopt Resolution R8-2015 endorsing the appended Statement of Certification.

**Issues:** None

**Background:** The Joint Planning Regulations issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) require that “the state and MPO shall certify at least every four years that the metropolitan transportation planning process is addressing the major issues facing the area and is being carried out in accordance with all applicable requirements...”



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

**RESOLUTION ENDORSING THE 2014 CERTIFICATION OF  
THE URBAN TRANSPORTATION PLANNING PROCESS FOR  
THE NATIONAL CAPITAL REGION**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under 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; and

**WHEREAS**, the Federal Planning Regulations implementing SAFETEA-LU, which were issued February 14, 2007 by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA), require that “ the state and MPO shall certify at least every four years that the metropolitan transportation planning process is addressing the major issues facing the area and is being carried out in accordance with all applicable requirements...”; and

**WHEREAS**, on July 17, 2013, the TPB approved the 2013 CLRP which meets the Federal Planning Regulations and are fully documented on the TPB web site; and

**WHEREAS**, on January 22, 2014, FTA and FHWA found that the 2013 CLRP conforms to the region’s State Implementation Plans; and

**WHEREAS**, on January 22, 2014, FTA and FHWA also found that “ the 2013 CLRP and FY 2013-2018 TIP for the metropolitan planning area is based on a continuing, comprehensive transportation planning process carried on cooperatively by the District of Columbia, State of Maryland, State of Virginia, TPB, and the Washington Metropolitan Area Transit Authority in accordance with the requirements of 23 U.S.C. 134 and Section 5303 of the Federal Transit Act.” and

**WHEREAS**, a Statement of Certification, dated October 15, 2014 has been prepared with signatures of officials from the District of Columbia Department of Transportation, the Maryland Department of Transportation, the Virginia Department of Transportation, and the TPB and is appended to this resolution.

**NOW, THEREFORE BE IT RESOLVED BY THE NATIONAL CAPITAL REGION  
TRANSPORTATION PLANNING BOARD THAT:**

The appended Statement of Certification, dated October 15, 2014 which finds that the

transportation planning process is addressing the major issues in the National Capital Region and that the process is being conducted in accordance with all applicable requirements, is hereby endorsed and the Chair of the TPB is authorized to sign it.

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD**

**STATEMENT OF CERTIFICATION**

*October 15, 2014*

*This document describes how the TPB planning process complies with applicable requirements and guidelines.*

**Table of Contents**

1. The Unified Planning Work Program for Transportation Planning ..... 2

2. Roles and Responsibilities for Transportation Planning and Programming ..... 2

3. The TPB Regional Transportation Priorities Plan and Planning Factors ..... 3

4. Four-Year Updates of the Long-Range Transportation Plan..... 3

5. The Currently Adopted Plan and Transportation Improvement Program (TIP) ..... 4

6. The New Plan and TIP ..... 4

7. Annual Listing of Projects..... 4

8. The Air Quality Conformity Determination for the New Plan ..... 5

9. The Financial Plan ..... 5

10. Participation Plan and Public Involvement ..... 6

11. Transportation for Persons with Disabilities, Low-Income Individuals and Older Adults ..... 8

12. Title VI of the Civil Rights Act of 1964 and Other Federal Requirements..... 9

13. Human Service Transportation Coordination ..... 11

14. Congestion Management Process ..... 12

15. Management, Operations and Technology ..... 13

16. Freight Planning ..... 13

17. Bicycle and Pedestrian Planning ..... 13

18. Environmental Consultation and Mitigation ..... 14

19. Scenario Planning and Climate Change ..... 14

20. Regional Transportation Priorities Planning..... 15

21. Transportation/Land Use Connections (TLC) Program ..... 16

22. Related Documents and Other Items on the Web ..... 16

23. Federal Review of the TPB’s Planning Process ..... 17

24. Signature Pages..... 18

The National Capital Region Transportation Planning Board (TPB) has been designated as the Metropolitan Planning Organization (MPO) for the Washington Metropolitan Area. The TPB has the responsibility under the provisions of Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area. MAP-21 was signed into law on July 6, 2012 and proposed planning regulations were released in June 2014. The TPB, the District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), and the Virginia Department of Transportation (VDOT) certify that the metropolitan transportation planning process is being carried out in conformance with all applicable requirements of 23 USC 143, 49 USC 1607, 23 CFR Parts 450 and 500, 49 CFR Part 613, and Sections 174 and 176(c) and (d) of the Clean Air Act, as evidenced by the descriptions below. The TPB reviewed this self-certification document at its October 15, 2014 meeting.

## **1. The Unified Planning Work Program for Transportation Planning**

The FY 2015 Unified Planning Work Program for Transportation Planning (UPWP) was adopted by the TPB on March 19, 2014. The UPWP was developed to address the provisions of MAP-21 as well as comply with the air quality conformity regulations of the Environmental Protection Agency as amended on June 1, 2005. The TPB developed the work program to address the provisions of MAP-21 which was signed into law on July 6, 2012.

## **2. Roles and Responsibilities for Transportation Planning and Programming**

In the Washington Metropolitan region, the roles and responsibilities involving the TPB, the three state DOTs, the local government transportation agencies, WMATA and the state and local government public transportation operators for cooperatively carrying out transportation planning and programming have been established over several years. As required under MAP-21, the TPB, the state DOTs and the public transportation operators have documented their transportation planning roles and responsibilities in the Washington Metropolitan Region in a Memorandum of Understanding (MOU) that was executed by all parties on January 16, 2008.

The state transportation agencies (DDOT, MDOT and VDOT) have an agreement with COG, dated October 30, 2003, that specifies the terms and conditions for funding its administrative support of the transportation planning process. This agreement was reviewed and updated by amendment on September 17, 2008. The responsibilities for the primary planning and programming activities are indicated in the UPWP. In addition, an agreement involving the TPB and Charles and Calvert counties in Maryland regarding consistency and conformity of their plans, programs and projects is included in the UPWP.

Also included in the UPWP is the 2004 agreement between the TPB and the Fredericksburg Area MPO (FAMPO) in Virginia in which FAMPO committed to being responsible for meeting the TMA responsibilities for the transportation planning and programming requirements within the Metropolitan Washington Urbanized Area portion of Stafford County and producing the required planning documents on



the TPB's current planning cycle. The TPB Call for Projects document was transmitted to FAMPO in November 2013 requesting new and updated information on the projects located in the portion of Stafford County in the Washington DC TMA to be included in the update of the CLRP. FAMPO was also requested to provide updated information on the Congestion Management System (CMS) for this portion of Stafford County. In December 2013, FAMPO transmitted this information to TPB on the schedule in the TPB Call for Projects document.

### **3. The TPB Regional Transportation Priorities Plan and Planning Factors**

The eight federal planning factors are encompassed by both the TPB Vision and the Regional Transportation Plan; each planning factor is included in one or more of the goals, objectives and strategies, except for security, which is implicitly addressed in the TPB Vision. A description of how each planning factor is encompassed by the TPB Vision can be found at: [mwcog.org/clrp/federal/vision\\_factors.asp](http://mwcog.org/clrp/federal/vision_factors.asp).

The 2014 Plan was assessed for performance against the key goals from the Regional Transportation Priorities Plan (RTPP). The Regional Transportation Priorities plan re-iterates the goals and objectives in the TPB Vision. The TPB was briefed on the Performance Analysis of the Draft 2014 CLRP at a work session and at its meeting on September 17, 2014. The RTPP, the Vision and the planning factors are also used to guide project submissions for the Plan and Transportation Improvement Program (TIP). Agencies that are submitting projects to be part of the long-range plan and TIP are asked to use the RTPP and Vision as a guide for what projects should be selected. The major RTPP and Vision goals are provided in the TPB's annual "Call for Projects". The project submission forms for the Plan include a field asking how the project will address the eight Federal planning factors.

### **4. Four-Year Updates of the Long-Range Transportation Plan**

MAP-21 requires the TPB to update the plan every four years.

The 2014 CLRP will be the new official quadrennial update. The *2010 Update to the Financially Constrained Long-Range Transportation* was the last official quadrennial update. It was approved by the TPB on November 17, 2010 and is documented on the website ([mwcog.org/clrp](http://mwcog.org/clrp)).

Prior to MAP-21 and SAFETEA-LU, TEA-21 required CLRP updates every three years. Documentation of the past triennial updates includes:

*2006 Update to the Financially Constrained Long-Range Transportation Plan.* Approved by the TPB on October 18, 2006 and documented on the website the same date, with a brochure "What's in the Plan for 2030? The Regional Long-Range Transportation Plan as adopted October 18, 2006" finalized in March 2007.

*2003 Update to the Financially Constrained Long-Range Transportation Plan for the National Capital Region.* Approved by the TPB on December 17, 2003 and published in 2004.

*2000 Update to the Financially Constrained Long-Range Transportation Plan for the National Capital Region. Approved by the TPB on October 18, 2000 and published in 2001.*

## **5. The Currently Adopted Plan and Transportation Improvement Program (TIP)**

On July 17, 2013 the TPB approved the 2013 CLRP and the FY 2013-2018 TIP. The TIP is updated on a two-year cycle, so the FY 2013-2018 TIP is the TIP of record. The TIP includes transit, highway, bikeway and pedestrian and ridesharing improvement projects and transit and ridesharing operating support. It only includes projects that can be implemented with already available and projected sources of transportation revenues while the existing transportation system is being adequately operated and maintained.

On January 22, 2014, FHWA and FTA found that the 2013 CLRP and FY 2013-2018 TIP conform to the region's State Implementation Plans, and that the conformity determination has been performed in accordance with the Transportation Conformity Rule (40CFR Part 93), as amended.

## **6. The New Plan and TIP**

On November 20, 2013, the TPB began the development of the CLRP by releasing the final solicitation document for the 2014 CLRP and FY 2015-2020 TIP, which requested that the transportation implementing agencies explicitly consider the Vision and the eight planning factors as the policy framework when they submitted projects and programs for inclusion in the CLRP.

### *Approval of the New Plan and TIP*

The 2014 CLRP and FY 2015-2020 TIP were developed according to the provisions of MAP-21. The 2014 CLRP and FY 2015-2020 TIP meet the financial plan requirements to show the consistency of the proposed projects with already available and projected sources of transportation revenues while the existing transportation system is being adequately operated and maintained. The 2014 CLRP and FY 2015-2020 TIP were adopted by the TPB on October 15, 2014.

## **7. Annual Listing of Projects**

MAP-21 requires that the TPB publish or otherwise make available an annual listing of projects, consistent with the categories in the TIP, for which federal funds have been obligated in the preceding year. With the assistance of and in cooperation with the transportation implementing agencies in the region, the TPB has prepared a listing of projects for which federal funds have been obligated each year since 2001. The annual listing of projects is available on the web at [mwcog.org/clrp/projects/tip/obligations.asp](http://mwcog.org/clrp/projects/tip/obligations.asp).

## **8. The Air Quality Conformity Determination for the New Plan**

On October 15, 2014, the TPB approved the air quality conformity analysis of the 2014 CLRP and FY 2015-2020 TIP for the Washington Metropolitan Region. The Plan and TIP conform to the requirements (Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d)), and meets air quality conformity regulations: (1) as originally published by the Environmental Protection Agency (EPA) in the November 24, 1993 Federal Register, and (2) as subsequently amended, most recently on March 24, 2010, and (3) as detailed in periodic FHWA / FTA and EPA guidance. The air quality conformity report can be found at [mwcog.org/transportation/activities/quality/](http://mwcog.org/transportation/activities/quality/).

## **9. The Financial Plan**

The 2014 update of the CLRP includes a full financial analysis, as required every four years by MAP-21. The financial plan produced from this analysis demonstrates that the 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. The majority of future transportation revenues will be devoted to the operations and maintenance of the current transit and highway systems. Most importantly, the plan demonstrates full funding for WMATA's forecast needs for both Operations and State of Good Repair through 2040. WMATA expenditures constitute 41 percent and local transit 18 percent of the total for the 2014 CLRP and highways constitute 41 percent. As 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 (which include inflation rates in the future years). The TPB was briefed on the financial analysis at its September 17, 2014 meeting. The draft report, Financial Analysis for the 2014 Constrained Long-Range Transportation Plan for the Washington Region, is available at: <http://www.mwcog.org/uploads/committee-documents/bl1YWF9f20140911144921.pdf>

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. 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 incorporates new transportation revenues approved by the state legislators for Virginia and Maryland; both jurisdictions passed significant legislation that increased the state and local funding available for future transportation investments. It includes revenue and expenditure estimates for the regional rail and bus transit system operated by WMATA and funded by member jurisdictions, which 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. More information on the financial planning process is available at: [mwcog.org/clrp/elements/financial.asp](http://mwcog.org/clrp/elements/financial.asp).

The CLRP is updated annually with amendments that include new projects or adjust the phasing or other aspects of some of the projects or actions in the plan, or change specific projects as new information on them becomes available. In future years, the financial analysis for the 2014 CLRP will be reviewed to ensure that it conforms to MAP-21 requirements for amendments and updates to the CLRP.

For the purposes of the 2014 CLRP air quality conformity determination, a transit ridership constraint was 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.

In 2008, Congress passed the Passenger Rail Investment and Improvement Act (PRIIA) which provides funding for WMATA's capital and preventive maintenance projects, with \$150 million per year of federal funding and a matching \$150 million per year in required dedicated local matching revenues, as approved by the legislatures of Maryland, Virginia, and the District of Columbia. This legislation is set to expire in 2020. It was assumed in the financial plan that the PRIIA funding for WMATA would continue through 2040, similar to the continuation of other federal funding programs.

## **10. Participation Plan and Public Involvement**

The TPB is committed to a transparent interface with the public and with relevant public agencies to support the regional transportation planning process, including the development of the CLRP. The update to the 2007 TPB Participation Plan was approved in September 2014. It includes a policy statement, identification of goals, and description of participation activities, including procedures, committees, website and publications, public meetings and trainings, and general activities. The current "Participation Plan for the National Capital Region Transportation Planning Board" is available

at [http://www.mwcog.org/store/item.asp?PUBLICATION\\_ID=493](http://www.mwcog.org/store/item.asp?PUBLICATION_ID=493).

### *Visualization and Electronic Access*

Beginning in 2010, the TPB has made available to the public an on-line, searchable database of all the transportation projects and programs in the CLRP & TIP. Projects are either programmed in the FY2013-2018 TIP or planned in the 2013 CLRP. The on-line database will be updated with the projects in the 2014 CLRP following TPB approval. The database is available at: [mwcog.org/clrp/projects/search.asp](http://mwcog.org/clrp/projects/search.asp).

In addition, the TPB makes public information available electronically on two main websites: the CLRP website and the TPB website: [mwcog.org/transportation](http://mwcog.org/transportation). The CLRP website includes area maps of all newly proposed projects; static maps of all major highway, transit, HOV/HOT, and bicycle/pedestrian projects; and the ability to view CLRP projects using Google Earth.

### *The Public Involvement Process for the New Plan and TIP*

The TPB held two public comment periods during the development of the 2014 CLRP and new TIP; the first was held from March 13 to April 12, 2014 on the projects to be included in the air quality conformity analysis, and the second was held from September 11 to October 11 on the draft 2014 CLRP and FY 2015-2020 TIP, and the draft air quality conformity determination.

During the development of the 2014 CLRP and FY 2015-2020 TIP the participation procedures outlined in the TPB Participation Plan were followed, and several opportunities were provided for public comment, including:

- a) At the March 13, 2014 TPB Citizens Advisory Committee (CAC) meeting, the project submissions for inclusion in the air quality conformity analysis of the CLRP and TIP and the air quality conformity work scope were released, and an opportunity for public comment on these submissions was provided at the beginning of the March 19 TPB meeting.
- b) At the April 16 meeting, the TPB approved a set of responses to the public comments on the project submissions for inclusion in the CLRP and TIP documents.
- c) On July 24, 2014, the Draft 2014 CLRP was presented to the TPB's Access for All Advisory Committee for their consideration and comment.
- d) At September 11, 2014 CAC meeting, the draft 2014 CLRP, the FY 2015-2020 TIP, and the draft air quality conformity analysis were released for a 30-day public comment period which closed on October 11.
- e) An opportunity for public comment on these documents was provided on the TPB website and at the beginning of the September and October TPB

meetings.

Comments and responses from the two public comment periods were posted on the website at [mwcog.org/transportation/public](http://mwcog.org/transportation/public). The staff responses to the comments were reviewed and accepted for inclusion in the CLRP by the TPB on October 15, 2014. The final version of the TIP document will include summaries of all comments and responses

## **11. Transportation for Persons with Disabilities, Low-Income Individuals and Older Adults**

On September 6, 1991, the U.S. Department of Transportation issued regulations (49 CFR, Parts 27, 37 and 38) on transportation for persons with disabilities to conform to the Americans with Disabilities Act (ADA) of 1990. Related regulations include Section 504 of the Rehabilitation Act of 1973 regarding discrimination against individuals with Disabilities. On July 15, 1992, the TPB certified that the WMATA ADA Paratransit Plan for the WMATA Region and the Frederick County ADA Paratransit Plan are in conformance with the Constrained Long Range Plan and these plans were submitted to FTA in July 1992. By January 1997 both the WMATA and Frederick County paratransit services were operating as planned in conformance with the regulations.

In December 1998, the U.S. Department of Transportation/Federal Highway Administration (FHWA) released DOT Order 6640.23 to comply with Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*. The Federal Transit Administration (FTA) issued the Circular "Title VI Requirements and Guidelines for Federal Transit Administration Recipients" (FTA C 4702.1B) on October 1, 2012. The TPB has complied with the USDOT's longstanding guidance to ensure nondiscrimination in programs, procedures, operations, and decision-making to assure that social, economic, and environmental impacts on communities and individuals are considered in the planning process. The COG Board of Directors adopted a "Title VI Plan to Ensure Nondiscrimination in all Programs and Activities" on July 14, 2010. COG serves as the administrative agent for the TPB. The Title VI Plan documents the actions and procedures the TPB uses to ensure nondiscrimination of transportation-disadvantaged population groups in the planning process. The Title VI plan is described in more detail under item 12 below and can be found at:

<http://www.mwcog.org/publications/Final%20Title%20VI%20Plan%20Revised%20Aug%202010.pdf>.

Several actions have been taken to ensure that the planning process includes the participation of low-income communities, minority communities, persons with disabilities and older adults. To ensure on-going input from transportation disadvantaged population groups, the TPB established the Access for All Advisory Committee in 2001 to advise on issues, projects and programs important to low-income communities, minority communities and persons with disabilities. The committee is chaired by a TPB member who regularly reports to the TPB on the issues and concerns of the committee. Approximately 25 community leaders are

members of the committee, which meets quarterly.

Each time the CLRP is updated, the AFA committee reviews maps of proposed major projects and comments on the long-range plan. The AFA chair, TPB member Tim Lovain, presented those comments to the TPB on September 17, 2014. The AFA comments on the Draft 2014 CLRP were distributed to the TPB in this memo:

<http://www.mwcog.org/uploads/committee-documents/Y11YV15W20140929121523.pdf>

To provide access to documents, meetings or any other planning activities for limited English proficiency populations and those with disabilities, the TPB follows the COG accommodations policy ([mwcog.org/accommodations](http://www.mwcog.org/accommodations)). The TPB has a Language Assistance Plan that is provided in Attachment F.

<http://www.mwcog.org/publications/Final%20Title%20VI%20Plan%20Revised%20Aug%202010.pdf>.

As described under item 13 below, the key elements of the Coordinated Human Service Transportation Plan were adopted by the TPB in July 2014. The Coordinated Plan identifies unmet transportation needs for people with disabilities, low-income individuals and older adults. These population groups are represented on the Human Service Transportation Coordination Task Force which oversaw the development of the key elements of the Update to the Coordinated Plan. The Coordinated Plan guided the selection of projects to be funded by the TPB's Federal Transit Administration Job Access Reverse Commute (JARC) and New Freedom Programs. The TPB has funded 66 JARC and New Freedom grants to improve access to transportation for people with disabilities and those with limited incomes which total over \$25 million in Federal and matching funds. The Coordinated Plan and information on the Enhanced Mobility funding program is available at [tpbcoordination.org](http://tpbcoordination.org). In 2011, an assessment of the TPB's JARC and New Freedom program and grants was conducted by an independent consulting firm. The report "Assessment of the Job Access and Reverse Commute (JARC) and New Freedom Programs in the National Capital Region" was presented to the TPB on January 18, 2012.

## **12. Title VI of the Civil Rights Act of 1964 and Other Federal Requirements**

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance. FTA issued the Circular "Title VI Requirements and Guidelines for Federal Transit Administration Recipients" (FTA C 4702.1B) on October 1, 2012. FHWA also has published guidance on how the TPB must ensure nondiscrimination in its plans, programs and activities: "FHWA Desk Reference: Title VI Nondiscrimination in the Federal Aid Highway Program."

The planning process is consistent with Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each state under 23 U.S.C 794, 23 U.S.C. 324 regarding the prohibition of discrimination based on gender and USDOT guidance on environmental justice. The planning process also conforms to the Surface

Transportation and Uniform Relocation Assistance Act of 1987, regarding the involvement of minority enterprises in FHWA and FTA funded projects.

The Metropolitan Washington Council of Governments (COG), as the administrative agent for the TPB, has a “Title VI Plan to Ensure Nondiscrimination in all Programs and Activities” to document the ongoing efforts by COG and the TPB to ensure compliance with Title VI and related statutes regarding nondiscrimination and environmental justice. The COG Board adopted the Title VI Plan on July 14, 2010 and it includes a policy statement, Title VI assurances and nondiscrimination complaint procedures. COG’s Title VI plan and the Title complaint form are available here: <http://www.mwcog.org/publications/nondiscrimination.asp>. In November 2012, COG revised its Title VI Program which reiterates the policies and practices outlined in the Title VI Plan, and submitted the program to FTA Region 3. In a letter from FTA Region 3 on November 9, 2012, the FTA concurred with COG’s Title VI Program and stated that the program meets the requirements set out in the FTA’s Title VI Circular, 4702.1A

COG’s General Counsel organizes an annual meeting with the Executive Director and the Title VI Coordinators. The last meeting was held on April 22, 2014.

Each COG/TPB staff member is required to attend Title VI training and Title VI training is offered annually. In June 2011, TPB staff received a day-long Title VI training from FHWA Headquarters staff at the Virginia Department of Transportation.

COG’s “Disadvantaged Business Enterprise Program Administrative Program and Policy” dated April 2, 2013 includes procedures to provide for subcontracting to disadvantaged businesses enterprises, a DBE Goal and a Small Business Participation Element and can be found at [www.mwcog.org/doingbusiness/dbe](http://www.mwcog.org/doingbusiness/dbe). On June 3, 2013 FTA Region 3 provided two letters concurring with the DBE methodology and goal, and the DBE and SBE program. All COG contracts and subcontracts include the required standard clauses, including lobbying prohibition.

COG pro-actively arranged for a consultant to review its non-discrimination and DBE plans and policies. The review is expected to be completed in coming months, and will result in revisions to the Title VI Plan to reflect the new COG and TPB membership and other minor changes.

COG has an accommodations policy for people with disabilities and those with limited English skills which the TPB and all other TPB committees follow. This policy sets procedures for making documents accessible to those with visual impairments and for making meeting locations and other logistics accessible for those with disabilities or limited English skills. COG’s accommodations policy can be found at [mwcog.org/accommodations/](http://mwcog.org/accommodations/).

The state transportation agencies (DDOT, MDOT and VDOT) have an agreement with COG that specifies the terms and conditions for funding its administrative support of the transportation planning process. This agreement was reviewed and updated by amendment on September 17, 2008. The agreement requires COG to meet all US DOT MPO planning requirements and to adhere to Title VI of the Civil



Rights Act of 1964 and applicable non-discrimination laws, and to comply with the small, disadvantaged and women owned business enterprise polices and the prohibition on lobbying.

### *Analysis of Disproportionate and Adverse Impacts*

The CLRP is analyzed to ensure that the plan does not disproportionately and adversely affect low-income, minority and disabled populations by using Census data and travel demand data on the accessibility to jobs by highway and transit in 2040. An analysis of the last major update of the Plan, the 2010 CLRP, is available at: [mwcog.org/clrp/performance/EJ/EJintro.asp](http://mwcog.org/clrp/performance/EJ/EJintro.asp). Each major plan update, required every 4 years, undergoes a Title VI analysis so the 2014 CLRP, adopted by the Board on October 15, 2014, will be analyzed for disproportionate and adverse impacts. The link above also includes a regional demographic profile based on the latest available Census data, maps showing major CLRP projects and locations of low-income, minority, older adult, limited English proficiency and disabled populations, and mode use by population group and proximity to transit stations. The accessibility changes resulting from the 2010 CLRP were analyzed for disproportionate adverse impacts on transportation disadvantaged groups. The analysis showed that based on accessibility to jobs, the 2010 CLRP does not appear to have disproportionate adverse impacts on these groups. For the 2012 CLRP, another accessibility analysis was conducted examining accessibility to jobs by highway and transit in 2040 and was documented in the 2012 CLRP brochure and website. A sensitivity analysis on the impacts of the 2012 CLRP on traditionally transportation-disadvantaged populations was conducted and suggests that decreases in accessibility to jobs on the eastern side of the region are likely due to higher congestion levels and land use changes forecast for 2040. A description of how the TPB further addresses planning-related Title VI requirements, as outlined in the COG Title VI Plan, is available above in Section 11 "Transportation for Persons with Disabilities, Low-Income Individuals and Older Adults".

### **13. Human Service Transportation Coordination**

The TPB adopted key elements of the Update to the Coordinated Human Service Transportation Plan in July 2014 to guide the implementation of the new Enhanced Mobility of Seniors and Persons with Disabilities Program. The Coordinated Plan was last updated in 2009. The TPB's Human Service Transportation Coordination Task Force oversaw the development of the key elements. In November 2014, the TPB will be asked to approve the new Coordinated Plan document.

The TPB serves as the designated recipient for the FTA Enhanced Mobility, JARC and New Freedom grant programs in the Washington DC-VA-MD Urbanized Area. The key elements, the 2009 Coordinated Plan and information on the new Enhanced Mobility Program are available at [tpbcoordination.org](http://tpbcoordination.org).

On August 28, 2014, the TPB issued its first solicitation for Enhanced Mobility grant applications which were due in October 2014. The key elements of the Coordinated Plan provide strategies, priority projects and the competitive selection process for

the Enhanced Mobility program.

In 2011, an assessment of the TPB's JARC and New Freedom program and grants was conducted by an independent consulting firm. The report "Assessment of the Job Access and Reverse Commute (JARC) and New Freedom Programs in the National Capital Region" was presented to the TPB on January 18, 2012. The report outlined recommendations for changes to the solicitation process, changes to strengthen the oversight of subgrants, and recommendations to provide additional technical assistance to grantees in the implementation of grants. Overall, the assessment found that no widespread changes to the TPB administrative and oversight process are called for.

A Human Service Transportation Coordination Study was conducted by a consultant as part of WMATA's and Maryland's Technical Assistance in the FY2013 UPWP. The study reviewed specialized transportation services in the region, funding mechanisms for those services, and interviewed select human service agencies in Suburban Maryland. The study included research on existing human service agency transportation coordination and alternative service delivery models and assessment of their applicability for Suburban Maryland. The study recommends a preferred coordination model and action plan for a pilot for alternative service to MetroAccess in Suburban Maryland. The final report was developed in June 2013.

#### **14. Congestion Management Process**

The TPB created a Congestion Management Process (CMP) in 2007 that is part of the regional transportation plan and is committed to management of the existing and future transportation system through the use, where appropriate, of demand management and operational management strategies. These strategies, when taken as a whole, form a large portion of the CMP. The CMP addresses the requirements laid out in the final planning regulations. The CMP element of the CLRP is documented at [mwcog.org/clrp/elements/cmp/](http://mwcog.org/clrp/elements/cmp/). A feature of the CMP is a regional Congestion Dashboard at [mwcog.org/congestion](http://mwcog.org/congestion).

The CMP has four main components: 1) Congestion monitoring of major highways; 2) Identification and analysis of strategies to alleviate congestion; 3) Implementation of reasonable strategies and an assessment of their effectiveness; and 4) Integration of strategies into major roadway construction projects. With the CMP, the TPB aims to use existing and future transportation facilities efficiently and effectively, reducing the need for highway capacity increases for single-occupant vehicles (SOVs).

Congestion Management Process (CMP) documentation is included in the TPB's process for soliciting projects from implementing agencies for the CLRP and TIP. The transportation implementing agencies are required to submit a Congestion Management documentation form for each project or action proposing an increase in SOV capacity. The implementing agencies submit documentation of CMP strategies considered in conjunction with significant federally-funded CLRP or TIP

projects.

## **15. Management, Operations and Technology**

The TPB has several on-going efforts related to management, operations and technology to help the region maximize the efficiency and effectiveness of the transportation system. On these topics, the TPB is advised by its Management, Operations, and Intelligent Transportation Systems (MOITS) Technical Subcommittee. Related programs include the Metropolitan Area Transportation Operations Coordination (MATOC) Program, the Regional Intelligent Transportation Systems (ITS) Architecture and the Traffic Signals Subcommittee. More details on the task force and programs can be found at [mwcog.org/clrp/federal](http://mwcog.org/clrp/federal) and [mwcog.org/clrp/elements/moits](http://mwcog.org/clrp/elements/moits).

## **16. Freight Planning**

The TPB is dedicated to incorporating freight into the transportation planning process. The TPB Freight Plan 2010 provides analysis of current and forecast freight transportation and identifies projects that benefit freight transportation in the National Capital Region. The TPB Freight Subcommittee meets bimonthly to exchange information and to provide stakeholder input into the TPB freight planning products. For example, the TPB Freight Subcommittee developed the region's first Top 10 Freight Project List in 2011, and updated the list in 2013. The 2011 TPB Regional Freight Forum, a 1-day conference on regional freight trends brought together TPB board members, Capitol Hill representatives, freight-industry representatives from all modes, and federal, state, and local planners. For more information and to view the freight planning documents and freight subcommittee activities, go to [mwcog.org/freight](http://mwcog.org/freight).

## **17. Bicycle and Pedestrian Planning**

The TPB approved the *2010 Bicycle and Pedestrian Plan* on October 20, 2010. This plan identifies the capital improvements, studies, actions, and strategies that the region proposes to carry out by 2040 for major bicycle and pedestrian facilities. The Bicycle and Pedestrian Subcommittee of the TPB Technical Committee assisted in the development of the plan, and continues to meet regularly to exchange information among stakeholders and provide advice to the TPB on bicycle and pedestrian issues. A 2014 Update to the Bicycle and Pedestrian Plan is being completed and approval is anticipated in November 2014.

To promote pedestrian and bicycle safety, the TPB sponsors the regional Street Smart campaign, which consists of Fall and Spring waves of advertising, public relations, and enforcement activities. For more information on the campaign see [bestreetsmart.net](http://bestreetsmart.net).

Recent examples of how TPB integrates bicycle and pedestrian considerations into the metropolitan planning process include the development of a regional Complete Streets Policy, adopted May 2012, and a regional Green Streets Policy to encourage

more pedestrian-friendly streetscapes, adopted February 2014. More information about the TPB's bicycle and pedestrian planning activities can be found at: [mwcog.org/transportation/activities/planning](http://mwcog.org/transportation/activities/planning).

## **18. Environmental Consultation and Mitigation**

The TPB established procedures in its Participation Plan for environmental consultation. The TPB has completed an extensive data collection and mapping effort that compares the CLRP with the region's natural and historic resources and associated conservation plans. Under this initiative, the TPB has worked with federal, state, and local resource agencies in the region to collect a wealth of environmental data on locations of floodplains, green infrastructure (as defined by Virginia and Maryland conservation plans), historic sites (as defined by national and separate state registers), impervious surface, protected lands (as defined by state wildlife management and conservation plans), sensitive species, and wetlands. In order to accurately compare the transportation plan with these resources and environmental plans, the TPB directly collaborated with experts at several resource agencies, such as the Maryland Department of Natural Resources, Maryland Historical Trust, National Park Service, Virginia Department of Conservation and Recreation, Virginia Department of Game and Inland Fisheries, and Virginia Department of Historic Resources.

The CLRP also includes an environmental potential mitigation discussion which identifies potential activities to moderate the environmental impacts of the long range transportation plan. The TPB's environmental consultation process is described in more detail on the TPB's CLRP website: <http://www.mwcog.org/clrp/elements/environment/default.asp>.

In February 2014 the TPB approved a Green Streets Policy for the National Capital Region. They defined a Green Street as "an alternative to conventional street drainage systems designed to more closely mimic the natural hydrology of a particular site by infiltrating all or a portion of local rainfall events." A green street uses trees, landscaping, and related environmental site design features to capture and filter stormwater runoff within the right of way, while cooling and enhancing the appearance of the street. The TPB endorsed the concept of Green Streets, provided some policy guidance, and urged its members who had not already adopted such a policy to do so. Many of the TPB member governments and agencies, including the District of Columbia and Maryland, have adopted some form of Green Streets policy.

A Green Streets implementation workshop was held on July 28, 2014, with nearly 80 member agency staff and consultants from around the region in attendance. A Green Streets policy survey was carried out in March 2014, and links to high profile state and local projects and plans can be found in the Transportation Planning Information Hub for the National Capital Region.

## **19. Scenario Planning and Climate Change**

COG has adopted a long-range climate vision, which includes greenhouse gas (GHG)

emissions reduction goals for 2012, 2020 and 2050, as adopted in the 2008 COG Climate Change Report and in the 2010 COG Region Forward Plan, which is a long-range multi-sector vision for the region. The TPB's "What Would it Take?" scenario analyzed over 40 strategies to examine how COG's multi-sector climate change goals could be met in the transportation sector. Strategies ranged from exploring the potential impact of increased fuel economy standards and alternative fuel forecasts to accelerated completion of regional and local level bicycle plans and congestion reduction strategies. The final report for the "What Would it Take?" scenario was completed in May 2010. An analysis of the impact of proposed new fuel economy standards for both light-duty and heavy-duty vehicles was conducted in 2011 and showed how the standards move the region closer to meeting the COG GHG reduction goals in the transportation sector.

The TPB's "CLRP Aspirations" scenario sought to create a land use and transportation vision for the region that includes aggressive land use development centered on the region's activity centers to be connected via a bus rapid transit system running on a network of variably priced road lanes. The first phase of a priority bus system envisioned in this scenario was funded under a TIGER grant. A GHG analysis of the "CLRP Aspirations" scenario and the TIGER priority bus project was included in the "What Would it Take?" scenario. The final report for the "CLRP Aspirations" scenario was completed in September 2010. The final reports for the "What Would It Take?" and "CLRP Aspirations" scenarios are available at: [mwcog.org/clrp/elements/scenarios.asp](http://mwcog.org/clrp/elements/scenarios.asp).

## **20. Regional Transportation Priorities Planning**

The Regional Transportation Priorities Plan was approved by the TPB in January of 2014 after a three-year development process that included extensive technical work and public outreach. The plan identifies strategies with the greatest potential to respond to our region's most significant transportation challenges. It also 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. Development of the Priorities Plan included a unique public opinion survey element to help identify those strategies with the greatest likelihood of garnering broad public support.

The Plan calls for maintaining the region's existing system of roadways and transit first, strengthening public confidence and ensuring fairness, and finding better, more efficient ways to move people and goods throughout the region. Focusing attention on these efforts will move the region toward achieving its shared goals for the future. Ultimately, the purpose of the Priorities Plan is to support efforts to incorporate into future updates of the region's Constrained Long-Range Transportation Plan (CLRP) specific projects and programs that support regional priorities. The Priorities Plan serves as a policy guide to assist local, state, and regional leaders in "thinking regionally and acting locally"—that is, in considering regional needs when identifying transportation improvements to advance to implementation.

## 21. Transportation/Land Use Connections (TLC) Program

The TLC Program provides support to local governments in the Metropolitan Washington region as they work to improve transportation/ land use coordination. The TPB initiated the TLC Program in November 2006 to provide support to local jurisdictions as they deal with the challenges of integrating land-use and transportation planning at the community level. At the close of the FY 2014 round of the TLC technical assistance program, the TPB had completed 72 technical assistance projects in eighteen of the TPB member jurisdictions for a total of \$2,360,000. In addition to providing technical assistance, the TLC Program includes a Regional Peer Exchange Network. Since 2012, the TLC Program has provided staff support for the project selection process for funding sub-allocated to the Washington metropolitan region under the federal Transportation Alternatives Program (TAP). More information is available at: [mwcog.org/transportation/activities/tlc](http://mwcog.org/transportation/activities/tlc).

## 22. Related Documents and Other Items on the Web

This self-certification refers to many related items and documents which are available on the MWCOCG website. Below is a list of the key documents with a link to their exact location on the website.

Item	Specific Location
2014 Plan	<a href="http://mwcog.org/clrp">mwcog.org/clrp</a>
2014 Plan Brochure (not yet published)	<a href="http://mwcog.org/clrp/resources/">mwcog.org/clrp/resources/</a>
FY2015-2020 TIP	<a href="http://mwcog.org/clrp/projects/tip/fy1520.asp">mwcog.org/clrp/projects/tip/fy1520.asp</a>
Air Quality Conformity Analysis of the 2014 Plan	<a href="http://mwcog.org/clrp/resources/default.asp#air-quality-analysis">mwcog.org/clrp/resources/default.asp#air-quality-analysis</a>
Call for Projects for 2014 CLRP	
Public comments on the new Plan	<a href="http://mwcog.org/TPBcomment">mwcog.org/TPBcomment</a>
Financial Plan	<a href="http://mwcog.org/clrp/resources/default.asp#financial-analysis">mwcog.org/clrp/resources/default.asp#financial-analysis</a>
Regional Transportation Priorities Plan	<a href="http://www.mwcog.org/transportation/priorities/">http://www.mwcog.org/transportation/priorities/</a>
TPB Vision and Relation to the Planning Factors	<a href="http://mwcog.org/clrp/process/vision.asp">mwcog.org/clrp/process/vision.asp</a>
Participation Plan	<a href="http://mwcog.org/clrp/public/plan.asp">mwcog.org/clrp/public/plan.asp</a>

COG Accommodations Policy	<a href="http://mwcog.org/accommodations/">mwcog.org/accommodations/</a>
FY2015 UPWP	<a href="http://mwcog.org/transportation/activities/upwp/">mwcog.org/transportation/activities/upwp/</a>
Coordinated Human Services Transportation Plan	<a href="http://mwcog.org/tpbcoordination/resources/CoordinatedPlan.asp">mwcog.org/tpbcoordination/resources/CoordinatedPlan.asp</a>
Congestion Management Process	<a href="http://mwcog.org/clrp/elements/cmp/default.asp">mwcog.org/clrp/elements/cmp/default.asp</a>
Annual Listing of Projects	<a href="http://mwcog.org/clrp/projects/tip/obligations.asp">mwcog.org/clrp/projects/tip/obligations.asp</a>
On-line CLRP & TIP Project Database	<a href="http://mwcog.org/clrp/projects/search.asp">mwcog.org/clrp/projects/search.asp</a>
Environmental Mitigation Discussion	<a href="http://mwcog.org/clrp/elements/environment/">mwcog.org/clrp/elements/environment/</a>
Visualization of the CLRP	<a href="http://mwcog.org/clrp/projects/major.asp">mwcog.org/clrp/projects/major.asp</a>
Freight Plan	<a href="http://mwcog.org/store/item.asp?PUBLICATION_ID=381">mwcog.org/store/item.asp?PUBLICATION_ID=381</a>
Bike and Pedestrian Plan	<a href="http://mwcog.org/store/item.asp?PUBLICATION_ID=386">mwcog.org/store/item.asp?PUBLICATION_ID=386</a>
Safety Element	<a href="http://mwcog.org/clrp/elements/safety/">mwcog.org/clrp/elements/safety/</a>
COG Title VI Plan	<a href="http://mwcog.org/store/item.asp?PUBLICATION_ID=383">mwcog.org/store/item.asp?PUBLICATION_ID=383</a>
TPB Language Assistance Plan	<a href="http://mwcog.org/store/item.asp?PUBLICATION_ID=384">mwcog.org/store/item.asp?PUBLICATION_ID=384</a>
Scenario Study	<a href="http://mwcog.org/clrp/elements/scenarios.asp">mwcog.org/clrp/elements/scenarios.asp</a>
Transportation Land Use Connections (TLC) Program	<a href="http://mwcog.org/transportation/activities/tlc/">mwcog.org/transportation/activities/tlc/</a>

### 23. Federal Review of the TPB's Planning Process

In April 2010, FHWA and FTA conducted a certification review of the transportation planning process for the Washington, DC-VA-MD Transportation Management Area (TMA). The review included the Fredericksburg Area Metropolitan Planning Organization (FAMPO) because a small portion of the TMA extends into part of Stafford County which is in the FAMPO area.

The certification review is documented in a May 5, 2011 report. Seven TPB planning elements received commendations and four FAMPO planning elements were commended. The report included 11 TPB recommendations, 3 FAMPO recommendations, and 4 corrective actions for FAMPO to address. The TPB's planning process was certified with the condition that FAMPO address the 4 corrective actions. FAMPO has successfully addressed all 4 corrective actions.

TPB staff and FAMPO staff reviewed the recommendations and corrective actions of the federal certification review and worked cooperatively to implement them by the compliance deadlines. On July 18, 2012 the FHWA sent a letter to FAMPO and TPB acknowledging that the corrective actions had been implemented and fully certifying the FAMPO section of the DC-MD-VA TMA area.

In October 2014, FHWA and FTA will conduct the next certification review of the transportation planning process for the Washington, DC-VA-MD Transportation Management Area (TMA).

#### **24. Signature Pages**

The following signature pages from the Departments of Transportations of the District of Columbia, Maryland, Virginia and the Transportation Planning Board certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all the applicable requirements. The following page identifies the section and page where each of the applicable federal requirements listed on the signatures pages is addressed in this document.



# Metropolitan Transportation Planning Process

## Applicable Federal Requirements

	<u>Requirement</u>	<u>Addressed in Section</u>	<u>Page</u>
1.	23 U.S.C. 134, 49 U.S.C. Section 5303 and 23 U.S.C. 450 Subpart 334 (Metropolitan Planning)	ALL	2-15
2.	Title VI of Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794 (Nondiscrimination - Civil Rights), Section 324 (Nondiscrimination - Gender), and 29 U.S.C. 794) (Nondiscrimination - Individuals with Disabilities)	11,12	8-11
3.	Section 1101(b) of MAP-21 (Pub. L.112-196) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects (DBE Involvement)	12	9-11
4.	The provisions of the Americans With Disabilities Act of 1990 (Public Law 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulation (Nondiscrimination - Individuals with Disabilities)	11	8
5.	The provision of 49 CFR part 20 regarding restrictions on influencing certain activities (Lobby Prohibition)	12	9-10
6.	Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93 (Conformity Determination)	8	5
7.	49 U.S.C. Section 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity (Nondiscrimination - General)	11, 12	8-11
8.	23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts (Equal Employment Opportunity)	12	8-11

**CERTIFICATION OF THE URBAN TRANSPORTATION PLANNING PROCESS  
FOR THE NATIONAL CAPITAL REGION**

October 15, 2014

The National Capital Region Transportation Planning Board (TPB) herby certifies that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all the applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. Section 5303 and 23 U.S.C. 450 Subpart 334 (Metropolitan Planning)
2. Title VI of Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794 (Nondiscrimination-Civil Rights), Section 324 (Nondiscrimination-Gender), and 29 U.S.C. 794) (Nondiscrimination-Individuals with Disabilities)
3. Section 1101(b) of MAP-21 (Pub. L.112-196) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects (DBE Involvement)
4. The provisions of the Americans With Disabilities Act of 1990 (Public Law 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulation (Nondiscrimination- Individuals with Disabilities)
5. The provision of 49 CFR part 20 regarding restrictions on influencing certain activities (Lobby Prohibition)
6. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93 (Conformity Determination)
7. 49 U.S.C. Section 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity (Nondiscrimination- General)
8. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts (Equal Employment Opportunity)

---

Patrick Wojahn  
Chairman  
National Capital Region Transportation Planning Board (TPB)

**CERTIFICATION OF THE URBAN TRANSPORTATION PLANNING PROCESS  
FOR THE NATIONAL CAPITAL REGION**

October 15, 2014

The National Capital Region Transportation Planning Board (TPB) hereby certifies that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all the applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. Section 5303 and 23 U.S.C. 450 Subpart 334 (Metropolitan Planning)
2. Title VI of Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794 (Nondiscrimination-Civil Rights), Section 324 (Nondiscrimination-Gender), and 29 U.S.C. 794) (Nondiscrimination-Individuals with Disabilities)
3. Section 1101(b) of MAP-21 (Pub. L.112-196) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects (DBE Involvement)
4. The provisions of the Americans With Disabilities Act of 1990 (Public Law 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulation (Nondiscrimination- Individuals with Disabilities)
5. The provision of 49 CFR part 20 regarding restrictions on influencing certain activities (Lobby Prohibition)
6. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93 (Conformity Determination)
7. 49 U.S.C. Section 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity (Nondiscrimination- General)
8. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts (Equal Employment Opportunity)

---

Matthew Brown  
Director  
District of Columbia Department of Transportation

**CERTIFICATION OF THE URBAN TRANSPORTATION PLANNING PROCESS  
FOR THE NATIONAL CAPITAL REGION**

October 15, 2014

The National Capital Region Transportation Planning Board (TPB) herby certifies that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all the applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. Section 5303 and 23 U.S.C. 450 Subpart 334 (Metropolitan Planning)
2. Title VI of Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794 (Nondiscrimination-Civil Rights), Section 324 (Nondiscrimination-Gender), and 29 U.S.C. 794) (Nondiscrimination-Individuals with Disabilities)
3. Section 1101(b) of MAP-21 (Pub. L.112-196) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects (DBE Involvement)
4. The provisions of the Americans With Disabilities Act of 1990 (Public Law 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulation (Nondiscrimination- Individuals with Disabilities)
5. The provision of 49 CFR part 20 regarding restrictions on influencing certain activities (Lobby Prohibition)
6. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93 (Conformity Determination)
7. 49 U.S.C. Section 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity (Nondiscrimination- General)
8. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts (Equal Employment Opportunity)

---

Donald A. Halligan  
Director, Office of Planning and Capital Programming  
Maryland Department of Transportation

**CERTIFICATION OF THE URBAN TRANSPORTATION PLANNING PROCESS  
FOR THE NATIONAL CAPITAL REGION**

October 15, 2014

The National Capital Region Transportation Planning Board (TPB) hereby certifies that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all the applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. Section 5303 and 23 U.S.C. 450 Subpart 334 (Metropolitan Planning)
2. Title VI of Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794 (Nondiscrimination-Civil Rights), Section 324 (Nondiscrimination-Gender), and 29 U.S.C. 794) (Nondiscrimination-Individuals with Disabilities)
3. Section 1101(b) of MAP-21 (Pub. L.112-196) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects (DBE Involvement)
4. The provisions of the Americans With Disabilities Act of 1990 (Public Law 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulation (Nondiscrimination- Individuals with Disabilities)
5. The provision of 49 CFR part 20 regarding restrictions on influencing certain activities (Lobby Prohibition)
6. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93 (Conformity Determination)
7. 49 U.S.C. Section 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity (Nondiscrimination- General)
8. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts (Equal Employment Opportunity)

---

Helen Cuervo  
District Administrator  
Virginia Department of Transportation

## **ITEM 12 - Information**

October 15, 2014

Briefing on the Draft Call for Projects and Schedule for  
the Air Quality Conformity Assessment for  
the 2015 CLRP and FY 2015-2020 TIP

**Staff Recommendation:** Receive briefing on the draft call for projects document and schedule for the air quality conformity assessment for the 2015 CLRP and FY 2015-2020 TIP.

**Issues:** None

**Background:** The Board will be asked to approve the final call for projects document at its November 19 meeting. This document is a companion brochure to the full draft Call for Projects document, which is available at [www.mwcog.org/CLRP2015](http://www.mwcog.org/CLRP2015).

## SCHEDULE FOR DEVELOPMENT AND ADOPTION OF THE 2015 CLRP UPDATE

November 19, 2014	TPB Approves and Issues Call for Projects
December 12, 2014	<b>Deadline:</b> Agencies Complete Online Submission of CLRP Forms and Inputs for the Air Quality Conformity Analysis
January 15, 2015	CLRP Project Submissions and Draft Scope of Work for the Air Quality Conformity Analysis Released for Public Comment at Citizens Advisory Committee (CAC) Meeting
February 18, 2015	TPB Reviews Public Comments and is Asked to Approve Project Submissions and Draft Scope of Work
April 3, 2015	<b>Deadline:</b> Agencies Complete Congestion Management Documentation Forms (where needed)
September 10, 2015	Draft CLRP, TIP Amendments, and Conformity Analysis Released for Public Comment at CAC Meeting
October 21, 2015	TPB Reviews Comments and Responses, and Considers the 2015 CLRP Update, FY 2015-2020 TIP Amendments, and Air Quality Conformity Analysis for Final Adoption

### INSTRUCTIONS FOR SUBMITTING PROJECTS

- 1 Consider federal requirements and regional framework
- 2 Go to <http://itip.mwcog.org> to complete CLRP project description forms and Air Quality Conformity Inputs by December 12, 2014.
- 3 Complete Congestion Management Documentation and respond to follow-up questions by April 3, 2015.

#### ABOUT THE TPB

The National Capital Region Transportation Planning Board (TPB) is the metropolitan planning organization (MPO) for the Washington region. The TPB is responsible for directing the continuing transportation planning process carried out cooperatively by the states and the local communities in the region. The TPB is staffed by the Department of Transportation Planning of the Metropolitan Washington Council of Governments.

#### ACCESSIBILITY

Alternative formats of this publication can be made available for persons with disabilities. Please call 202.962.3300 or 202.962.3213 (TDD), email [accommodations@mwkog.org](mailto:accommodations@mwkog.org), or visit [www.mwcog.org](http://www.mwcog.org)



NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

# Financially Constrained Long-Range Transportation Plan For the National Capital Region CLRP 2015

## CALL FOR PROJECTS

Solicitation for Projects to Include in the 2015 Update of the CLRP and FY 2015-2020 TIP

### UPDATING THE CLRP

Each year, the TPB updates the region's Constrained Long-Range Transportation Plan (CLRP) to include new transportation projects that area transportation agencies expect to build, operate, and maintain over the next 20 to 30 years. The TPB also makes changes to projects already in the plan.

The projects submitted for inclusion in the CLRP have been developed by local, state, and/or regional agencies consistent with local plans, usually with extensive input from the public.

Under federal law, the CLRP can only contain those projects for which funding is "reasonably expected to be available."

### UPDATING THE TIP

In addition to the CLRP, the TPB also makes regular updates to the region's six-year Transportation Improvement Program (TIP). The TIP identifies those projects from the CLRP which are expected to receive funding for planning, engineering, or construction over the next six years.

The FY 2015-2020 TIP was approved by the TPB on October 15, 2014 and will remain the TIP of record for this update to the CLRP. Projects that need to be included in the FY 2015-2020 TIP will be amended into the TIP as required.

### THE 2015 CALL FOR PROJECTS

**This Call for Projects is a broad solicitation for any new projects that agencies wish to submit for inclusion in the 2015 CLRP, or for changes to any projects already included in the plan.**

**WHO:** Counties, municipalities, and state, regional, and federal agencies with the fiscal authority to fund transportation projects.

**WHAT:** Any project deemed to be regionally significant for air quality purposes, which typically includes any project that adds or removes highway or transit capacity. Agencies may also submit any other projects that they wish to highlight at the regional level.

**WHEN:** The deadline to submit required documentation for projects deemed regionally significant for air quality purposes is December 12, 2014. All other documentation and submission of any other projects not required by the December deadline are due April 3, 2015.

**HOW:** Designated agency representatives should visit <http://itip.mwcog.org> to complete required project description forms and provide input information for the Air Quality Conformity Analysis.

**The TPB strongly encourages agencies to consider the regional policy framework outlined in this document as they develop and select projects to submit for inclusion.**

For more detailed information about the 2015 Call for Projects and the 2015 CLRP update, please visit:

[www.mwcog.org/CLRP2015](http://www.mwcog.org/CLRP2015)

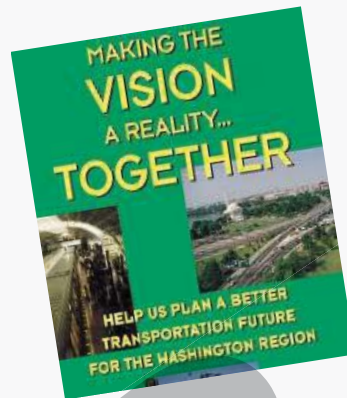
## REGIONAL POLICY FRAMEWORK AND FEDERAL REQUIREMENTS

The TPB Vision and the Regional Transportation Priorities Plan make up the regional policy framework to help guide transportation planning and decision-making in the Washington region. A small number of other TPB and COG policy documents and studies provide additional policy context.

Development of the CLRP is also governed by a number of federal requirements which must first be met in order for the plan to be approved and for federal transportation dollars to continue flowing to the region.

### THE TPB VISION

The TPB Vision, adopted by the TPB in 1998, is the central element of the TPB's regional policy framework. It provides a comprehensive set of policy goals, objectives, and strategies to help guide transportation planning and investment decisions. The Vision is the policy element of the CLRP and was developed collaboratively by TPB members and technical staff from throughout the region.



#### TPB Vision Statement

*In the 21st Century, the Washington metropolitan region remains a vibrant world capital, with a transportation system that provides efficient movement of people and goods. This system promotes the region's economy and environmental quality, and operates in an attractive and safe setting—it is a system that serves everyone. The system is fiscally sustainable, promotes areas of concentrated growth, manages both demand and capacity, employs the best technology, and joins rail, roadway, bus, air, water, pedestrian, and bicycle facilities into a fully interconnected network.*

Read the full TPB Vision at [www.mwcog.org/TPBvision](http://www.mwcog.org/TPBvision)

## REGIONAL TRANSPORTATION PRIORITIES PLAN



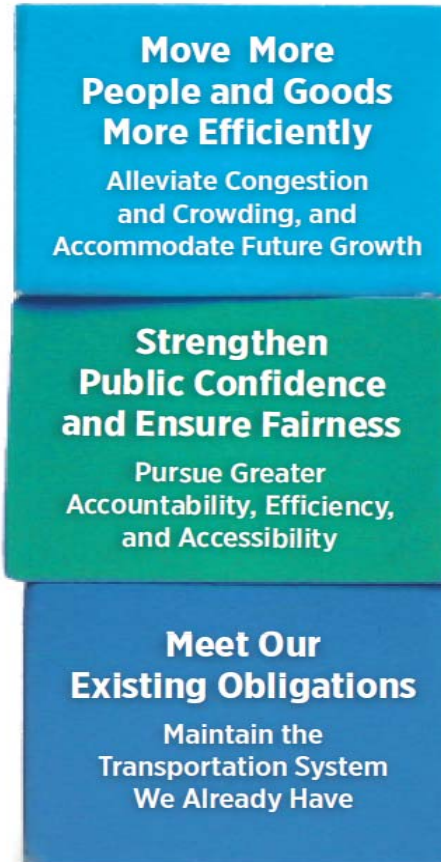
The Regional Transportation Priorities Plan, adopted by the TPB in January 2014, is the other main element of the TPB's regional policy framework. It is meant to focus attention on specific transportation strategies with the greatest potential to advance regional goals rooted in the TPB Vision.

The top priority identified in the Priorities Plan is proper maintenance of the region's transportation system. The plan says that a well-maintained system is vital to ensuring traveler safety and in laying the groundwork for future improvements.

The Priorities Plan also calls attention to strategies to strengthen public confidence and ensure greater fairness throughout the region, mainly through efforts to improve accountability, efficiency, and accessibility during project planning, design, and implementation.

Finally, the Priorities Plan calls for a greater focus on moving more people and goods more efficiently. It emphasizes the role of regional Activity Centers and multimodal transportation options in alleviating roadway congestion and transit crowding.

Find more about the Regional Transportation Priorities Plan at [www.mwcog.org/PrioritiesPlan](http://www.mwcog.org/PrioritiesPlan).



### ADDITIONAL POLICY CONTEXT

A small number of other TPB and COG policy documents and studies provide additional policy context to guide transportation planning and decision-making:

These policy documents and studies focus attention on additional policy goals for the transportation sector, including reducing mobile-source greenhouse gas emissions, reducing vehicle-miles traveled (VMT) per capita, increasing the construction of bicycle and pedestrian facilities, increasing the share of walking, bicycling, and transit trips, and ensuring that all regional Activity Centers will have bus or rail transit accessibility.

- National Capital Region Climate Change Report (2008)
- Region Forward: A Comprehensive Guide for Regional Planning and Measuring Progress in the 21st Century (2010)
- CLRP Aspirations Scenario (2010)
- "What Would It Take?" Scenario Study (2010)

## FEDERAL REQUIREMENTS

Development of the CLRP is governed by a number of federal requirements which must be met in order for the plan to be approved and for federal transportation dollars to continue flowing to the region.

#### Air Quality Conformity

Future vehicle-related emissions of four common air pollutants under the CLRP must remain below regional emissions budgets approved by the EPA.

#### Financial Constraint

Sufficient funding from existing or anticipated revenue sources must be reasonably expected to be available to build, operate, and maintain the region's transportation system.

#### Non-Discrimination and Equity

Transportation planning and funding decisions must not have disproportionate impacts on transportation-disadvantaged populations, including persons with disabilities and individuals with low incomes.

#### Congestion Management Documentation

The TPB must undertake efforts to identify the location, extent, and severity of congestion in the region for the purpose of identifying alternative ways to use existing and future transportation facilities efficiently and effectively.

#### Other Requirements

- Consideration of Federal Planning Factors
- Public Participation
- Interagency Consultation
- Environmental Mitigation Discussion
- Freight Planning Considerations

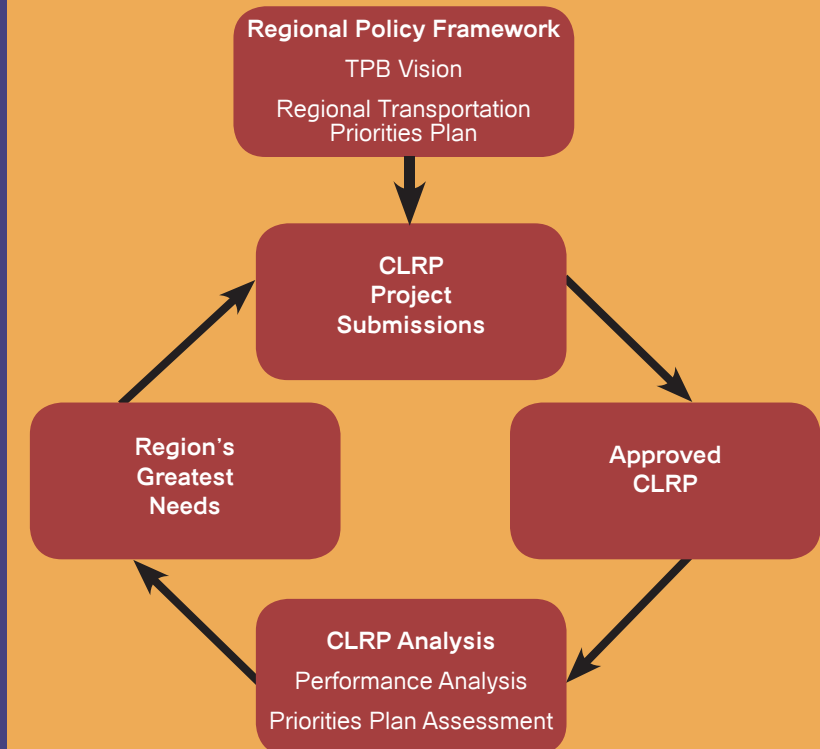
For the complete list of federal requirements related to the CLRP development process, please see the full 2015 CLRP Call for Projects at [www.mwcog.org/CLRP2015](http://www.mwcog.org/CLRP2015).

## SEEKING PROJECTS THAT ADDRESS THE REGION'S GREATEST NEEDS

In developing and selecting projects to submit for inclusion in the 2015 CLRP update, agencies should give priority to projects that address the greatest regional needs identified below.

These needs were identified in part through the recent Performance Analysis and Priorities Plan Assessment of the approved 2014 CLRP.

Agencies will specifically be asked to note how the projects they submit help support or advance these and other regional goals.



Agencies are encouraged to give priority to projects that are expected to do one or more of the following:

**Reduce congestion on the roadway and/or transit system**

**Improve the operational efficiency of the existing roadway and/or transit system**

**Provide high-quality transportation options between and/or within Activity Centers**

**Reduce vehicle-miles traveled (VMT) per capita**

**Reduce emissions of criteria pollutants and/or greenhouse gases**

**Increase use of travel modes other than driving alone**



## **ITEM 13 - Information**

October 15, 2014

### Briefing on the 2013 Regional Air Passenger Survey

**Staff Recommendation:** Receive briefing on the findings of the 2013 Washington-Baltimore Regional Air Passenger Survey at BWI, Reagan National, and Dulles airports and related issues.

**Issues:** None

**Background:** The survey covers geographic patterns of airport use, mode of access to the airports, originating air passengers by jurisdiction, and departures by time-of-day. It was conducted under the Continuous Airport System Planning Program.





# NATIONAL CAPITAL REGION

---

## TRANSPORTATION PLANNING BOARD

### MEMORANDUM

To: Transportation Planning Board

From: Richard I. Roisman, AICP  
Senior Transportation Planner

Date: October 9, 2014

RE: Background for Agenda Item #13 – Briefing on the 2013 Air Passenger Survey

---

At its October 15, 2014 meeting, the TPB will receive a briefing on the results of the 2013 Washington-Baltimore Regional Air Passenger Survey. The survey, performed every two years, provides the data foundation for other activities completed under the Continuous Airport System Planning (CASP) Program. Staff has prepared this memorandum for inclusion in the mail-out packet to provide Board members with background information on the CASP Program and the 2013 Air Passenger Survey, its linkage to the TPB Vision and RTPP Goals, and recent actions by the COG Board of Directors on airport related issues.

### **The CASP Program**

CASP has been part of the TPB work program since 1978. Funding for the program comes from the Federal Aviation Administration (FAA). These funds are used for air systems planning in the Washington-Baltimore region, which extends beyond the traditional TPB planning area and includes all three commercial service airports in the combined region: Ronald Reagan Washington National Airport (DCA), Washington Dulles International Airport (IAD), and Baltimore-Washington International Thurgood Marshall Airport (BWI [see shaded area of Figure 1, attached]).

The CASP Program provides a process that supports the planning, development and operation of airport facilities and the ground transportation facilities that serve the region's commercial airports in a systematic framework. This program is developed, implemented and monitored with the assistance of the Aviation Technical Subcommittee of the TPB Technical Committee. The Subcommittee is composed of representatives from the District Department of Transportation, the Metropolitan Washington Airports Authority (the owner and operator of both DCA and IAD), the Maryland Aviation Administration of the Maryland Department of Transportation (MAA, the owner and operator of BWI), as well as a representative from FAA and the Virginia Department of Aviation. While the primary focus of the CASP program is on our three commercial regional airports, smaller airports are represented on the Subcommittee by staff from the City of Frederick and City of Manassas, both of which operate general aviation airports in their respective cities. In addition to program oversight, the subcommittee is responsible for the integration of airport system planning with the regional transportation planning process.

The CASP airport system planning process consists of a continuous cycle that begins with a regional air passenger survey. The survey has been performed periodically since 1981 and since 2005 has been performed every two (2) years. The 2013 survey is the eleventh in the series. The results from the survey are then used with data from the FAA to develop forecasts of future air passenger travel and the ground

travel of these air passengers to and from the region's three commercial airports. These forecasts are then integrated with the regional travel demand forecasting model, and in turn lead to the development of a revised airport ground access plan for the region. The issues identified in the revised airport ground access plan are then integrated into the next update of the TPB's regional Constrained Long Range Plan.

In addition to the continuous planning cycle described above, periodically the CASP program also includes a regional analysis of air cargo and a study of highway travel times from regional activity centers to the three commercial airports. The air cargo element of the CASP program was last updated in 2008 and is currently in the process of being updated. The ground access travel time study was last updated in 2011 using GPS probe vehicle data collection, and is expected to be updated again next year and then every two years going forward using data from the I-95 Vehicle Probe Project ("INRIX data").

### **The Washington-Baltimore Regional Air Passenger Survey**

The Regional Air Passenger Survey is conducted simultaneously at the three regional commercial service airports: Ronald Reagan Washington National Airport (DCA), Washington Dulles International Airport (IAD), and Baltimore-Washington International Thurgood Marshall Airport (BWI). The administration of the survey and a portion of the follow-up processing and analysis are directly funded by the airport operators: two-thirds by MWAA and one-third by BWI. The remainder of the survey analysis is funded under the annual FAA grant that supports the other aspects of the CASP program.

This survey is an at-gate survey of departing passengers on a random sample of domestic and international flights and is typically conducted during a two-week period in mid-to-late October. All passengers age 16 and older are asked to complete a survey questionnaire. For the 2013 survey, which was conducted from October 9<sup>th</sup> through October 22<sup>nd</sup>, the sample consisted of 673 flights (592 domestic and 81 international) representing approximately 69,000 enplanements (boardings). Approximately 24,700 passengers participated in the survey, a response rate of 36 percent. The survey results are annualized to observed annual passengers for calendar year 2013.

The survey questionnaire, which only takes a few minutes to complete, contains questions about how the passenger traveled to the airport, from where and what time they began their trip to the airport, the purpose of their air travel, why they chose a particular airport, and basic demographic information such as location of residence, household size, age, and household income. Additional survey questions cover visitors to the area and use of ticketing and baggage services. In 2013 an on-line survey option was introduced for the first time along with the long-standing option of mailing back a completed survey in a pre-paid envelope.

The 2013 survey results show that while regionally air passenger enplanements have not changed significantly since the last survey conducted in 2011, enplanements have decreased at IAD and BWI and increased at DCA. Most of the enplanements are passengers beginning their trip at one of the three airports rather than connecting from another flight; these passengers access the airport using the regional ground transportation network. Most of these locally originating passengers begin their trip to the airport at home, and most of them use a private car or rental car to get to the airport. Some of these characteristics vary between the three regional airports, and the presentation on the 15<sup>th</sup> will discuss some of these important differences.

## The Three Airport Regional System and Linkage to TPB Goals

The three commercial airports have a significant impact on the economy of the Washington-Baltimore air system region, generating nearly \$50 Billion in annual revenues and supporting 500,000 jobs. The TPB has emphasized the importance of airports to the regional transportation system by including continued airport access as a goal in the TPB Vision adopted in 1998; Vision Goal 8 states: “The Washington Metropolitan Region will support options for **international and interregional travel and commerce** (emphasis in original).” In addition, Goal 6 of the Regional Transportation Priorities Plan (RTPP) adopted by the TPB in January is to “support inter-regional and international travel and commerce” and notes that “travel times to and from our airports are becoming less reliable for people and goods movement.” Several of the strategies outlined in the RTPP benefit the airports, particularly those that improve ground access via the regional highway and transit networks.

Our region greatly benefits from having access to the three major commercial service airports named and shown in Figure 1, all three of which are in the top 25 busiest airports in the United States based on 2013 data from the Federal Aviation Administration (FAA). New York is the only other region that falls into this category. The regional three airport system serves both air passengers and air cargo and is accessed by a multimodal surface transportation system.

Historically, each facility in the three airport regional system has served a distinct market. BWI is the primary airport for the Baltimore area and serves the northeastern portion of the Washington area, particularly eastern Montgomery County and northern Prince George’s County. It is the region’s main airport for low cost air carriers due to the presence of Southwest Airlines, which began service at BWI in 1993 and now following its acquisition of AirTran Airways has just under 71% of the market share at BWI, based on the most recently available data (July 2014).

DCA is the most accessible airport to the core areas of the District of Columbia and Arlington County and is frequently accessed by business travelers and visitors to the area, not only via the roadway network but also through its Metrorail station on the Yellow and Blue Lines. Based on the 2013 air passenger survey, 15% of locally originating air passengers traveled to DCA using Metrorail, which is among the highest percentages in the country. DCA is the region’s airport for traditional short haul domestic flights. Combined, American and US Airways (who merged in December 2013) have slightly less than 56% of the market share at DCA. That share has been shrinking as a result of takeoff and landing slot divestitures that were conditions of Federal approval of the merger. The divested slots have been picked up by low-cost carriers such as Southwest, Virgin America, and JetBlue.

IAD is the region’s international air gateway and also the airport for long-haul domestic flights to the West Coast of the U.S. and other Western destinations such as Las Vegas, Salt Lake City, Denver, and Phoenix. Dulles currently provides service to 50 international destinations with 28 carriers, including daily non-stop service to Beijing, Abu Dhabi, Dubai, Doha, Frankfurt, Johannesburg, Istanbul, Singapore, Tokyo Narita, and Seoul Incheon. IAD is also one of nine airports in North America that is currently served by the Airbus A380, the world’s largest passenger aircraft. A380 service is currently available several times a week on Air France’s daily nonstop service to Paris Charles de Gaulle, and daily A380 service on British Airways to London Heathrow began on October 2<sup>nd</sup>. United Airlines, which operates both domestic and international service out of IAD, has 64% of the market at IAD. Frontier Airlines, which is rebranding itself as a low-cost carrier, began service from IAD on August 19<sup>th</sup> and currently serves 17 cities.

The three regional airports need to be considered as a single system, and long-standing regional policy seeks a balance within that system. All commercial service airports are highly regulated, but DCA is one of the most highly regulated airports in the country. In addition to the airspace restrictions in place

around the Washington-Baltimore region due to the presence of Federal buildings and aircraft operations (including those transporting the President of the United States), DCA has been subject to the high-density rule or slot rule since that caps the maximum number of takeoffs and landings per hour since 1969, subject to nighttime noise rules since 1981, and the perimeter rule that limits nonstop flights beyond a certain distance from the airport since 1966. These rules were put in place to maintain the system balance, create a safe operating environment, and to mitigate noise issues for neighborhoods in the flight paths of DCA.

It has been the standing policy of the agency since the region's first regional air system plan was undertaken in July 1973 to seek balance in the regional three airport system and to seek a broad, balanced, and integrated perspective on matters relating to airport and aircraft policies. In addition, when DCA and IAD were transferred from Federal operation to the newly-created MWA in 1987, the U.S. Congress directed that DCA function as the short haul, origin-destination airport and IAD as the long-haul, growth airport. A combination of economic factors, regulatory changes, and changes within the airline industry has been contributing to an imbalance within the system.

### **Recent Airport-Related Actions by the COG Board of Directors**

The COG Board of Directors has also recently examined the three airport regional system as part of its year-long theme on regional infrastructure during 2014. Under the leadership of Matt Letourneau of the Loudoun County Board of Supervisors (R-Dulles District), the 2014 COG Board President who has a particular interest in airport infrastructure, a Regional Airports Forum was held in the COG Board Room on Friday, September 26<sup>th</sup>. Approximately 25 people from the airports and the region's economic development and business communities attended the two hour forum, including several members of the TPB Technical Committee. At the forum, David Mould, Vice-President for Communications for MWA, and James Walsh, Deputy Executive Director and Chief Financial Officer for BWI presented information on their airports' infrastructure investments; COG staff presented the results of the results of the 2013 Washington-Baltimore Regional Air Passenger Survey. The COG Board of Directors then received a briefing on regional airports infrastructure at its meeting on October 8<sup>th</sup> that included a brief presentation from staff on the results of the 2013 Washington-Baltimore Regional Air Passenger Survey and longer presentations from MWA Chief Executive Officer Jack Potter and BWI Chief Executive Officer Paul Wiedefeld.

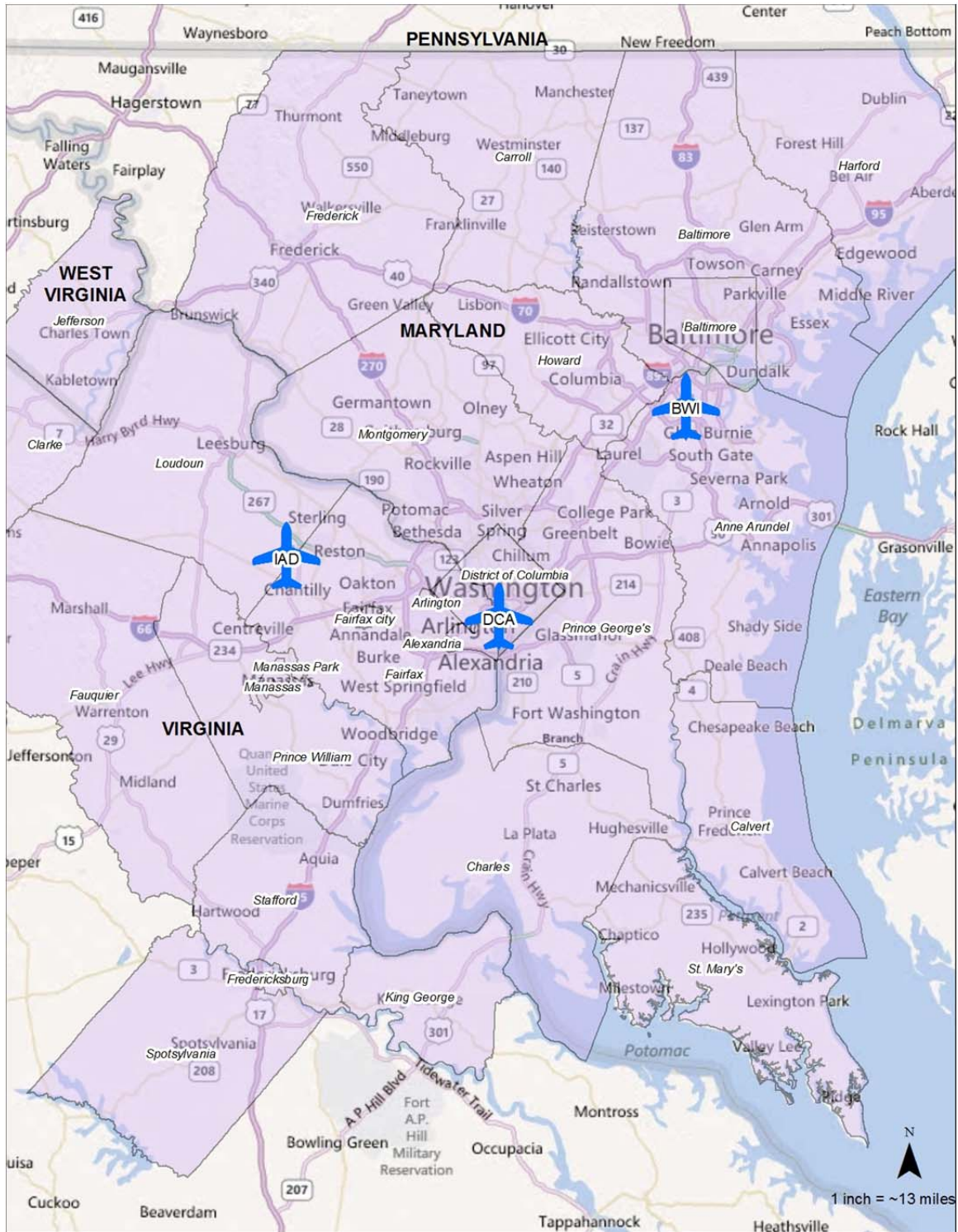
The presentations from the airports' CEOs at the October 8<sup>th</sup> COG Board meeting indicated that the airport operators share many common interests; in particular, maintaining the appropriate balance of airport utilization within the regional three airport system, encouraging growth at the airports where capacity exists for expansion and significant investment has been made in anticipation of forecast growth, and ensuring that sufficient funds are available to continue investment in maintenance and expansion of our regional airport infrastructure.

A key message from the airports operators at both the September 26<sup>th</sup> Forum and the COG Board meeting on October 8<sup>th</sup> was that the region's airport operators would be seeking COG Board action reaffirming their opposition to additional slots and perimeter exceptions at DCA during the development of the next FAA bill. The current FAA authorization expires on September 30<sup>th</sup>, 2015. The COG Board has periodically passed resolutions articulating specific policy positions with regard to the three airport regional system. The most recent such action by the Board with regard to our region's airports was Resolution R33-08, which was adopted on June 11, 2008. This resolution reaffirmed the Board's opposition to additional slots and perimeter changes at DCA. Additional slots and perimeter exceptions have been added at DCA since this resolution was adopted, most recently during the last FAA reauthorization in 2012.

A resolution adopted by the COG Board at its meeting on October 8<sup>th</sup> directs staff to continue research on the above issues and report back to the Board in early 2015, with the intent to have the Board consider a resolution and position on FAA reauthorization at that time. The resolution also directs staff to include airport noise in their research on the impacts of further modifications to the slot and perimeter rules at DCA.

In the second key message from the September 26<sup>th</sup> Forum and October 8<sup>th</sup> Board meeting, the region's airport operators also indicated that they would be seeking COG Board action regarding changes to the FAA's Passenger Facility Charge (PFC) Program. The PFC program allows the collection of fees up to \$4.50 for every boarded passenger at publically-controlled commercial service airports. PFCs are a significant source of infrastructure funding in our regional three airport system, but the cap of \$4.50 per passenger has not kept pace with inflation. A national coalition of airports is seeking to have the PFC cap increased to \$8.50 per passenger and indexed to inflation as part of the FAA reauthorization. This is an issue on which the COG Board has not previously taken a position, and staff needs more time to conduct research on the impacts of increasing the PFC cap. The adopted October 8<sup>th</sup> resolution directs staff to conduct further research in coordination with the airports and report back findings to the Board in early 2015.

Figure 1: Washington-Baltimore Air Systems Planning Region





# Findings from the 2013 Washington-Baltimore Air Passenger Survey

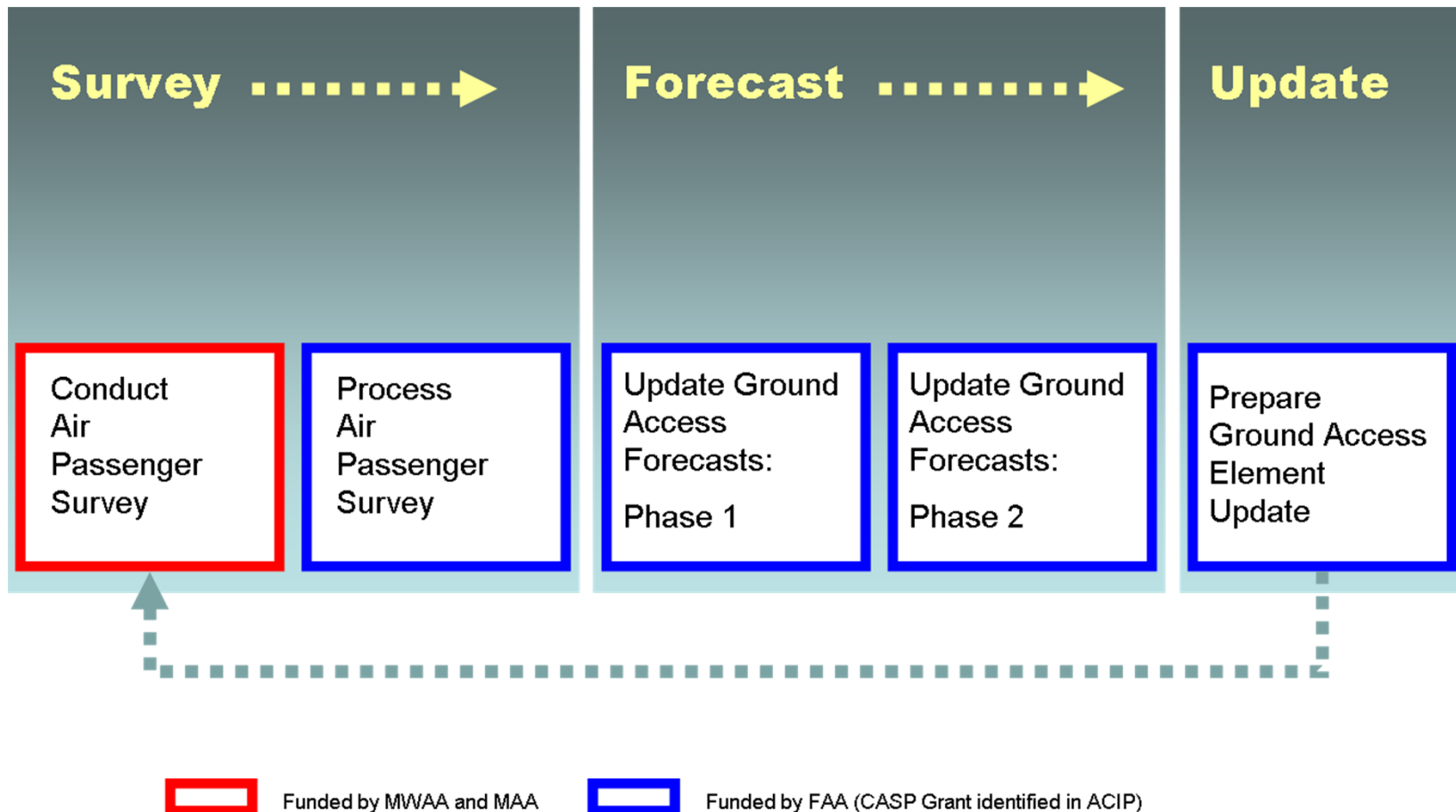
Transportation Planning Board  
October 15, 2014



Rich Roisman  
Department of Transportation Planning

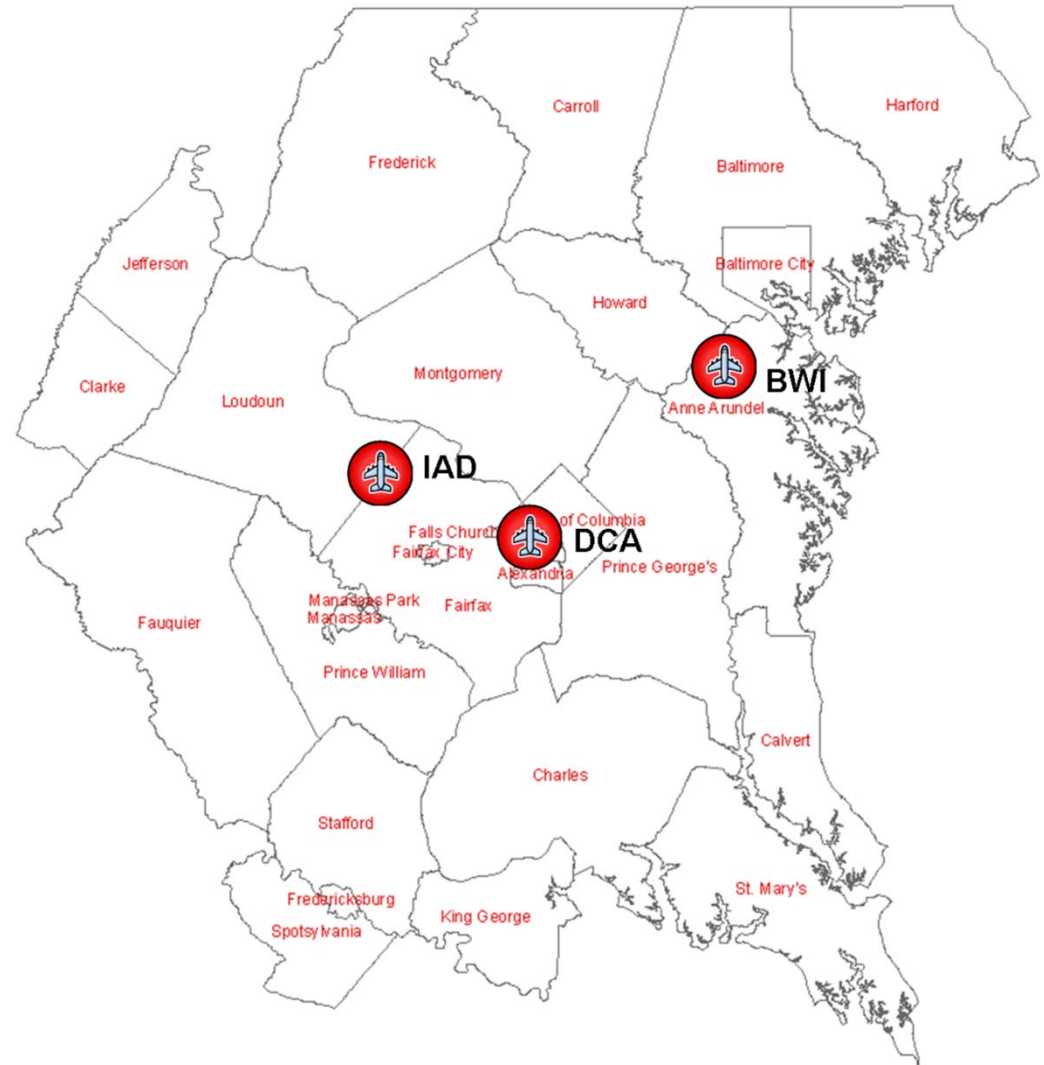
# Current CASP Process and Projects

The CASP cycle has three (3) distinct phases each containing specific projects and milestones.

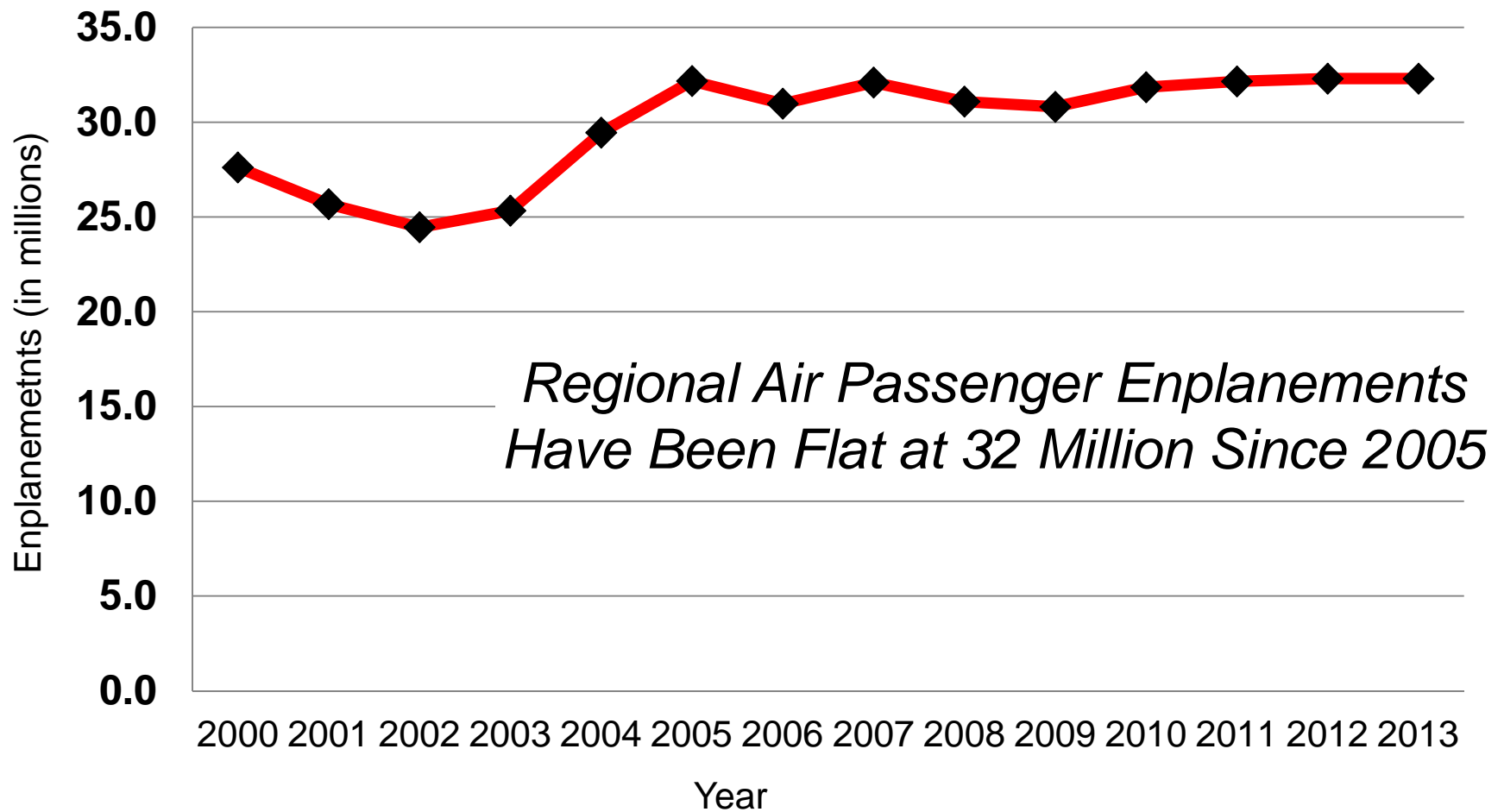


# Having Three Commercial Airports is a Key Regional Asset

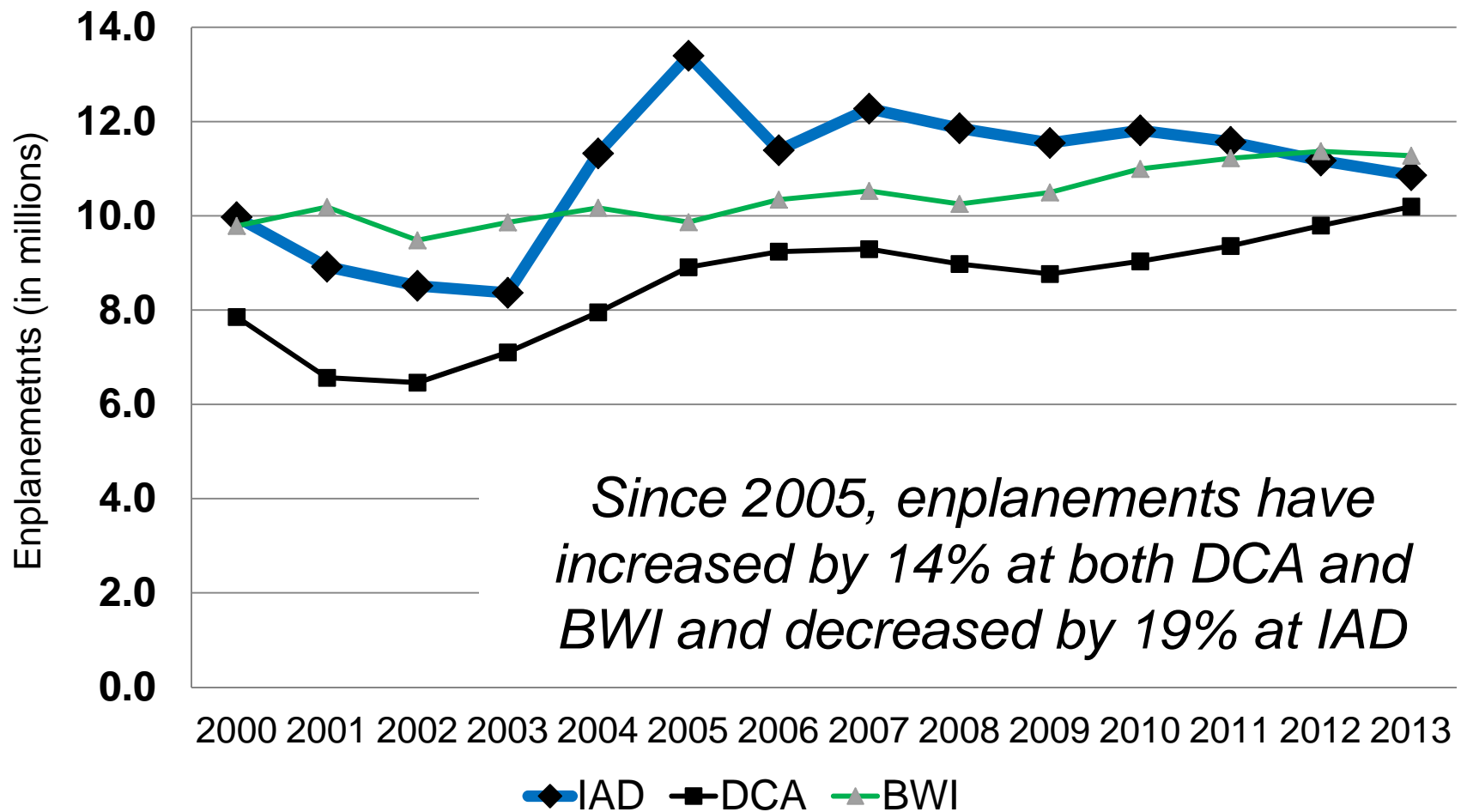
- ▶ Historically, three airports with three distinct markets
- ▶ Serve air passengers and air cargo
- ▶ Multimodal ground access



# Regional Air Passenger Enplanements Trend (2000 – 2013)



# Regional Air Passenger Enplanements Trend (2000 – 2013) by Airport



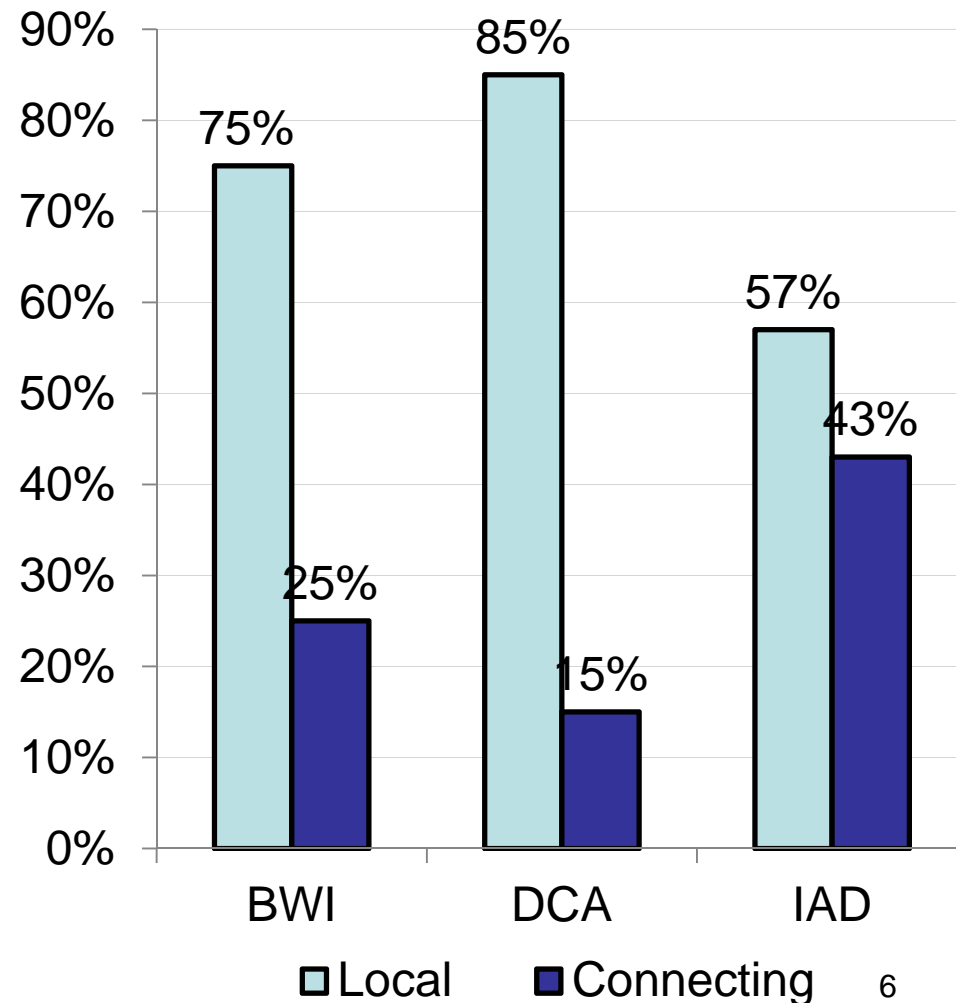
# Air Passenger Survey Background

- ▶ A random sample of approximately 673 flights (592 domestic and 81 international)
- ▶ Survey started on Wednesday, October 9<sup>th</sup> and ended on Tuesday, October 22<sup>nd</sup> 2013

Airport	Flights Surveyed	Revenue Passenger Count	Completed Surveys	Response Rate
BWI	225	25,101	8,790	35%
DCA	221	17,639	6,639	38%
IAD	227	26,320	9,313	35%
<b>Total</b>	<b>673</b>	<b>69,060</b>	<b>24,742</b>	<b>36%</b>

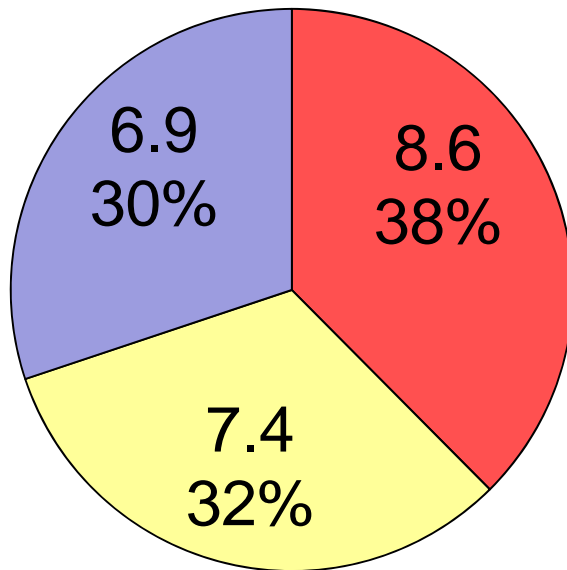
# Locally Originating vs. Connecting Passengers (2013 Survey)

- ▶ Locally originating passengers use the regional surface transportation network to access the airport
- ▶ Connecting passengers are often flying an airline for which the airport is a hub or focus city



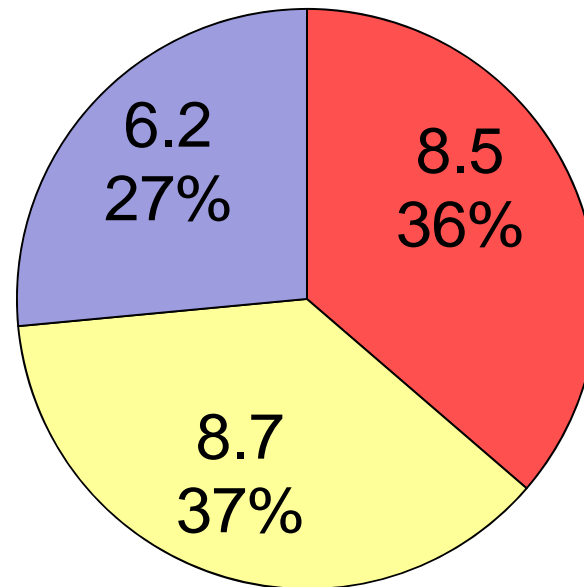
# Change in Locally Originating Passengers by Airport (Survey)

2005

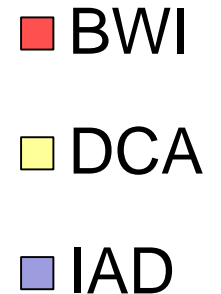


22.9 Million

2013



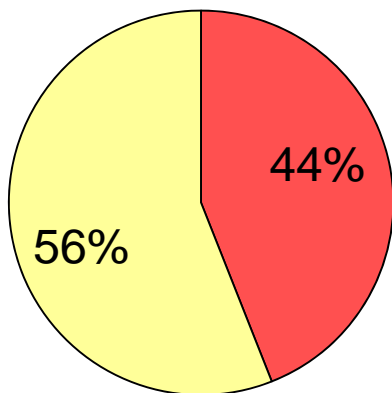
23.4 Million





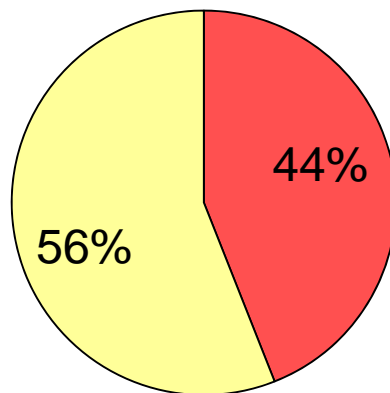
# Change in Trip Purpose for Locally Originating Air Passengers (Survey)

2005



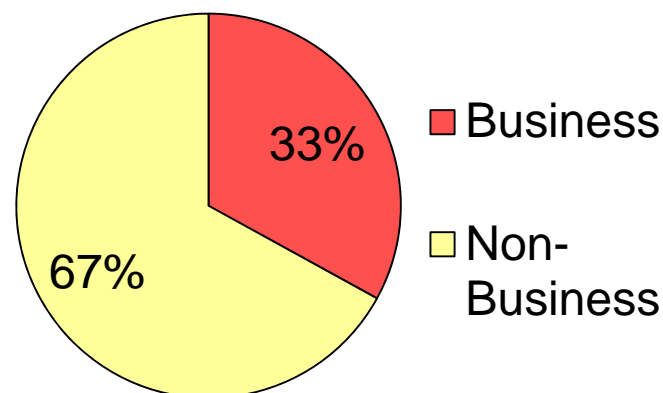
22.9 Million  
Passengers

2011



24.4 Million  
Passengers

2013



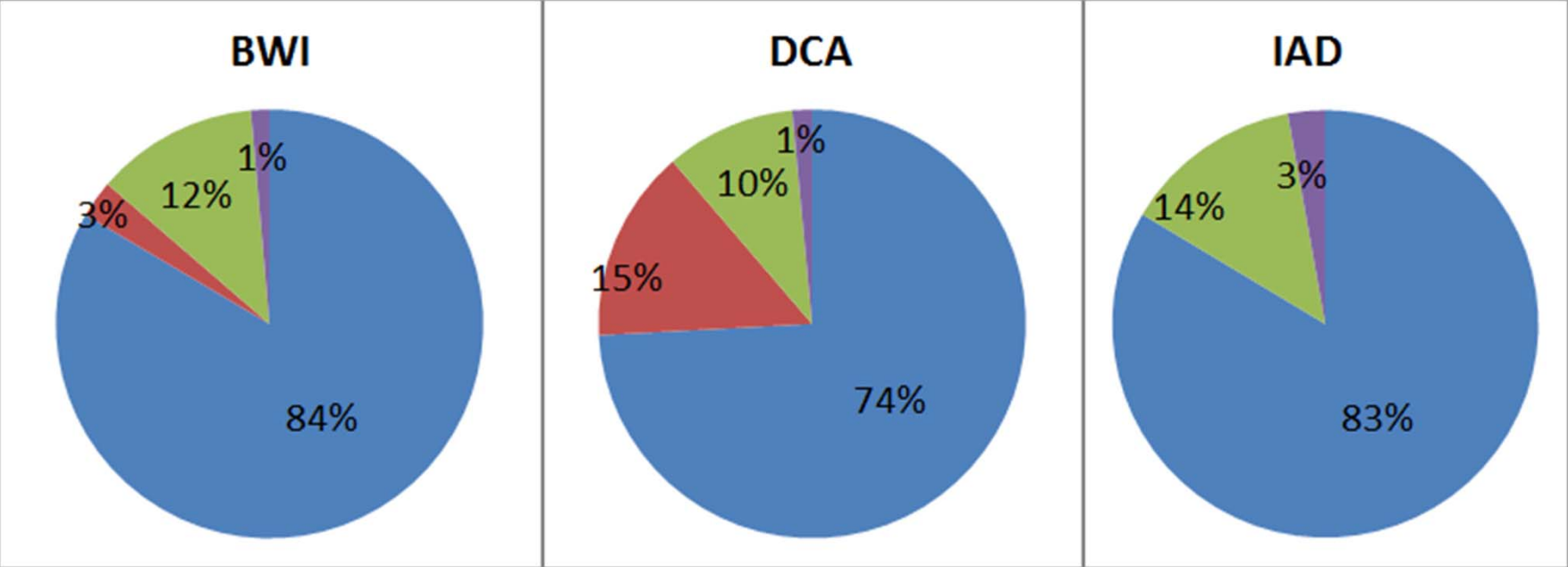
*Federal Sequester  
Federal Shutdown*

23.4 Million  
Passengers

# Factors Influencing Airport Choice by Trip Purpose (2013 Survey)

	<b>Business</b>	<b>Non-Business</b>	<b>All</b>
<b>Closest airport</b>	<b>59%</b>	<b>53%</b>	<b>55%</b>
Better public ground transportation	2%	3%	3%
Better access roads and parking	3%	3%	3%
More convenient flight times	9%	8%	8%
Only airport with direct flight	7%	6%	6%
<b>Less expensive airfare</b>	<b>10%</b>	<b>19%</b>	<b>16%</b>
Frequent flyer with specific airline	4%	3%	3%
Only airport serving market	3%	2%	2%
Other	3%	3%	3%

# Locally Originating Airport Trip Mode of Access (2013 Survey)



- Private Car / Rental Car / Taxi
- Metrorail / Light Rail / Amtrak
- Airport Bus / Van / Limo + Hotel / Motel Bus
- Metrobus / MTA Bus / Other

# 2013 Airport Service Areas by AAZ

- ICC (MD 200) improves access to BWI for Montgomery County west of I-270
- Expansion of DCA service area along I-95 corridor



# A Well-Functioning Airport System Is Vital to Our Region's Economy

## Economic Impact of BWI

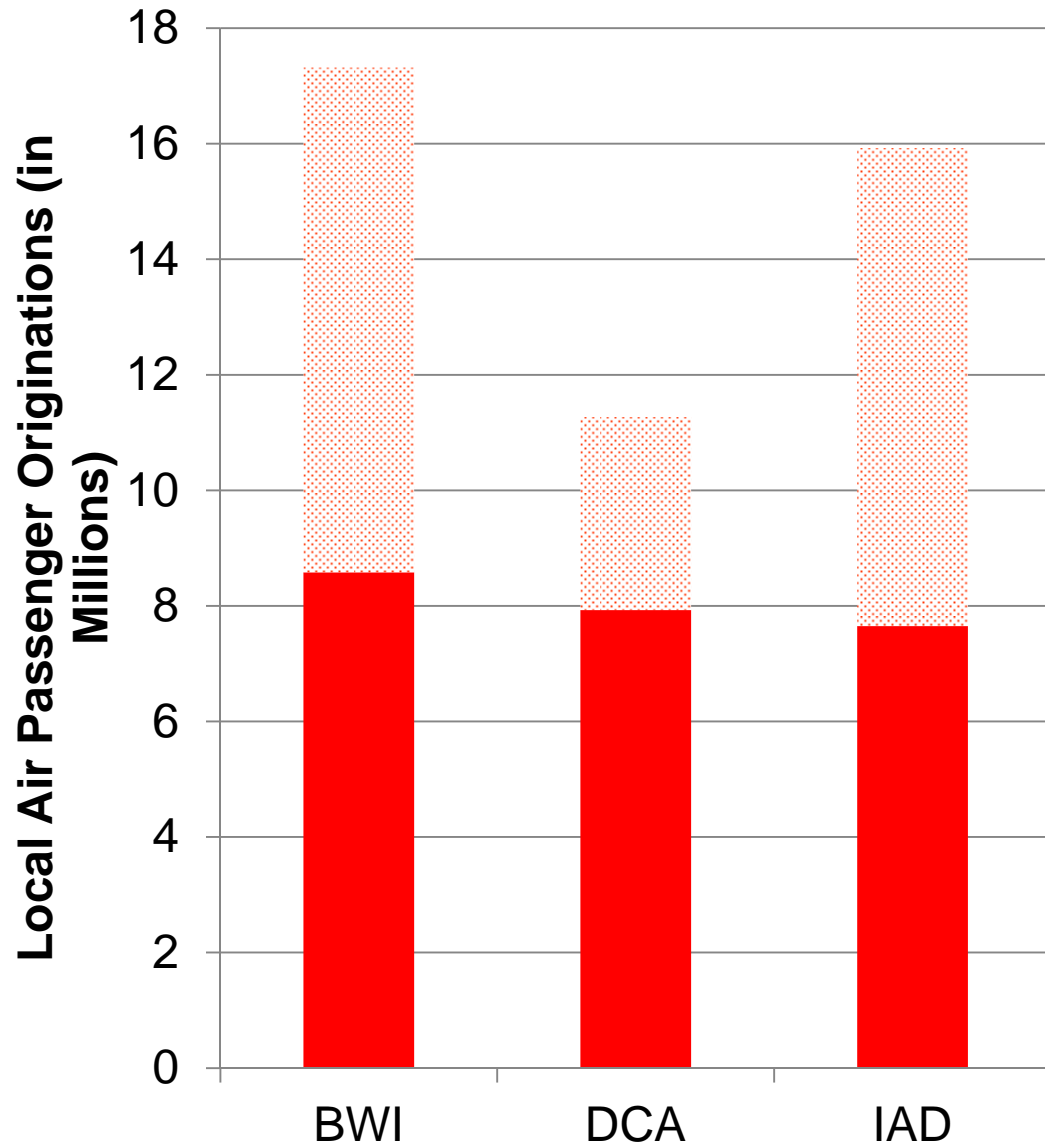
- ▶ \$5.6B in business revenue
- ▶ \$3.6B in personal income
- ▶ \$2.0B in local purchases
- ▶ \$721M in state/local/aviation taxes
- ▶ 93,791 jobs

## Economic Impact of DCA+IAD

- ▶ \$19.8B in business revenue
- ▶ \$14.6B labor income
- ▶ \$3.1B in state/local/aviation taxes
- ▶ 371,000 total jobs

*Sources: The Regional and Local Economic Impacts of the Baltimore/Washington Thurgood Marshall Airport, July 2011; MWAA 2012 Economic Impact Study, May 2014*

# Historic and Forecast Growth in Local Air Passenger Originations\*



Percent Change

Airport	1980-2010	2010-2040
BWI	399%	102%
DCA	26%	42%
IAD	507%	108%

■ FAA Forecast Growth 2010-2040  
■ 2010

\*Excludes connecting passengers and ground access trips originating outside the air systems region

Source: FAA TAF (2013)  
COG/TPB Ground Access  
Forecast Update

# Summary

- ▶ Our three commercial airports are a key regional asset vital to the region's economy
- ▶ Regional air passenger enplanements have been flat since 2005, but traffic has been shifting between BWI, DCA, and IAD
- ▶ Our airports have made significant investments to direct and support the majority of future growth in air passengers at BWI and IAD
- ▶ A well-functioning and balanced three airport regional system in the Washington-Baltimore area ensures the safe and efficient movement of air passengers to and from our region

## **ITEM 14 - Information**

October 15, 2014

### Update on the Regional “Street Smart” Pedestrian and Bicycle Safety Education Campaign

**Staff Recommendation:** Receive briefing on the outcomes of the Fall 2013 and Spring 2014 campaigns, and on the plans for the Fall 2014 and Spring 2015 campaigns.

**Issues:** None

**Background:** On October 16, 2013, the Board was briefed on the outcomes of the Fall 2012 and Spring 2013 campaign and the plans for the Fall 2013 and Spring 2014 campaigns.







PREPARED BY  
SHERRY MATTHEWS, INC.

STREET  
**SMART**  
BeStreetSmart.net

**2014**  
FISCAL YEAR  
ANNUAL REPORT

10/01/13

— THROUGH —

9/30/14

METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS

# STREET SMART PUBLIC SAFETY CAMPAIGN

A PROGRAM OF METRO, THE DISTRICT OF COLUMBIA, MARYLAND AND VIRGINIA





Reflecting national trends, pedestrian and bicyclist fatalities remain a major challenge for the greater Washington, DC metropolitan area. Preliminary data tell us that in 2013, crashes in the Washington area resulted in the deaths of 66 pedestrians and 7 bicyclists, accounting for 27 percent of the 275 traffic fatalities in the region.

People on foot or on bike make up the most vulnerable road user group. And while many of the region's residents travel by car, train, or bus, nearly everyone walks at some point in the day. Since 2002, the Metropolitan Washington Council of Governments' (MWCOCG) *Street Smart* program has worked to protect these vulnerable road users by raising awareness and promoting enforcement of pedestrian and bicycle safety laws.

The region-wide *Street Smart* public safety campaign targets drivers, pedestrians, and bicyclists in the District of Columbia, suburban Maryland, and Northern Virginia. The initiative integrates several components, including media relations, radio and out-of-home advertising, donated media, street-level outreach events, digital efforts, and increased law enforcement.

The goals of the *Street Smart* campaign are to:

- Reduce pedestrian and cyclist injuries and deaths in the region.
- Educate drivers, pedestrians, and cyclists about safe use of roadways.
- Increase enforcement of pedestrian and bicycle safety laws and raise awareness about enforcement.

**THE FOLLOWING IS THE ANNUAL REPORT OF ACTIVITIES AND RESULTS  
OF THE *STREET SMART* PUBLIC AWARENESS AND ENFORCEMENT  
CAMPAIGN FOR FY 2014, INCLUDING FALL 2013 AND SPRING 2014.**

## MEDIA RELATIONS

### Fall Campaign Kickoff Press Event

An hour less of daylight during evening commutes means reduced visibility, which typically leads to an increase in crashes involving pedestrians and cyclists during the darker autumn months. On October 22, 2013, representatives from MWCOG, as well as state and local officials and other advocates from the District of Columbia, Maryland, and Virginia gathered at the Upper Senate Park on the U.S. Capitol Grounds in Washington, DC to launch the fall *Street Smart* campaign.

Special guest Gwendolyn Ward shared the poignant story of her 15-year-old daughter, Christina Morris-Ward, who was struck by a car while crossing the street in Germantown, Maryland on her way to school in the dark one October morning. Speakers also included Jeff Dunckel, Department of Transportation, Montgomery County, Maryland; Sam Zimbabwe, District of Columbia Department of Transportation; Allison Silberberg, Vice Mayor of Alexandria, Virginia; and Walter Tejada, Arlington County Board Chair.

The event featured a memorable performance by the Roaring Bengal Marching Band from James Hubert Blake High School in Montgomery County, who played a mournful dirge in memory of the 72 pedestrians and bicyclists killed in the region the previous year. As the band played, a bell tolled in recognition of each person. With each ringing of the bell, a single band member ceased playing and left his or her instrument on the ground. The song ended with a lone trumpeter playing amid a sea of abandoned instruments.

Officials also warned residents that law enforcement would be stepping up efforts in the following weeks to ticket drivers, cyclists, and pedestrians who violated traffic safety laws.



*Kickoff on U.S. Capitol Grounds*



*“Band Together” Performance*

**110 TELEVISION, RADIO, PRINT,  
AND ONLINE NEWS STORIES.**

## Spring Campaign Kickoff Press Event

MWCOG launched the spring initiative on April 17, 2014, at the Woodbridge, Virginia intersection where Sally Ann Okuly was killed in November 2013. Okuly, a devoted wife and mother of two, was crossing with the light in the crosswalk at the southeast corner of Opitz Boulevard at Montgomery Avenue when she was struck and killed by a car.

Media relations materials called attention to engineering improvements to the intersection, including crosswalk striping and the recent implementation of a Leading Pedestrian Interval (LPI) signal, a timing technique that allows people crossing the street a few seconds' head start to begin before cars get a green light. *Street Smart* officials continue to promote and encourage engineering improvements to treacherous intersections and roadways across the region to keep people walking and biking safe.

Speakers at the event included Woodbridge District Supervisor Frank Principi; Neabsco District Supervisor John D. Jenkins; Lieutenant Carlos Robles, Prince William County Police Department; Michael Sabol, Maryland Highway Safety Office, Motor Vehicle Administration; Sam Zimbabwe, District of Columbia Department of Transportation; and Patricia Pennington, a community advocate and friend of Sally Ann Okuly. The event highlighted the efforts to increase pedestrian and bicyclist safety, including police departments' heightened enforcement between April 14 and May 11 of pedestrian and bicycle safety laws.



*Woodbridge District Supervisor Frank Principi*



*Prince William County Police*

## Media Tours

In addition to the launch events, the *Street Smart* program sponsored a local media tour with press interviews to extend the coverage of the campaign. Spokespeople for the campaign included George Branyan, District Department of Transportation; Gabriela Vega, District Department of Transportation; Michael Farrell, Metropolitan Washington Council of Governments; and Walter Tejada, Arlington County Board. Sherry Matthews Marketing distributed news releases, fact sheets, press photos and cutlines, and b-roll video footage in both English and Spanish to media outlets across the region.

## Media Relations Results\*

- 39 television broadcast stories reaching nearly 1.7 million viewers, with more than \$251,000 in publicity value.
- 21 radio broadcast news stories reaching more than 4.37 million listeners, valued at nearly \$66,000.
- 48 online articles in publications with a combined circulation of more than 62 million.
- 2 print articles, including one in *The Washington Post*, reaching more than 585,000 readers and worth nearly \$65,000 in publicity value.

Press coverage is detailed in Appendix I.

## CREATIVE

In FY 2014, *Street Smart* leveraged the momentum of the previous year by extending the life of the award-winning “Tired Faces” advertisement series. These research-based ads, produced in English and Spanish, feature faces of local residents and emphasize the vulnerability of the human body in contrast to vehicles on the road. The creative has been embraced worldwide by programs in the United Kingdom, New Jersey, Massachusetts, and Salisbury University on Maryland’s eastern shore.



Ads in English and Spanish

\*Publicity value is determined through an industry-standard equation based on advertising rates reported by third-party sources. The online valuation system is still being refined; digital coverage is not reflected in the total publicity value.

## PAID MEDIA

Since our audience segment is broad, we use a variety of methods to deliver campaign messages to drivers, pedestrians, and bicyclists. The target audience was adults 18–49, skewing male. We designed our media plan to achieve maximum reach across the region. Our overall media strategy focused on street-level marketing to reach target audiences in the most relevant places. We targeted drivers both on the road and at gas stations, and pedestrians walking or riding the bus. Media included both English- and Spanish-language channels.

RADIO	NEGOTIATED COST	FLIGHT DATES	NOTES	ADDED VALUE	IMPRESSIONS
Fall Radio	\$43,980	10/28/13 11/10/13	333 15-second traffic liners and promos focused Wed–Fri 3–8 pm; Sat 6 am–8 pm + 120 bonus 15-second spots	\$14,760	3,546,274
Spring Radio	\$33,810	4/28/14 5/11/14	255 15-second traffic liners and promos focused Wed–Fri 3–8 pm; Sat 6 am–8 pm + 100 bonus 15-second spots	\$11,988	2,746,588
OUTDOOR	NEGOTIATED COST	FLIGHT DATES	NOTES	ADDED VALUE	IMPRESSIONS
Fall Exterior Bus Ads	\$45,882	10/28/13 11/24/13	50 bus kings, 65 bus tails, 200 bonus interior bus cards + 4 overrides	\$47,118	19,647,000
Fall Pumptoppers	\$39,000	10/28/13 11/24/13	488 ads on gas pumps and 122 bonus window clings at 122 stations + overrides	\$128,032	57,937,800
Spring Exterior Bus Ads	\$48,471	4/14/14 5/11/14	100 bus kings and 200 bonus interior bus cards + overrides	\$57,236	16,245,000
Spring Pumptoppers	\$34,529	4/14/14 5/11/14	444 ads on gas pumps and 111 bonus window clings at 111 stations, including 3 bonus stations + overrides	\$117,444	52,713,900
<b>TOTAL</b>	<b>\$245,672</b>			<b>\$376,578</b>	<b>152,836,562</b>

### Added Value

Paid media value-add benefits including negotiated public service ad rates, bonus 15-second spots, bonus gas station locations, window clings, and overrides totaled **\$376,578**.

### Outdoor Media

During spring and fall campaigns, we deployed English and Spanish outdoor media near high-risk areas around the Washington metro area. Exterior bus ads put the *Street Smart* messages in motion to cover as much geography as possible. New this fiscal year was the addition of pumptoppers—ads placed on top of gas pumps—reaching a captive driver audience filling up gas tanks. Gas stations also displayed pedestrian safety messaging on their windows as added value to the campaign.

**NEARLY  
153 MILLION  
IMPRESSIONS  
VIA PAID  
MEDIA.  
MORE THAN  
\$376,500  
IN ADDED  
VALUE MEDIA  
BENEFITS.**





*Exterior Bus Ad*



*Pumptopper Ad*

### Radio Traffic Sponsorships

Radio is a way to reach motorists directly. We used cost-effective 15-second announcements during prime drive time—a higher risk window for pedestrian and bicycle crashes. Messages mainly targeted drivers and focused on visibility issues, pedestrian vulnerability, increased enforcement, and watching for/yielding to pedestrians.

#### Radio Stations:

- WKYS-FM 93.9 (Urban Contemporary Hit Radio)
- WPGC-FM 95.5 (Rhythmic Contemporary Hit Radio)
- WIAD-FM 94.7 (Hot Adult Contemporary)
- WJFK-FM 106.7 FM (Sports)
- WLZL-FM 107.9 FM (Spanish Contemporary)
- WNEW-FM 99.1 FM (News/Talk)
- WMMJ-FM 102.3 FM (Urban Adult Contemporary)

### Capital Region Radio Network

This year we produced new radio PSAs in English and Spanish to run on radio stations in between paid media flights to extend *Street Smart* messaging year-round. They included:

- “Little Things” 30-second English PSA
- “We’re All Pedestrians” 30-second English PSA
- “Tengo Prisa” 30-second and 60-second Spanish PSAs
- “Solo Unos Segundos” 30-second and 60-second Spanish PSAs

We leveraged paid media buys to negotiate additional bonus spots and partnered with the Hispanic Communications Network to distribute PSAs to Spanish-language stations. In total, we secured airtime on **15 partner radio stations** in FY 2014, resulting in 677 spot airings free of charge. These efforts garnered at least **3.42 million free impressions valued at more than \$58,500**. Results are detailed in Appendix II.

## Street Smart Safety Zone Outreach Promotions

To bring street-level outreach and education to pedestrians, we conducted “Street Smart Safety Zone” events near higher risk areas throughout the region. Popular local radio stations set up booths and hosted the fall outreach events. In the spring, we deployed bilingual street teams to cover more ground and reach even more people on foot. Working in teams of four, street teamers distributed safety information and reflective giveaways and served as “walking billboards” that reached people on foot and behind the wheel. We partnered with local law enforcement and advocacy groups to participate in these events, which included:

- 10/23/13: University Blvd. and New Hampshire Ave., Langley Park, MD
- 10/24/13: King St. and Daingerfield Rd., King Street Metro, Alexandria, VA
- 10/28/13: Columbia Heights Metro, Washington, DC
- 4/16/14: U Street Corridor between 11<sup>th</sup> and 16<sup>th</sup> St. in Washington, DC
- 4/17/14: Woodbridge VRE Station in Woodbridge, VA
- 4/17/14: Old Towne Area in Fairfax City, VA
- 4/17/14: 14<sup>th</sup> St. and Irving St., Columbia Heights in Washington, DC
- 4/23/14: Howard Rd. and MLK Ave., Anacostia Metro in Washington, DC
- 4/24/14: Minnesota Ave. and Benning Rd. in Washington, DC
- 4/26/14: Baltimore Ave. and Knox Rd. in College Park, MD
- 4/28/14: Columbia Pike near Dinwiddie St. in Arlington, VA
- 5/6/14: Old Georgetown Rd. and Wisconsin Ave., Bethesda Metro, Bethesda, MD
- 5/7/14: MD4 at Silver Hill Rd., Suitland, MD
- 5/8/14: University Blvd. and New Hampshire Ave., Langley Park, MD
- 5/9/14: West Broad St., Downtown Area, Falls Church, VA
- 5/12/14: Veterans Plaza, Silver Spring, MD



Street Teams

## DONATED MEDIA

*Street Smart* leveraged many opportunities in FY 2014 to expand reach and increase message effectiveness. With the goodwill of jurisdictional partners and media outlets, paid media was supplemented by donated out-of-home message placements, including more than 2,000 interior bus cards, 100 exterior bus ads, and 270 transit shelters. Many of these remained in place for weeks or months after the campaign ended for the season. The estimated total donated media value is \$1.3 million+. Donated media is detailed in Appendix III.

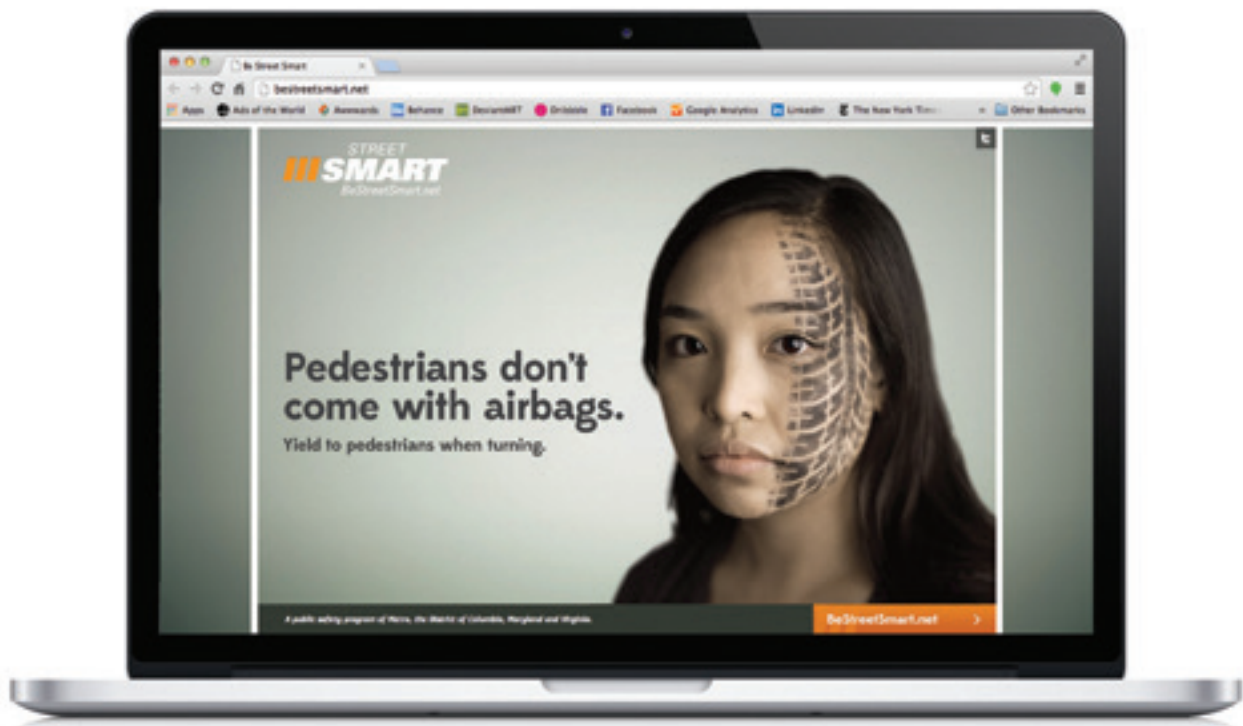
## DIGITAL

To extend the reach and engagement of the campaign, we created a digital toolkit to distribute to campaign partners. This toolkit included web banners, pre-written tweets and Facebook posts, social media images, and other digital resources. We also created a new official YouTube channel to house all of *Street Smart's* videos and an editorial calendar for the official Twitter account.

**MORE THAN \$1.3 MILLION  
IN DONATED MEDIA.**

### Digital Results

- 4,400+ Twitter impressions with 270+ mentions, retweets and follows
- 1000+ YouTube video views
- 5,400+ website visits with 83% new visitors
- Average website visit was one minute, 36 seconds





## ENFORCEMENT

*Street Smart* public awareness efforts are conducted in conjunction with increased law enforcement “waves” in which police step up enforcement of traffic safety laws that keep pedestrians and bicyclists safe. Fall 2013 enforcement dates were set as October 28 through November 24, and spring 2014 enforcement dates were set as April 14 through May 11. This year 4,701\* citations and 1,423 warnings were issued to motorists, pedestrians, and bicyclists, according to reports from participating agencies in the District of Columbia, Arlington County, Montgomery County, Prince William County, Fairfax City, the City of Alexandria, and the City of Rockville.

## EVALUATION

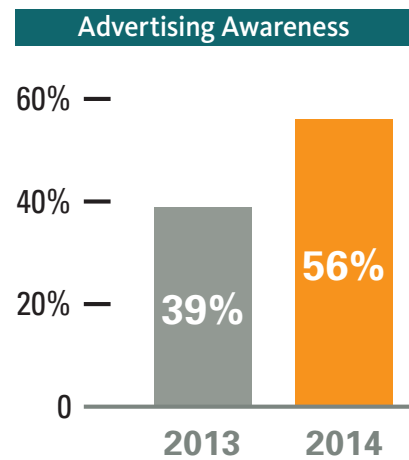
Measurements taken pre- and post-campaign gauged the effectiveness of the spring 2014 campaign. We conducted online surveys to measure awareness and attitudes among drivers and pedestrians. The groups surveyed were a representative sample of respondents who live in the three targeted geographic regions: the Maryland suburbs, Northern Virginia, and the District of Columbia.

The pre-campaign benchmark survey was conducted March 25–April 8, 2014 with 300 respondents. The follow-up survey was conducted May 12–28, 2014 with 300 respondents. The evaluation survey was able to capture the impact of sustaining campaign creative since *Street Smart* extended the “Tired Faces” advertising series into a second year. All significance testing was conducted at the 95% confidence level.

### Selected Survey Results

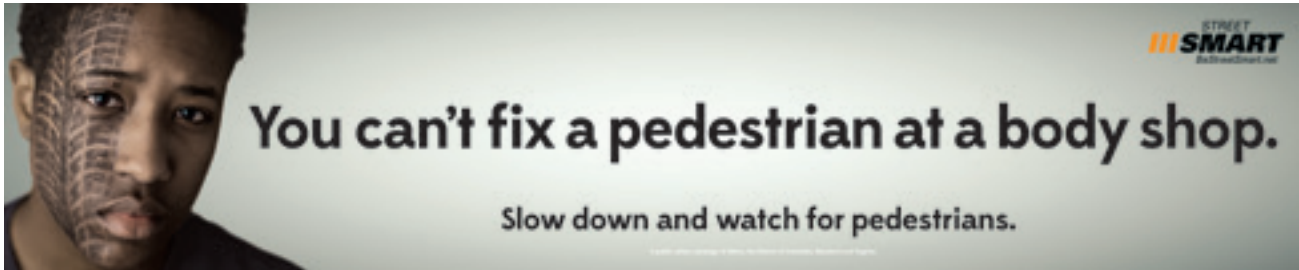
#### Advertising Awareness

- Participants were asked if they recalled seeing any advertising for *Street Smart*. The response was consistent across waves: 23% in wave one and 26% in wave two. This was also consistent with 2013, when unaided awareness registered at 24%.
- The respondents who recalled ads remembered specific campaign elements such as “treads on a face,” “exercise caution,” “*Street Smart*,” “can’t fix a pedestrian at a body shop,” “pedestrians don’t come with airbags,” and “dangers of jaywalking.”
- On an aided basis, 50% said they saw at least one of the three advertising executions in wave one and 56% in wave two. This is a significant increase from previous years, when aided awareness in wave two was 39% (in 2013) and 19% (in 2012).



*The increase in awareness suggests it is beneficial to keep consistent creative for longer than one year.*

\*Actual numbers may be higher. The metrics are based on enforcement reports received at the end of the campaign.

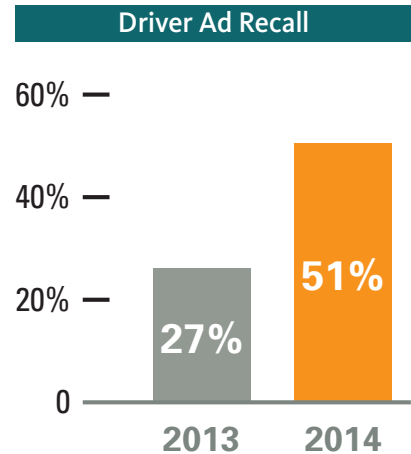


One of the three ads presented to measure aided awareness. On an aided basis, 56 percent of respondents said they saw at least one of the advertising executions.

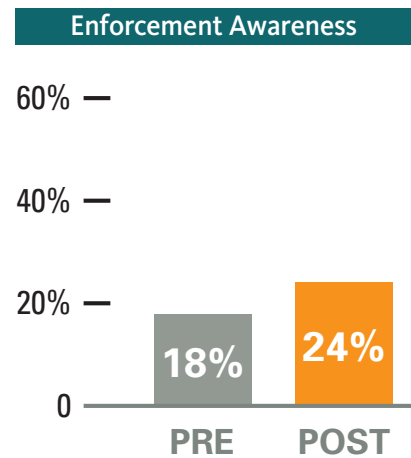
- Aided advertising awareness was slightly higher for pedestrians (62%) than for drivers (51%), though not significantly. This gap is much smaller than it was in 2013, when aided advertising awareness was nearly twice as high for pedestrians (50%) as for drivers (27%).
- Both Maryland (63%) and DC (64%) had significantly higher aided recall than Virginia (42%). This could be a result of receiving significantly more donated media space in Maryland and DC.
- Buses and other public transportation were the main source of ad awareness.

**General Awareness**

- General awareness for the *Street Smart* program remained consistent (37% to 41%).
- At the same time, there was a significant increase in respondents who identified the *Street Smart* program as being about “roadway safety” (45% to 61%) and specifically about “pedestrian safety” (25% to 40%).
- 70% of all respondents reported seeing advertising or news stories about the Street Smart program or pedestrian, driver, and bicyclist safety.
- There was a significant increase in the awareness of police efforts to enforce pedestrian traffic safety laws (18% to 24%), which is slightly less than the increase of awareness in 2013 (20% to 29%).
- Virginia had the highest increase in awareness of police efforts to enforce pedestrian traffic safety laws, which nearly doubled (12% to 23%).



Drivers recalling Street Smart ads increased from 27% to 51% from 2013 to 2014.



There was a 33% increase in awareness of police enforcement of pedestrian safety laws.

## Behaviors and Attitudes

- The respondents reviewed a list of behaviors surrounding pedestrian and bicycle safety. Overall, there were no significant changes in any of the behavior measures between waves.
- In both waves, the respondents identified “driving while texting,” “driving while on cell phone,” and “aggressive driving” as the most serious problems in their area.
- In the pedestrian segment, the perceived severity of “bus passengers crossing without looking to catch a bus” increased significantly (55% to 68%).
- In total, respondents believe that these problems are neither getting better nor worse. However, when looking at pedestrians there was a significant increase across waves in the percentage of respondents who felt problems were getting better.
- The statements garnering the highest agreement were consistent in both waves, namely:
  - The best thing any driver, pedestrian, and bicyclist can do to prevent injury is to pay close attention to his/her surroundings.
  - Pedestrians and bicyclists do not have the same crash protection in an accident as vehicles; therefore, drivers should be extra careful.
  - If everyone just followed the rules, there would be fewer deaths and injuries among pedestrians and bicyclists.

## OVERALL CAMPAIGN VALUE

Thanks to a highly successful earned media campaign and a generous amount of in-kind donations from paid media vendors and jurisdictional partners, *Street Smart* more than quadrupled its FY 2014 campaign budget.

Combining added value with earned and donated media and services, the FY 2014 *Street Smart* program garnered more than **\$2.74 million in overall campaign value on a budget of \$602,000.**

For more information on the *Street Smart* campaign visit [BeStreetSmart.net](http://BeStreetSmart.net)

TOTAL CAMPAIGN VALUE	
Earned Media Publicity Value	\$378,329
Paid Media Added Value	\$376,578
Capital Region Radio Network Value	\$58,588
Donated Media Value	\$1,329,018
Campaign Budget	\$602,000
<b>CAMPAIGN VALUE</b>	<b>\$2,744,533</b>

**APPENDIX I: Earned Media Summary**  
Fall 2013 & Spring 2014

**TOTAL VALUE: \$378,329**

<b>TELEVISION COVERAGE</b>					
<b>DATE</b>	<b>TIME (Total run time)</b>	<b>CHANNEL</b>	<b>PROGRAM</b>	<b>RATINGS</b>	<b>PR VALUE</b>
10/22/13	6:00 am (2:14)	WFDC (UNIVISION)	Noticias Univision Washington 6 am	5,077	\$5,360
10/22/13	6:00 am (:25)	WFDC (UNIVISION)	Noticias Univision Washington 6 am	5,077	\$1,000
10/22/13	5:00 pm (1:13)	WTTG (FOX)	Fox 5 News at 5 pm	42,231	\$5,475
10/22/13	6:00 pm (1:14)	WFDC (UNIVISION)	Noticias Univision Washington 6 pm	26,418	\$4,932
10/22/13	6:00 pm (4:00)	WFDC (UNIVISION)	Noticias Univision Washington 6pm	26,418	\$16,000
10/22/13	6:00 pm (2:11)	WZDC (Telemundo)	Telenoticias Washington at 6 pm	8,807	\$8,732
10/22/13	10:00 pm (1:50)	WTTG (FOX)	Fox 5 News at 10 pm	96,203	\$36,300
10/22/13	11:00 pm (2:28)	WFDC (UNIVISION)	Noticias Univision Washington 11 pm	17,099	\$6,908
10/22/13	11:00 pm (2:17)	WZDC (Telemundo)	Telenoticias Washington at 11 pm	9,089	\$9,132
10/22/13	11:00 pm (:16)	WZDC (Telemundo)	Telenoticias Washington at 11 pm	9,089	\$1,068
10/23/13	6:00 am (:26)	WFDC (UNIVISION)	Noticias Univision Washington 6 am	5,077	\$1,040
10/23/13	6:00 am (1:13)	WFDC (UNIVISION)	Noticias Univision Washington 6 am	5,077	\$2,920
10/23/13	10:00 am (:20)	News Channel 8	NewsTalk at 10 am	7,356	\$200
10/23/13	10:00 am (7:51)	News Channel 8	NewsTalk at 10 am	7,356	\$4,710
10/23/13	12:00 pm (1:52)	News Channel 8	Afternoon Report at Noon	7,146	\$1,120
10/23/13	1:00 pm (7:36)	News Channel 8	NewsTalk at 1 pm	9,597	\$4,560
10/23/13	1:00 pm (:20)	News Channel 8	NewsTalk at 1 pm	9,597	\$200
10/23/13	11:30 pm (:20)	News Channel 8	NewsTalk at 11:30 pm	6,105	\$300
10/23/13	11:30 pm (7:45)	News Channel 8	NewsTalk at 11:30 pm	6,105	\$6,975
10/28/13	6:00 am (2:38)	WFDC (UNIVISION)	Noticias Univision Washington 6 am	5,077	\$6,320
10/28/13	6:00 am (:15)	WFDC (UNIVISION)	Noticias Univision Washington 6 am	5,077	\$600
10/28/13	6:00 am (3:16)	WFDC (UNIVISION)	Noticias Univision Washington 6 am	5,077	\$7,840
11/3/13	11:00 pm (2:10)	WTTG (FOX)	Fox5 Morning News at 10 pm	173,779	\$42,900
11/4/13	8:00 am (1:30)	WTTG (FOX)	Fox 5 Morning News at 8a m	57,671	\$7,650
4/14/14	5:00 pm (:28)	WUSA (CBS)	9 News Now at 5 pm	48,330	\$1,610
4/14/14	11:00 pm (:59)	WZDC (Telemundo)	Telenoticias Washington at 11 pm	9,904	\$2,950
4/15/14	5:00 am (:50)	WTTG (FOX)	Fox 5 News at 5 am	34,612	\$4,035
4/15/14	6:00 am (:30)	WTTG (FOX)	Fox 5 Morning News at 6 am	85,007	\$2,550
4/15/14	6:00 am (:46)	WUSA (CBS)	9 News Now at 6 am	38,329	\$2,645
4/15/14	6:00 am (4:00)	WFDC (UNIVISION)	Noticias Univision Washington 6a m	8,253	\$7,200
4/15/14	8:00 am (:09)	News Channel 8	Morning Report at 8 am	12,270	\$113
4/16/14	6:00 am (:14)	WTTG (FOX)	Fox 5 Morning News at 6 am	85,007	\$1,190
4/16/14	6:00 am (1:31)	WTTG (FOX)	Fox 5 Morning News at 6 am	85,007	\$7,735
4/17/14	5:00 pm (:28)	WRC (NBC)	News 4 at 5 pm	153,159	\$5,040
4/17/14	8:00 am (2:54)	News Channel 8	Morning Report at 8 am	12,270	\$2,176
4/17/14	8:00 am (:47)	WTTG (FOX)	Fox 5 Morning News at 8 am	89,229	\$3,995
4/17/14	11:00 am (:32)	WRC (NBC)	News 4 Midday	65,117	\$2,240
4/18/14	11:00 pm (:44)	WRC (NBC)	News 4 at 11 pm	306,807	\$22,000
4/19/14	6:00 am (1:12)	WRC (NBC)	News 4 Today at 6 am	70,333	\$3,600
<b>TOTAL</b>				<b>1,659,239</b>	<b>\$251,321</b>

**APPENDIX I: Earned Media Summary (Continued)**  
Fall 2013 & Spring 2014

RADIO COVERAGE					
DATE	TIME (Total run time)	CHANNEL	PROGRAM	RATINGS	PR VALUE
10/22/13	2:00 pm (:35)	WNEW-FM	2 pm News	41,340	\$340
10/23/13	11:30 pm (:29)	WTOP-FM	11:30 pm News	376,444	\$1,148
10/23/13	11:30 pm (:46)	WTOP-FM	11:30 pm News	376,444	\$1,822
10/23/13	1:00 pm (:28)	WTOP-FM	1:00 pm News	376,444	\$1,110
10/23/13	1:00 pm (:54)	WTOP-FM	1:00 pm News	376,444	\$2,138
10/23/13	12:00 pm (:33)	WMAL-AM	12 pm News	170,000	\$1,307
10/28/13	6:00 am (:40)	WTOP-FM	6 am News	376,444	\$1,584
11/24/13	6:00 am (10:00)	WPGC-FM	Guy Lambert	9,632	\$16,988
4/17/14	5:00 pm (1:51)	WTOP-FM	5 pm News	377,625	\$4,396
4/17/14	5:00 pm (:35)	WTOP-FM	5 pm News	377,625	\$1,386
4/17/14	6:00 pm (:34)	WNEW-FM	6 pm News	47,200	\$330
4/17/14	6:00 pm (:35)	WNEW-FM	6 pm News	47,200	\$340
4/17/14	7:00 am (:41)	WMAL-FM	Mornings on the Mall	170,000	\$1,624
4/17/14	7:00 am (:44)	WNEW-FM	7 am News	47,200	\$427
4/17/14	7:00 am (:24)	WTOP-FM	7 am News	377,625	\$950
4/17/14	7:00 am (1:08)	WTOP-FM	7 am News	377,625	\$2,693
4/17/14	9:00 am (:53)	WMAL-FM	Chris Plante	170,000	\$2,099
4/17/14	10:00 am (1:48)	WMAL-FM	Chris Plante	170,000	\$4,277
4/17/14	12:00 pm (:33)	WNEW-FM	12 pm News	47,200	\$320
4/17/14	12:00 pm (:40)	WNEW-FM	12 pm News	47,200	\$388
5/4/14	6:00 am (10:00)	WPGC-FM	Guy Lambert	9,632	\$16,988
<b>TOTAL</b>				<b>4,369,324</b>	<b>\$62,655</b>

**APPENDIX I: Earned Media Summary (Continued)**  
Fall 2013 & Spring 2014

PRINT COVERAGE				
DATE	COLUMN INCHES	PUBLICATION	CIRCULATION	PR VALUE
10/22/14	48	Prince George's Post	3,250	\$1,728
4/27/14	25	Washington Post	582,042	\$62,625
<b>TOTAL</b>			<b>585,292</b>	<b>\$64,353</b>



**APPENDIX I: Earned Media Summary (Continued)**  
 Fall 2013 & Spring 2014

ONLINE COVERAGE		
DATE	PUBLICATION	CIRCULATION
10/22/13	WTOP.com	394,800
10/22/13	HolaCiudad.com	25,000
10/22/13	MyFOXDC.com (video)	911,200
10/23/13	WJLA.com (video)	432,100
10/23/13	TargetedNews.com	25,000
10/26/13	SoundCloud.com (audio)	NA
10/27/13	WTOP.com	394,800
10/28/13	Bethesda Now	38,100
10/31/13	GoMontgomery.blogspot.com	25,000
10/31/13	Gazette.net	173,000
11/1/13	CTL.ca	25,000
11/1/13	CNBC.com	11,600,000
11/1/13	Fort Mill Times	89,900
11/1/13	Benzinga.com	194,800
11/1/13	Rock Hill Herald	378,400
11/1/13	MorningStar.com	2,700,000
11/1/13	Osixmedia.com	25,000
11/1/13	Finwin.com	25,000
11/1/13	Enhanced Online News	25,000
11/1/13	Reuters	3,100,000
11/1/13	4-traders.com	609,800
11/1/13	Yahoo Finance	1,100,000
11/1/13	Business Week	5,400,000
11/2/13	WashingtonHispanic.com	25,000

ONLINE COVERAGE		
DATE	PUBLICATION	CIRCULATION
11/3/13	WJLA.com (video)	432,100
11/4/13	WTOP.com	394,800
11/4/13	MyFOXDC.com (video)	911,200
11/5/13	GreaterWashington.org	24,800
11/6/13	Gazette.net	173,000
11/17/13	WashingtonPost.com	9,300,000
12/5/13	BelvoireEagle.com	5,100
4/14/14	WTOP.com	300,172
4/17/14	Navbug.com	259,230
4/17/14	CBSlocal.com	441,394
4/17/14	CityAndPress.com	113,800
4/17/14	The Republic	214,634
4/17/14	Washington Post	9,731,448
4/17/14	MyFOXDC.com (video)	490,537
4/17/14	Washington.CBSlocal.com	441,394
4/17/14	CSNbaltimore.com	235,985
4/17/14	Tribtown.com	42,766
4/17/14	NBCwashington.com (video)	298,786
4/17/14	CBSlocal.com	201,615
4/17/14	WJLA.com (video)	244,562
4/18/14	InsideNova	44,626
4/18/14	Woodbridge Patch	33,796
4/18/14	Greenfield Reporter	42,011
4/21/14	Washington Post	9,731,448
<b>TOTAL</b>		<b>61,826,104</b>

**APPENDIX II: Radio PSA Results**  
**FY 2014**

<b>RADIO PSA RESULTS</b>						
<b>CHANNEL</b>	<b>DIAL</b>	<b>LANGUAGE</b>	<b>QUANTITY</b>	<b>DURATION</b>	<b>IMPRESSIONS</b>	<b>VALUE</b>
WIAD-FM	94.7	English	40	:30	337,260	\$5,970
WJFK-FM	106.7	English	40	:30	134,417	\$5,566
WKYS-FM	93.9	English	45	:30	704,055	\$9,145
WMMJ-FM	102.3	English	64	:30	670,934	\$8,700
WNEW-FM	99.1	English	40	:30	102,120	\$3,366
WPGC-FM	95.5	English	40	:30	405,020	\$6,400
WPRS-FM	104.1	English	16	:30	33,600	\$960
WYCB-AM	1340	English	16	:30	28,000	\$800
WLZL-FM	107.9	Spanish	40	:30	306,560	\$5,385
WWGB-AM	1030	Spanish	56	:60	240,800	\$4,230
WDCN-FM	87.7	Spanish	56	:60	420,000	\$7,378
WKDV-AM	1460	Spanish	56	:60	39,200	\$688
WURA-AM	920	Spanish	56	:60	NA	NA
WJWL-AM	900	Spanish	56	:60	NA	NA
WYUS-AM	930	Spanish	56	:60	NA	NA
<b>TOTAL</b>			<b>677</b>		<b>3,421,966</b>	<b>\$58,588</b>

**APPENDIX III: Donated Media**  
**FY 2014**

<b>DONATED MEDIA</b>				
<b>MEDIA</b>	<b>JURISDICTION/AGENCY</b>	<b>QUANTITY</b>	<b>DURATION</b>	<b>VALUE</b>
Transit Shelters	Montgomery County (MD)	80	8 weeks	\$348,235
Transit Shelters	Montgomery County (MD)	40	8 weeks	\$174,118
Transit Shelters	Prince George's County (MD)	100	20 weeks	\$450,000
Transit Shelters	Prince George's County (MD)	50	8 weeks	\$90,000
Exterior Bus Tails	WMATA	20	4 weeks	\$9,412
Exterior Bus Kings	Ride On - Montgomery County (MD)	15	20 weeks	\$45,441
Exterior Bus Tails	Ride On - Montgomery County (MD)	15	20 weeks	\$30,000
Exterior Bus Junior Kings	Ride On - Montgomery County (MD)	34	6 weeks	\$20,600
Exterior Bus Kings	Ride On - Montgomery County (MD)	22	8 weeks	\$24,052
Exterior Bus King Kongs	Ride On - Montgomery County (MD)	2	14 weeks	\$12,219
Exterior Bus Tails	Fairfax City (VA)	5	24 weeks	\$12,000
Interior Bus Cards	Circulator (DC)	49	40 weeks	\$14,412
Interior Bus Cards	Fairfax City (VA)	30	20 weeks	\$4,412
Interior Bus Cards	DASH - Alexandria (VA)	231	4 weeks	\$6,794
Interior Bus Cards	ART - Arlington County (VA)	183	4 weeks	\$5,382
Interior Bus Cards	The BUS - Prince George's County (MD)	186	4 weeks	\$5,471
Interior Bus Cards	UMD Shuttles - College Park (MD)	40	1 week	\$294
Interior Bus Cards	PRTC (VA)	620	4 weeks	\$18,235
Interior Bus Cards	Ride On - Montgomery County (MD)	640	12 weeks	\$56,471
Interior Bus Cards	TransIT - Frederick County (MD)	50	4 weeks	\$1,471
<b>TOTAL DONATED MEDIA VALUE</b>				<b>\$1,329,018</b>





**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS**

777 NORTH CAPITOL STREET NE, SUITE 300  
WASHINGTON, DC 20002

MWCOG.ORG