

# National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202

Date: February 20, 2013  
Time: 12 noon  
Place: COG Board Room

## AGENDA (BEGINS PROMPTLY AT NOON)

- 12 noon      1. **Public Comment on TPB Procedures and Activities**  
.....Chairman York
- 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 December 19 Meeting**  
.....Chairman York
- 12:25 pm      3. **Report of Technical Committee**  
..... Ms. Erickson  
Chair, Technical Committee
- 12:30 pm      4. **Report of the Citizen Advisory Committee**  
.....Mr. Still  
Chair, Citizens Advisory Committee
- 12:40 pm      5. **Report of Steering Committee**  
..... Mr. Kirby  
Director, Department of  
Transportation Planning (DTP)
- 12:45 pm      6. **Chair's Remarks**  
.....Chairman York

*Alternative formats of this agenda and all other meeting materials are available upon request. Email: [accommodations@mwkog.org](mailto:accommodations@mwkog.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.mwkog.org](http://www.mwkog.org).*

**ACTION ITEMS**

- 12:50 pm     7.     **Review of Comments Received and Approval of Project Submissions for the Air Quality Conformity Assessment for the 2013 Financially Constrained Long Range Transportation Plan (CLRP) and the FY 2013-2018 Transportation Improvement Program (TIP)**  
..... Mr. Kirby  
At the January 23 meeting, the Board was briefed on the major project changes submitted for inclusion in the air quality conformity assessment for the 2013 CLRP and FY 2013-2018 TIP which were released for a 30-day public comment period that ended February 16. The Board will be briefed on the comments received and recommended responses, and asked to approve the project submissions for inclusion in the air quality conformity assessment for the 2013 CLRP and FY 2013-2018 TIP.
- Action:** Adopt Resolution R8-2013 to approve the project submissions for inclusion in the air quality conformity assessment for the 2013 CLRP and FY 2013-2018 TIP.
- 1:00 pm     8.     **Approval of Scope of Work for the Air Quality Conformity Assessment for the 2013 CLRP and the FY 2013-2018 TIP**  
..... Ms. Posey, DTP  
At the January 23 meeting, the Board was briefed on the draft scope of work for the air quality conformity assessment for the 2013 CLRP and FY 2013-2018 TIP which was released for a 30-day public comment period that ended February 16. The Board will be briefed on the comments received and recommended responses, and asked to approve the scope of work for the air quality conformity assessment for the 2013 CLRP and FY 2013-2018 TIP.
- Action:** Approve the enclosed scope of work for the air quality conformity assessment for the 2013 CLRP and FY 2013-2018.
- 1:05 pm     9.     **Approval of an Amendment to the FY 2013 Unified Planning Work Program (UPWP) to Facilitate the Implementation of the New Section 5310 Enhanced Mobility Program under MAP-21 in the Washington Region**  
..... Ms. Klancher, DTP  
At the December meeting, the Board was briefed on how the new Section 5310 program under MAP-21 changed the three former FTA programs: Job Access and Reverse Commute, New Freedom, and Elderly and Disabled, and on potential designated recipient(s) for this program in the Washington DC-VA-MD Urbanized Area. The Board will be updated on discussions with the District of Columbia Department of Transportation (DDOT), the Maryland Transit Administration (MTA), and the Virginia Department of Rail and Public Transportation (DRPT) on the designation of a recipient to establish the new program in the Washington Region, and asked to amend the FY 2013 UPWP to include TPB staff support to facilitate and coordinate the implementation of the new program.
- Action:** Adopt Resolution R9-2013 to amend the FY 2013 UPWP to facilitate and coordinate the implementation of the New Section 5310 Enhanced Mobility Program under MAP-21 in the Washington Region.

- 1:10 pm      10.    **Approval of an Amendment to the FY 2013 UPWP to Provide Support for the Implementation of the New Transportation Alternatives Program under MAP-21 in the Washington Region**  
 .....Mr. Swanson, DTP  
 MAP- 21 established the Transportation Alternatives Program (TAP) to fund small projects considered “alternatives” to traditional highway construction. It combines several formerly stand-alone programs, including Transportation Enhancements, Safe Routes to School, and Recreational Trails. At the December meeting, the Board was briefed on the new program and the potential role of the TPB in the selection of projects under the program. The Board will be briefed on proposed steps to implement the program in the Washington Region, and asked to amend the FY 2013 UPWP to include TPB staff support to facilitate program implementation.

**Action:** Adopt Resolution R10-2013 to amend the FY 2013 UPWP to provide support for the implementation of the new Transportation Alternatives Program under MAP-21 in the Washington Region.

**INFORMATION ITEMS**

- 1:20 pm      11.    **Briefing on MAP-21 Requirements for Performance Based Planning and Programming**  
 .....Mr. Kirby  
 MAP-21 calls for MPOs, state DOTs and public transportation providers to establish and use a performance-based approach to transportation decision-making to support national goals. It calls for USDOT to establish performance measures related to national goals for planning processes and for state DOTs, public transportation providers and MPOs to coordinate and establish performance targets. The Board will be briefed on the performance-based approach using performance measures and targets, on USDOT activities to establish performance measures, and on anticipated TPB responsibilities in establishing performance targets.

- 1:30pm      12.    **Review of Draft FY 2014 Commuter Connections Work Program (CCWP)**  
 .....Mr. Ramfos, DTP  
 The Board will be briefed on the enclosed draft CCWP for FY 2014 (July 1, 2013 through June 30, 2014). The Board will be asked to approve the FY 2014 CCWP at its March 20 meeting.

- 1:40 pm      13.    **Review of the Draft FY 2014 Unified Planning Work Program (UPWP)**  
 ..... Mr. Kirby  
 The Board will be briefed on the enclosed draft UPWP for FY 2014 (July 1, 2013 through June 30, 2014). The Board will be asked to approve the FY 2014 UPWP at its March 20 meeting.

**NOTICE ITEM**

- 1:50 pm      14.    **Notice of Proposed Amendment to the Additional Air Quality Conformity Analysis Conducted to Respond to the EPA Redesignation of the Washington Region under the 2008 Ozone National Ambient Air Quality Standards (NAAQS)**

..... Mr. Kirby  
Notice is provided on an amendment to the recent 2015 forecast year air quality conformity analysis of the 2012 CLRP and FY2013-2018 TIP which was conducted to satisfy the redesignation requirements of the EPA 2008 Ozone National Ambient Air Quality Standards (NAAQS). After the TPB approved this new air quality conformity analysis on December 19, 2012, the EPA found adequate new mobile budgets on February 7, 2013, requiring their immediate use in air quality conformity analyses. Because this adequacy finding occurred prior to USDOT's approval of the recent conformity analysis, this analysis must be amended to show that mobile emissions in the 2012 CLRP and FY2013-2018 TIP are below the new EPA approved mobile budgets. On February 14<sup>th</sup>, the amended analysis was released for a 30-day public comment period that will end on March 16<sup>th</sup>. At the March 20<sup>th</sup> meeting, the Board will be asked to approve the amended air quality conformity assessment.

- 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

**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  
January 23, 2013**

Members and Alternates Present

Monica Backmon, Prince William County  
Bob Brown, Loudoun County  
Ron Burns, Frederick County  
Marc Elrich, Montgomery County  
Gary Erenrich, Montgomery County  
Lyn Erickson, MDOT  
Lou Farber for Vic Weissberg, Prince George's County  
Seth Grimes, City of Takoma Park  
Rene'e Hamilton, VDOT  
Cathy Hudgins, Fairfax County Board of Supervisors  
Sandra Jackson, FHWA  
Shyam Kannan, WMATA  
Carol Krimm, City of Frederick  
Tim Lovain, City of Alexandria  
Phil Mendelson, DC Council  
Bridget D. Newton, City of Rockville  
Mark Rawlings, DC-DOT  
Rodney Roberts, City of Greenbelt  
Linda Smyth, Fairfax County Board of Supervisors  
David Snyder, City of Falls Church  
Harriet Tregoning, DC Office of Planning  
Todd M. Turner, City of Bowie  
Jonathan Way, Manassas City  
Patrick Wojahn, City of College Park  
Scott York, Loudoun County  
Sam Zimbabwe, DDOT  
Chris Zimmerman, Arlington County

---

MWCOG Staff and Others Present

Ron Kirby	
Gerald Miller	
Robert Griffiths	
Andrew Meese	
Jane Posey	
Andrew Austin	
Michael Farrell	
Deborah Kerson Bilek	
Sarah Crawford	
Ben Hampton	
Dan Sonenklar	
Jonathan Rogers	
Karin Foster	
Debbie Leigh	
Chuck Bean	COG/EO
Nicole Hange	COG/EO
Steve Kania	COG/OPA
Lewis Miller	COG/OPA
Bill Orleans	HACK
Randy Carroll	MDE
Judi Gold	Councilmember Bowser's Office
Tina Slater	CAC Chair
Allen Muchnick	Virginia Bicycling Federation
Mike Lake	Fairfax County DOT
Anthony Foster	DDOT
Stewart Schwartz	CSG
Patrick Durany	Prince William County
Jamie Coughlin	WMAL
Steve Kral	WMATA
Tim Davis	City of Frederick
Tom Fahrney	VDOT
Nick Alexandrow	PRTC
Christine Green	Greater Washington Region Safe Routes to School Network
Marti Reinfeld	City of Alexandria
Alexis Verzosa	City of Fairfax
Wendy Duren	Arlington County Commuter Services
John B. Townsend II	AAA Mid-Atlantic
Rahul Trivedi	VDOT

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

Mr. Chase, representing the Northern Virginia Transportation Alliance, endorsed the inclusion of

---

several projects in the update to the 2013 CLRP and FY 2013-2018 TIP, including: the new Dulles Airport connector road, the Manassas Bypass, the U.S. 1 widening at Prince William County, the new Dulles Toll Road ramps, Route 7 widening, I-495 express lane extensions, new Beltway and Dulles Corridor ramps, and the new I-395 southbound lane. He emphasized the importance of the Dulles Connector roadway and the Route 28 Manassas bypass as facilities that enhance both regional and statewide travel choices. Copies of his remarks were distributed for the record.

Mr. Muchnick, representing the Virginia Bicycling Federation, spoke about the proposed amendment to the FY 2013-2018 TIP to include funding for improvements to US Route 1 near Fort Belvoir in Fairfax County. He commented that the project illustrates shortcomings with the TPB's Complete Streets Policy. He advocated that the project adequately accommodate experienced long distance bicyclists who prefer to travel on the roadway, which he said would be better designed and maintained, and arguably safer, than the shared-use path which would otherwise be included as part of this project. He asked the TPB to require FHWA to provide continuous four-foot bike lanes in each direction as a condition for adding this project to the TIP. His comments, along with a proposed amendment to the draft resolution TPB R5-2013, were distributed for the record.

Mr. Schwartz, representing the Coalition for Smarter Growth, asked the TPB to support Mr. Muchnick's request, and advocated that the Route 1 corridor provide additional bicycle capacity. He called attention to the draft final report "What do People Think About Congestion Pricing? A Deliberative Dialogue with Residents of Metropolitan Washington," and emphasized the strong support for having better and more alternatives to driving, particularly transit and bike-ped facilities. He said the report represents a strong endorsement of the goals relating to land-use and transportation investment. He addressed Mr. Chase's comments, stating that the focus of these projects should be on more compact, walkable communities. He added that providing for a new potentially tolled facility does not make sense in this fiscal era. He concluded by denouncing the Virginia Governor's transportation bill, and said that providing more funding by maintaining the gas tax makes the most sense for Virginia.

Mr. Shefer, representing the Washington Airports Task Force, endorsed VDOT's request to study two options for connecting the Tri-County Parkway to the Dulles Loop in the next air quality analysis, citing a connection need that is urgent and has been neglected for over a decade.

Mr. Townsend, representing AAA, urged the TPB to support all of the projects for inclusion in the 2013 CLRP and FY 2013-2018 TIP.

## **2. Approval of the Minutes of the December 19 Meeting**

A motion was made to approve the minutes of the December 19 TPB meeting, which was seconded and passed unanimously.

---

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

Ms. Erickson said that the Technical Committee met on January 11 and discussed several items on the TPB agenda, including: the draft final report “What do People Think About Congestion Pricing? A Deliberative Dialogue with Residents of Metropolitan Washington,” the project submissions for the air quality conformity assessment for the 2013 CLRP and FY2013-2018 TIP, the new Unified Planning Work Program, which she said would be up for approval in March, and a review of the activities of the Bus on Shoulder Task Force. She added that some items were presented for information and discussion, including: further details on a request to examine a possible TPB adoption of a regional green streets policy or other ways to include or address green streets principles in our process, a presentation on the performance of the 2012 CLRP, and status updates on the Street Smart Campaign, the Regional Transportation Data Clearinghouse, and a draft version of a user-friendly TIP guide and summary document.

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

Ms. Slater provided highlights of the end-of-year summary report for the 2012 CAC. She spoke about the CAC’s continued interest in the regional Transportation Priorities Plan, and emphasized concerns regarding the direction that the plan is taking, particularly regarding the level of inclusiveness in the planning process. She said that the CAC had hoped that the priorities plan would engage TPB stakeholders and leaders in a dialogue about the region’s future, but that the CAC has not witnessed this occurring thus far. She mentioned a CAC resolution, which was passed in April, calling on the TPB either to reestablish the Priority Plan Scoping Task Force or to establish a new group that would provide regular input into the process. She acknowledged that some work sessions on the priorities plan would be held to solicit input prior to future TPB meetings, and said that the CAC looked forward to attending these meetings, but also expressed disappointment that the overall public involvement strategy now has a strong focus on public opinion research, rather than broader collaboration among a variety of constituencies. She added that the CAC had hoped that the priorities plan would identify priority projects, but that the CAC now understands that it will identify general strategies instead. She also expressed concerns that the amount of quantitative analysis that had initially been intended as part of the plan seems to have been reduced or eliminated. She reinforced that the CAC is a group with transportation knowledge that could contribute towards the priorities plan, and asked the TPB for special consideration to solicit the CAC’s involvement on the plan in 2013.

Ms. Slater addressed the TPB’s Regional Complete Streets Policy, and provided a brief history of the CAC’s involvement in establishing it. She mentioned that the regional bike and pedestrian project database has not yet been updated, even though the policy required this to be completed within 120 days of the policy’s creation. She added that the policy requires a regional information clearinghouse, acknowledged the progress of this website, and added that the CAC would like for each TIP project submission form to have a link where a web page could be referenced or a project manager could be contacted.

Ms. Slater advocated for a strong regional approach for the new Transportation Alternatives



---

Program under MAP-21, and urged the TPB to use regional criteria when selecting projects to be funded under this program. She also mentioned the CAC's success in becoming more directly involved with the Street Smart Campaign. She endorsed the TPB Information Hub and praised the TPB Weekly Report. She also suggested that the timing of the next TIP forum be conducted at a early stage in the TIP development process than it is under current practice. She concluded by mentioning that the CAC is celebrating 20 years as a citizen's advisory committee, and is planning a party to honor this milestone and all participants of the CAC on February 13.

Ms. Tregoning said she was distressed to hear Ms. Slater's views on the regional transportation priorities plan, and acknowledged the specific suggestions made about how the CAC could be more directly involved. She asked if Mr. Kirby wanted to address the CAC's concerns, and if the TPB could receive an update at its next meeting regarding some of the issues raised by the CAC.

Chair York thanked Ms. Tregoning and said that he would follow up with Ms. Slater, the future CAC chair, and Mr. Kirby on a conference call to discuss the CAC's concerns with the intent of bringing information back to the TPB at a future point.

## **5. Report of the Steering Committee**

Mr. Kirby said that the Steering Committee met on January 11, and took one action to amend the TIP to modify funding for the I-66/US 15 interchange reconstruction project, to include funding for a study to evaluate and develop a rating system for significant transportation projects in Northern Virginia, and for the Eisenhower Avenue project.

Mr. Kirby distributed a packet of letters sent/received and summarized a letter transmitted under Chairman Turner's signature to the governors, mayor, and state legislators that represent the region concerning funding for transportation. He also pointed out information on approaches for raising transportation revenues. He mentioned that the forecasts by the U.S. Department of Energy issued in January show that although gasoline consumption is forecast to decline, it is expected to be 78 percent of current levels by 2040, which indicates continuing significant use of gasoline. He added that the Department of Energy also forecasts that alternative fuels would increase from about 0.3 percent of today's total to about 6 percent by 2040. Finally, he mentioned that TPB staff were very active in the Annual Transportation Research Board Meeting which was held in Washington in January, and summarized a memorandum with a list of staff participation in the meeting.

Mr. Zimmerman asked for clarification about information that was provided on states that index their gas taxes.

Mr. Kirby said the data in question is intended to show the change in the rate from the year 2000 to 2010 because of the indexing implemented by certain states.

Mr. Zimmerman asked if the information presented is intended to convey that only seven states have indexed their gasoline tax.

---

Mr. Kirby replied in affirmation.

Mr. Zimmerman recollected that, years ago, only one state in the country – Ohio – had indexed its gas tax. He said he did not see Ohio listed among the seven states.

Mr. Kirby said he would check into this.

Mr. Zimmerman thanked Mr. Kirby and asked about the assumption in gasoline price relative to the forecasted information on usage that Mr. Kirby provided earlier.

Mr. Kirby replied that the forecast on gasoline use was developed by the US Department of Energy, and is therefore national – not regional – in scope. He said he did not know about assumptions regarding price, and added that key elements are the assumptions about penetration of alternative fuels and how CAFE standards are factored in to the analysis.

Mr. Zimmerman said that price variability could introduce a large variation to these forecast assumptions, and that price of fuel could have a dramatic impact on actual vehicle miles traveled. He mentioned a TRB presentation that he attended the previous week that modeled the Baltimore-Washington area and ran different scenarios using both changes in fuel prices and assumptions about technology. He said that the presentation showed that variation on the assumption of price has a large impact on vehicle miles traveled and on land-use patterns.

Mr. Kannan, responding to Mr. Zimmerman, said that, according to the US Energy Information Administration, the price assumption between 2012 and 2035 is expected to be a 1.6 percent increase in liquefied gas for vehicles.

Mr. Zimmerman asked for confirmation that this percent increase is low.

Mr. Kannan replied that this price increase is low.

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

Chair York thanked Mr. Turner and presented him with a plaque in recognition for his service and commitment as TPB Chair in 2012.

Mr. Turner, in turn, thanked the members of the TPB, and highlighted the accomplishments of the TPB over the past year, including: making progress on the Regional Transportation Priorities Plan, adopting the Regional Complete Streets Policy, hosting two installments of the Community Leadership Institute, starting the Bus-on-Shoulder Task Force, including new areas in Prince George's County and in Loudoun County as part of the annual Street Smart Campaign, providing opportunities for member jurisdictions to highlight and share transportation project or activities with each other, and working with the COG Board of Directors to emphasize the importance of transportation in the region through the COG Economy Forward efforts. He thanked Ms. Slater for her leadership as Chair of the CAC in 2012, and remarked that the new federal surface

---

transportation authorizing legislation, MAP-21 was also established in 2012. He mentioned the letter that was transmitted by the TPB to state legislators to continue the conversation about transportation funding. He thanked the TPB for the opportunity to serve as chair, and wished Chair York well in his endeavors as TPB Chair in 2013. Finally, he recognized TPB staff for their efforts in supporting the work of the TPB.

Mr. Turner recognized Ms. Slater for her service as 2012 Chair of the CAC by presenting her with a plaque that acknowledged her leadership. He also recognized Mr. Rawlings for his service as 2012 Chair of the TPB Technical Committee by presenting him with a plaque that acknowledged his leadership.

## **ACTION ITEMS**

### **7. Approval of Funding and Transmittal Letter for TPB's 2013 Membership in the Association of Metropolitan Planning Organizations**

Chair York stated that staff is recommending that the TPB allocate \$25,000 out of the UPWP for TPB's membership in the Association of Metropolitan Planning Organizations (AMPO).

Mr. Kirby added that the TPB has been a member of AMPO for at least 15 years, and has received great value from this membership.

A motion was made and seconded to approve funding from the FY 2013 UPWP, along with an associated transmittal letter, for the TPBs 2013 membership in AMPO. The motion passed unanimously.

### **8. Approval of Appointments to the TPB Citizens Advisory Committee (CAC) for the Year 2013**

Mr. Swanson summarized the process for appointing members to the CAC, and said that the 15-member body is comprised of five members each from the District of Columbia, Maryland, and Virginia. Referring to a list that was circulated at the meeting, he presented the names of the nominees for the 2013 CAC, which include Steven Still, Allen Muchnick, Jeffrey Parnes, Lorena Rios, Mark Skiles and alternates Tom Burrell, Jamie Nham, and Andrea Hamre from Virginia; Neha Bhatt, Veronica Davis, Patrick Gough, Tracy Hadden Loh, Emily Oaksford, and alternates Larry Martin, Anita Hairston, Rosemarie Savio from the District of Columbia; and Justin Clarke, Cherian Eapen, John Epps, Tina Slater, Emmet Tydings, and alternates Ronald Hartman, Jeffrey Slavin, Jarrett Stoltzfus from Maryland. He added that it is the prerogative of the Chair of the TPB to name the Chair of the CAC.

Mr. Turner motion was made to appoint the fifteen members and alternates to the 2013 CAC. Mr. Wojahn seconded the motion.

---

Mr. Erenrich observed that several of the nominees are also transportation professionals or have jobs that relate to the work of the TPB. He asked if this is intended to illustrate an evolution in the direction of the CAC. He also asked if the appointed members are under any specific mandates to sign an ethics statement on potential confidentiality or conflicts of interest.

Mr. Swanson replied that such a mandate has not been required in the past, but that staff have spoken with members individually on issues of this nature as they arise.

Mr. Erenrich acknowledged that all members of the TPB are subject to different ethics requirements.

Chair York, acknowledging that he made the recommendations for the Virginia members, responded that he reviewed all of the applications he received before making his final decision. He added that he would hope that individuals would recuse themselves from participation on CAC matters if concerns regarding ethics were to arise. He added that all the recommendations reflect citizens who are affected by good or bad transportation, regardless of their professional affiliations.

Mr. Wojahn said that in making his selections from Maryland, he aimed to reflect a diversity of backgrounds and perspectives, as well as experience. He added that the decision was difficult because there were many qualified applicants.

Mr. Roberts expressed concern about the potential for a conflict of interest. He added that a citizen advisory committee should be comprised of regular citizens that are interested in the transportation network, but not necessarily transportation professionals.

Chair York called for a vote on the motion, which passed. He nominated Steven Still from Virginia to serve as Chair of the CAC for 2013.

### **9. Approval of an Amendment to the FY 2013-2018 TIP that is Exempt from the Air Quality Conformity Requirement to include Funding for Improvements to US Route 1 near Fort Belvoir in Fairfax County**

Mr. Austin provided a brief summary of the proposed project, noting that the TPB was briefed in December on the request to add \$180 million in Office of Economic Adjustment Defense Access Roads funds to the project to widen 3.4 miles of US Route 1 from the southern boundary of Fort Belvoir to just north of the Mount Vernon Highway. He said the project is included in the air quality conformity analysis of the 2012 CLRP and FY 2013-2018 TIP. He said the comments received by the TPB on the project, as well as a response from Eastern Federal Lands Highway Division were included in the mailout. He said Eastern Federal Lands Highway Division is committed to working with all parties to maximize the use of the roadway for all modes. He said the project will be constructed as a design-build, and the travel lane widths and bike lane widths will be considered when the initial designs have been presented to FHWA and VDOT.

---

Ms. Jackson made a motion to approve Resolution R5-2013 to amend the FY 2013-2018 TIP. She reiterated that lane widths will be considered when the project enters the design phase.

Ms. Smyth seconded the motion.

Ms. Hudgins spoke to the concerns regarding the lane width and asked Ms. Jackson to describe the current process and how it would be possible to include four-foot wide bike lanes in the project.

Ms. Jackson asked a representative from VDOT to provide that information.

Mr. Farney, VDOT project manager, explained that VDOT is managing the project since it will maintain the finished product. He said there are a lot of constraints on the project: it goes through a historic district, it goes through Fort Belvoir, and VDOT is attempting to maintain a transit corridor in the median. He said there are safety considerations that further complicate the design of the roadway related to the inclusion of four-foot bike lanes. He said that bike lanes would be evaluated thoroughly during the design phase of the project.

Ms. Hudgins said the project is very important to Fairfax County and stated that it is the desire of the County that transportation projects be multimodal and meet a diversity of transportation needs. She asked for an amendment to the motion, that in consideration for the design, it would be a preference that the widening occur in order to include a bike lane.

Chair York said he considered this a friendly amendment.

Ms. Jackson said it can be considered and reminded the Board that this action is merely to attach funding to the project.

Ms. Hudgins said she realizes the nature of the action and noted the qualifier. She said she wanted to include the consideration for bike lanes at this point because as the process moves forward, she would like to ensure that the funding is used in the best possible spirit.

Mr. Roberts asked if accommodations would be made for pedestrians.

Mr. Farney said two ten-foot trails are planned on both sides of Route 1.

Mr. Roberts asked whether those would be available and desirable to bicyclists.

Mr. Farney said bicycles may use the trails, but that some bicyclists prefer to use the roadway. He said the trails are predominantly parallel to the roadway, but there may be some instances where the trails have to meander a bit to avoid some constraint.

Mr. Roberts asked if the bike lanes would be striped, or if they would be part of a wider outside lane.

---

Mr. Farney said both options would be considered during design.

Mr. Roberts said the TPB needs to make sure that projects are planned properly before funding is attached to them. He said he would prefer to know more about the design and the rationale behind the design before authorizing funds.

Mr. Farney said that VDOT holds design and location hearings on all projects that are open to the public.

Chair York called for a vote. The motion as amended passed unanimously.

## **INFORMATION ITEMS**

### **10. Briefing on the Draft Final Report: “What Do People Think About Congestion Pricing? A Deliberative Dialogue with Residents of Metropolitan Washington”**

Mr. Swanson of TPB staff presented the findings of the recent study on the public acceptability of congestion pricing, which was funded with a grant under the Federal Highway Administration’s Value Pricing Pilot Program. He explained that the study engaged residents from around the region in a series of five “deliberative forums” to talk about the possibility of using congestion pricing to address some of the region’s biggest transportation problems, namely growing congestion and increasing funding shortfalls. He said that the TPB partnered with the Brookings Institution and the non-profit public engagement organization *AmericaSpeaks* to conduct the forums, and he said the study was intended to complement more than a decade of technical work at the TPB regarding congestion pricing by exploring what many see as one of the main obstacles to implementing such a scheme: public opposition.

Mr. Swanson reported that the study engaged more than 300 paid participants at five forums held throughout the region – two in Maryland, two in Virginia, and one in the District of Columbia. He said the participants were broadly representative of the region’s population. During the forums, he said, participants engaged in small-group discussions with fellow residents about three different congestion pricing proposals, that participants’ comments were recorded on laptop computers and fed to a “theme team” that synthesized the main conversation points in real-time, and that participants recorded their opinions via electronic keypad voting throughout the course of the four-and-a-half hour forums. He explained that participants were briefed on the transportation problems currently facing the region – including congestion and the extent of funding shortfalls, and how those were expected to worsen in the future – and three congestion pricing scenarios that could at least partially address those growing challenges: 1) priced lanes on all major highways in the region; 2) pricing on all streets and roads using in-vehicle GPS systems to calculate total fees owed; and 3) priced zones in central business districts like downtown Washington or Tysons Corner.

The findings, Mr. Swanson reported, were separated into four main categories: how people saw the region’s transportation problems; their reactions to each of the three scenarios; the factors

---

that were most important to people; and how people's opinions changed over the course of the forums.

Mr. Swanson said that congestion resonated more as a critical problem than funding shortfalls did and that people spoke about congestion in much more personal terms than they did funding. He said people were generally unaware that gas taxes at the federal level and in Maryland and Virginia haven't been raised in 20 years and aren't indexed to inflation, and he said that close to 40 percent of participants lacked confidence in the government to make transportation improvements even if it had more money.

Regarding the three scenarios, Mr. Swanson said that the first scenario – priced lanes on all major highways – garnered 60 percent support, more than either of the other scenarios. He said people were cautiously open to it because it provided an option not to be tolled and presented an opportunity for high-quality transit service on the tolled lanes, which would be free-flowing at all times due to tolling that would vary based on demand. The second scenario – the GPS-based mileage fee – provoked negative reactions, Mr. Swanson reported. Participants cited major concerns about privacy and government overreach as well as a level of complication that would both add new burdens to their daily lives and make the scenario impossible to implement and enforce. They also expressed a significant degree of skepticism about eliminating the gas tax in favor of such a mileage fee, he said, which had been presented as a “selling point” for the scenario. Finally, the third scenario – priced zones – garnered more support than opposition because it seemed logical and straightforward, but many participants didn't see it as a true regional solution. Overall, participants expressed doubt that any congestion pricing could actually work since most people drive because they have to, not because they want to. They said that pricing drivers who have no other option but to drive would amount to gouging.

Of the key factors that participants talked about during the forums, Mr. Swanson said that “choice” was the most important: people wanted opportunities to avoid paying new charges, whether in the form of non-tolled lanes or alternatives like transit. He said privacy was also an important factor, as was how revenues would be used. He said that people wanted additional transparency and accountability before they would be willing to support new revenue-raising schemes, and he said that fairness was not an especially important factor for people.

At the end of the forums, Mr. Swanson said, more people saw funding shortfalls as a critical problem facing the region than did at the beginning of the forums. And support for raising gas taxes nearly tripled after people learned that in most cases gas taxes haven't gone up in 20 years or more and aren't indexed to inflation, and after they considered congestion pricing alternatives.

Overall, the findings point to a need to define for the public what they stand to gain from any congestion pricing proposal, especially because they doubt the effectiveness of congestion pricing in actually reducing congestion, Mr. Swanson said. People want more control in their lives, not less, and more options, not fewer. Fairness wasn't as much of a concern as lack of confidence in the public sector was, and people favor more familiar solutions like raising gas taxes over more complicated ones like pricing. Finally, people want to know that congestion pricing is part of a wider strategic vision – that it isn't the only “solution” planners and decision-

---

makers are considering.

Mr. Swanson turned the floor over to Alice Rivlin, of the Brookings Institution, who offered her thoughts on the study and its findings. She told Board members that she learned a lot from the report, not only about people's attitudes about congestion pricing but about using deliberative forums to learn about people's attitudes. The two most startling findings, she said, were the depth of the public's skepticism about the government's ability to solve transportation problems and the public's concerns about privacy in light of all the ways the public has already surrendered its privacy in the era of mobile phones. She called for more exploration of public attitudes toward pricing so that leaders can develop proposals the public would actually support.

Chair York thanked Mr. Swanson and Ms. Rivlin for their presentations. He said that the report's conclusion echoes that of many local officials: that raising gas taxes is the easiest and surest way to increase funding for transportation in the short-term.

Chair York then opened the floor to questions and comments from Board members.

Mr. Zimmerman echoed Chair York's comments regarding the need to raise the gas tax in Virginia rather than eliminating it, as has been proposed by the Governor. He then asked Mr. Swanson about the wording of the poll question asked of participants regarding their level of confidence in the government. He said that how one asks the question can significantly affect the responses to the question. He expressed concern that because the question asked, "If the *government* had more money," that people reacted negatively to the question because they have been "indoctrinated" to dislike anything related to the "government." He also said that there appeared to him to be an "overwhelming understanding" on the part of the public that insufficient funding is a major problem facing the region.

Mr. Snyder raised two points. The first was that some of the report's findings are different than what the Board had expected when it authorized this study under his chairmanship two years ago, especially the acceptance of raising gas taxes after people learned more about the tax, its current level, and that it hasn't been raised in 20 years. His second point was the study demonstrates that people want to see the government take care of "first things first," like better management and operations of existing roads and transit, before their trust in government will be restored.

Mr. Zimbabwe said he thought it was really important to emphasize to people what tangible benefits they might see as a result of a particular scheme. He said he wasn't surprised that the first scenario – priced lanes on all major highways – got the most support, since it was the only scenario that laid out specific outcomes, in the form of a network of bus rapid transit, that people would see as a result of the new pricing scheme. He suggested conducting a similar follow-up exercise in which the tangible benefits of the different scenarios was made more specific.

Ms. Rivlin affirmed Mr. Zimbabwe's point, saying that it's very important for people to see what they might get out of paying more to use roads.



---

Mr. Swanson said that the replacement of the gas tax in the second scenario was intended to be the “tangible benefit” for drivers, but that participants weren’t very interested in eliminating gas taxes.

Mr. Elrich emphasized the need for alternatives in any pricing scheme, since pricing only works if people have other routes or modes to use, or can travel at other times, in order to reduce demand at peak times on heavily-traveled routes. He said the region needs to do more to provide such alternatives if congestion pricing is ever to be a real option, and he said public agencies need to do a better job of being accountable for how they use people’s money. As an example, he questioned why toll roads like the 495 Express Lanes on the Capital Beltway in Virginia have been turned over to private companies if there is money to be made by running them. He also recommended discussing parking policy as an alternative to pricing proposals as a way to achieve congestion-reduction outcomes.

Chair York thanked Board members for their comments.

### **11. Briefing on Project Submissions for the Air Quality Conformity Assessment for the 2013 CLRP and the FY 2013-2018 TIP**

Mr. Austin provided a summary of the call for projects for the 2103 update to the CLRP and FY 2013-2018 TIP. He said TPB staff compiled the project information and released it for public comment on January 17. He then provided a presentation on the regionally significant additions and changes to the documents. He said there are two project groupings in the District of Columbia, ten new projects or changes to existing projects and one new study in Virginia, and no new significant projects in Maryland. He reviewed the details for these projects.

Chair York noted that as Mr. Austin was reviewing the two options for access to Dulles International Airport, he incorrectly referred to North Star Boulevard, or Belmont Ridge Road realigned, as the “Tri-County Connector.”

Mr. Austin said he would work with VDOT to correctly identify that facility (VA 606). He continued to summarize the schedule of the CLRP and TIP updates. He said the public comment period will close on February 16. He said the TPB will be asked to approve the project inputs for the air quality conformity analysis at the February 20 TPB meeting. He said staff will conduct modeling work and release the draft 2013 CLRP and FY 2013-2018 TIP on June 13 for a 30-day public comment period. He said the TPB will be briefed on the draft at its June 19 meeting and asked to approve the CLRP, TIP amendments, and air quality conformity assessment at the July 17 meeting.

Mr. Zimmerman asked why projects four and five do not have cost information.

Mr. Austin said staff does not yet have that information from VDOT and will work with VDOT representatives to determine the changes in the project cost.

---

Mr. Zimmerman confirmed that the TPB will be informed of the costs for those projects before being asked to approve the documents.

Mr. Austin said that is correct.

## **12. Briefing on Draft Scope of Work for the Air Quality Conformity Assessment for the 2013 CLRP and the FY 2013-2018 TIP**

Ms. Posey reviewed a memorandum containing the draft scope of work for the air quality conformity assessment, and highlighted several items, including a summary of the technical approach. She said that this year, staff will use a new round of cooperative forecasts, Round 8.2, as well as the new MOVES 2010a model for the emissions analysis. She said staff has been working with the Metropolitan Washington Air Quality Committee (MWAQC) on the fine particles maintenance SIP. She said the budgets are out for public comment and that if they are approved before the TPB finished the CLRP and TIP update cycle, staff will be required to adhere to those budgets. She said staff is prepared to move forward with either outcome. She summarized the years of analysis for the assessment and noted that the schedule is the same as Mr. Austin provided in the previous item.

Mr. Kannan said he reviewed the technical document that accompanied the memorandum and he is concerned that if the regional transit mode share is fixed over time and is a significant driver of air quality emissions standards, the analysis is not benefitted by any of the scenarios which should be taken into account regarding changes in the transit mode share. He asked how staff would be able to provide a more refined model that takes into account scenario sensitivity.

Ms. Posey confirmed that Mr. Kannan was referring to the conformity analysis previously completed. She explained that mode share related to this process is an output of all the transit inputs for future projects and the current transit and highway system. She said that, once the outputs are run through the travel demand model, the analysis shows the transit trips associated with the region's land use, which provides mode share estimates into the future.

Mr. Kannan said he believes the mode share estimates are incorrect. He said that if mode share is an output, he questions the validity of the analysis because the analysis assumes estimates that do not reflect what is actually occurring on the ground.

Mr. Kirby said the model has been validated against current counts and it is currently being validated against 2012, so it does reflect all of the information in question. He said a 24 percent mode share, constant through time, does involve a 28 percent increase in transit ridership, which is substantial given the rail capacity in the CLRP.

Mr. Kannan said he recognizes that, but is suggesting that if an acceleration of mode share is observed, the TPB owes it to itself to conduct sensitivity testing and show a scenario where the accelerated trend continues, rather than remaining at the present level.

---

Ms. Posey said this process includes a transit constraint out into the future. She added that the TPB does not conduct scenarios related to mode share for this process, as this is a specific air quality conformity process that is designed to meet federal requirements.

### **13. Review of Outline and Preliminary Budget for the FY 2014 Unified Planning Work Program (UPWP)**

This item was deferred to the February TPB agenda.

### **14. Update on TPB Bus on Shoulder Task Force Meeting**

This item was deferred to the February TPB agenda.

### **15. Other Business**

Mr. Mendelson asked that the TPB receive presentations on three items over the course of the next several meetings: an update on MATOC, a presentation on synchronization of traffic signals in the region, and a report on the Next Bus technology that WMATA has discontinued.

Chair York said those items would be added on the next several agendas.

Mr. Kannan clarified that Next Bus is not a technology that is provided by WMATA. He said it is a third party application that uses Metro-provided data. He said any third party application provider is welcome to use the data and provide the service. He said that particular provider has legal issues that are not within WMATA's control.

Mr. Mendelson said he did not intend to open the issue now, and modified his request to get a general report on Next Bus and other technologies and efforts on how WMATA is encouraging bus ridership.

Mr. Kannan said WMATA can certainly provide that information.

Chair York said that item will be put on the February agenda and the other two items will either be heard in February or March.

Mr. Turner referred to the action the TPB took in December to send letters to Virginia, Maryland, and the District of Columbia. He said there is some movement in Maryland on advocating the tenets of that letter.

### **16. Adjourn**

The meeting was adjourned at 2:03 p.m.

**TPB Technical Committee Meeting Highlights**

**February 1, 2013**

The Technical Committee met on February 1 at COG. Seven items were reviewed for inclusion on the TPB agenda on February 20.

- TPB agenda Item 7

The Committee was updated on the major projects submitted by transportation agencies for the air quality conformity analysis of the 2013 CLRP. On January 17, the project submissions were released for a 30-day public comment period that ended February 16. At the February 20 meeting, the Board is scheduled to approve the project submissions.

- TPB agenda Item 8

The Committee was updated on the draft scope of work for the air quality conformity assessment of the 2013 CLRP. On January 17, the draft scope of work was released for a 30-day public comment period that ended February 16. At the February 20 meeting, the Board is scheduled to approve the scope of work for the air quality conformity assessment.

- TPB agenda Item 9

The Committee was briefed on proposed steps for the TPB, DDOT, MTA, and DRPT to become a joint designated recipient to establish the new FTA Section 5310 Enhanced Mobility Program under MAP-21 in the Washington Region. This new program changed the three former FTA programs: Job Access and Reverse Commute, New Freedom, and Elderly and Disabled.

- TPB agenda Item 10

The Committee was briefed on proposed steps, including the role of the TPB in the selection of projects, to implement the new MAP- 21 Transportation Alternatives Program (TAP) to fund small projects considered “alternatives” to traditional highway construction. This new program combines several formerly stand-alone programs, including Transportation Enhancements, Safe Routes to School, and Recreational Trails.

- TPB agenda Item 11

MAP-21 calls for MPOs, state DOTs and public transportation providers to establish and use a performance-based approach to transportation decision making to support national goals. It calls for USDOT to establish performance measures related to national goals for planning processes and for state DOTs, public transportation providers and MPOs to coordinate and establish performance measures and targets. The Committee was briefed on the performance-based approach using performance measures and targets and on USDOT activities to establish measures.

- TPB agenda Item 12

The Committee was briefed on the draft Commuter Connections Work Program (CCWP) for FY 2014 (July 1, 2013 through June 30, 2014). The Board will be asked to approve the FY 2014 CCWP at its March 20 meeting.

- TPB agenda Item 13

The Committee was briefed on the Draft Unified Planning Work Program (UPWP) for FY 2014 (July 1, 2013 through June 30, 2014). The final version will be presented for the Board's approval at its March 20 meeting.

Three items were presented for information and discussion:

- The Committee was briefed on current regional activities to address both Complete Streets and Green Streets, including results of a January 29, 2013 workshop on Complete Streets, and plans for an upcoming workshop on Green Streets.
- The transportation improvement program (TIP) is a complex technical document that provides a multi-modal listing of numerous projects, studies and programs throughout the region for which federal funds have been programmed. Staff briefed the Committee on a draft version of a more "user-friendly" guide and summary of the FY 2013-2018 TIP.
- Staff of the TPB actively participated in the 92nd Annual Meeting of the Transportation Research Board (TRB) held in Washington on January 13-17. The Committee was briefed on the TPB staff presentations and on other presentations of interest to MPO transportation planners attended by TPB staff.

**TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES  
ATTENDANCE - February 1, 2013**

**DISTRICT OF COLUMBIA**

DDOT                    Mark Rawlings  
                             Anthony Foster  
DCOP                    -----

**MARYLAND**

Charles County        -----  
Frederick Co.         Ron Burns  
City of Frederick     Tim Davis  
Gaithersburg         -----  
Montgomery Co.      Gary Erenrich  
Prince George's Co.  Vic Weissberg  
Rockville             -----  
M-NCPPC  
  Montgomery Co.    -----  
  Prince George's Co. -----  
MDOT                 Lyn Erickson  
                             Vaughn Lewis  
MTA                    -----  
Takoma Park         -----

**VIRGINIA**

Alexandria            Pierre Holloman  
Arlington Co.        Dan Malouff  
City of Fairfax       Alexis Verzosa  
Fairfax Co.           Mike Lake  
Falls Church         -----  
Loudoun Co.          Robert Brown  
Manassas             -----  
Prince William Co.  Monica Backmon  
NVTC                 Claire Gron  
PRTC                 Cynthia Porter-Johnson  
VRE                    -----  
VDOT                 Valerie Pardo  
VDRPT                Amy Inman  
NVPDC                -----  
VDOA                 -----

**WMATA**

WMATA                Mark Kellogg

**FEDERAL/OTHER**

FHWA-DC             -----  
FHWA-VA             -----  
FTA                    Melissa Barlow  
NCPC                 -----  
NPS                    -----  
MWAQC                -----

**COG Staff**

Ron Kirby, DTP  
Gerald Miller, DTP  
Elena Constantine, DTP  
Andrew Austin, DTP  
Wendy Klancher, DTP  
Mark Pfoutz, DTP  
Robert Griffiths, DTP  
Ron Milone, DTP  
Jane Posey, DTP  
Andrew Meese, DTP  
John Swanson, DTP  
Mark Moran, DTP  
Wenjing Pu, DTP  
Nicholas Ramfos, DTP  
Michael Farrell, DTP  
Beth Newman, DTP  
Daivamani Sivasailam, DTP  
William Bacon, DTP  
Feng Xie, DTP  
Andy Meese, DTP  
Sarah Crawford, DTP  
Karin Foster, DTP  
Sunil Kumar, DEP  
Paul DesJardin, DCPS

**Other Attendees**

Bill Orleans, HACK

# National Capital Region Transportation Planning Board


777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202 TDD: (202) 962-3213

Item #5

## MEMORANDUM

February 14, 2013

To: Transportation Planning Board

From: Ronald F. Kirby   
Director, Department of  
Transportation Planning

Re: Steering Committee Actions

At its meeting on February 1, 2013, the TPB Steering Committee approved the following resolutions:

- SR13-2013: Resolution on an amendment to the FY 2013- 2018 Transportation Improvement Program (TIP) that is exempt from the air quality conformity requirement to update funding and project information for the I-270 interchange at Watkins Mill Road extended, one BRAC-related intersection project near Joint Base Andrews, three BRAC-related intersection projects near National Naval Medical Center in Bethesda, and two area-wide System Preservation categories, as requested by the Maryland Department of Transportation (MDOT)
- SR14-2013: Resolution on an amendment to the FY 2013- 2018 Transportation Improvement Program (TIP) that is exempt from the air quality conformity requirement to include funding for bikeshare studies and implementation in suburban Maryland, as requested by the Maryland Department Of Transportation (MDOT)

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

**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 UPDATE FUNDING AND PROJECT INFORMATION FOR THE I-270 INTERCHANGE AT WATKINS MILL ROAD EXTENDED, ONE BRAC-RELATED INTERSECTION PROJECT NEAR JOINT BASE ANDREWS, THREE BRAC-RELATED INTERSECTION PROJECTS NEAR NATIONAL NAVAL MEDICAL CENTER IN BETHESDA, AND TWO AREA-WIDE SYSTEM PRESERVATION CATEGORIES, AS REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of Moving Ahead for Progress in the 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 January 24, 2013, MDOT has requested an amendment to the FY 2013-2018 TIP to change funding and project information as follows:

- add \$39.8 million in National Highway Performance Program (NHPP) funding between FY 2013 and FY 2017 for right-of-way acquisition on the I-270/Watkins Mill Road Extended interchange project (TIP ID 3044)
- add \$900,000 in Surface Transportation Program (STP) funds between FY 2013 and FY 2015 for right-of-way acquisition on the BRAC intersection near Joint Base Andrews project (TIP ID 5759)
- breakout the MD 187 Old Georgetown Road at West Cedar Lane intersection as a new project with \$7.3 million in Office of Economic Adjustment (OEA) funding (TIP ID 6072)
- add "Phases 1 & 2" to the name of the MD 185 Connecticut/Jones Bridge Road project and reduce funding by \$3.1 million (TIP ID 5988)
- breakout MD 185 Connecticut/Jones Bridge Road - Phase 3 as a new project with \$18.3 million in OEA funding (TIP ID 6071)
- add \$1 million in NHPP funding to FY 2013 and FY 2014 under the area-wide Congestion Management category for an operational study along I-270 (TIP ID 3085)
- add \$979,000 in STP funding to FY 2013 and FY 2014 for right-of-way acquisition under the area-wide Enhancements Projects category (TIP ID 2710)

as described in the attached materials; and



**WHEREAS**, these projects are already included in the air quality conformity analysis of the 2012 CLRP and FY 2013-2018 TIP or are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency (EPA) regulations “40 CFR Parts 51 and 93 Transportation Conformity Rule Amendments: Flexibility and Streamlining; Final Rule,” issued in the May 6, 2005, *Federal Register*,

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2013-2018 TIP to change funding and project information as follows:

- add \$39.8 million in NHPP funding between FY 2013 and FY 2017 for right-of-way acquisition on the I-270/Watkins Mill Road Extended interchange project
- add \$900,000 in STP funds between FY 2013 and FY 2015 for right-of-way acquisition on the BRAC intersection near Joint Base Andrews project
- breakout the MD 187 Old Georgetown Road at West Cedar Lane intersection as a new project with \$7.3 million in OEA funding
- add “Phases 1 & 2” to the name of the MD 185 Connecticut/Jones Bridge Road project and reduce funding by \$3.1 million
- breakout MD 185 Connecticut/Jones Bridge Road - Phase 3 as a new project with \$18.3 million in OEA funding
- add \$1 million in NHPP funding to FY 2013 and FY 2014 under the area-wide Congestion Management category for an operational study along I-270
- add \$979,000 in STP funding to FY 2013 and FY 2014 for right-of-way acquisition under the area-wide Enhancements Projects category

as described in the attached materials

**Adopted by the Transportation Planning Board Steering Committee at its regular meeting on February 1, 2013.**



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

January 24, 2013

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

**Martin O'Malley**  
Governor

**Anthony G. Brown**  
Lt. Governor

**Darrell B. Mobley**  
Acting Secretary

**Leif A. Dormsjo**  
Acting Deputy Secretary

Dear Chairman York:

The Maryland Department of Transportation (MDOT) requests an amendment to the State Highway Administration (SHA) portion of the FY 2013-2018 Transportation Improvement Program (TIP) as described in the attached memo. The amendment is needed to reflect additional funding that has been programmed for several projects in the National Capital Region. The additional funds are available due to an increase in federal-aid obligational authority, and due to grant awards from the Office of Economic Adjustment (OEA). The amendment details are summarized below and in the attached memo.

TIP ID#	Project	Phase	Amount of New Funding	Comment
3044	I-270/Watkins Mill	RW	\$39,755,000	This will fully fund the RW phase; with remaining RW needs to be donated
5988	MD 185 Connecticut / Jones Bridge Road Phases 1 & 2	CO	(\$3,100,000)	Reduce Cost by \$3.1 million to reflect favorable bid price, to reflect previously programmed RW funds, and add "Phase 1 and 2" to name
5759	BRAC - Andrews	RW	\$900,000	RW funding for the MD 337/MD 218 intersection improvement
3085	Congestion Management	Study	\$1,000,000	Additional funding for "Planning for Operations"* Studies along I-270
5988	BRAC – Bethesda – MD 185 at Jones Bridge Road Phase 3	RW, Other, CO	\$18,300,000	Breakout MD 185 at Jones Bridge Phases 3 - Update Funding Source to Reflect OEA Grants Received
5423	BRAC – Bethesda = MD 187 (Old Georgetown Rd) at Cedar Lane	RW, Other, CO	\$7,300,000	Breakout Old Georgetown Road Phase - Update Funding Source to Reflect OEA Grants Received
2710	System Preservation – Enhancements	RW	\$979,450	Add RW funding for <i>Saving Maryland's Critical Civil War Battlefield</i> acquisition and easements in Frederick County – Project Sponsors are: Civil War Preservation Trust and Maryland Environmental Trust

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

The Honorable Scott York  
Page Two

*\* SHA's Planning for Operations studies are an interdisciplinary (Traffic and Highway Engineering, and Operations Units) effort to address congestion by developing a series of improvement alternatives that can be implemented in a short time-frame. The alternatives may include geometric as well as incident management improvement options.*

MDOT requests that this amendment be approved by the Transportation Planning Board (TPB) Steering Committee at its February 1, 2013 meeting.

The revised funding status will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained. The cost does not affect the portion of the federal funding which was programmed for transit, or any allocations of state aid in lieu of federal aid to local jurisdictions.

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

Thank You,



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

**Attachment**

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



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

Darrell B. Mobley, Acting Secretary  
Melinda B. Peters, Administrator

MARYLAND DEPARTMENT OF TRANSPORTATION

**MEMORANDUM**

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

ATTN: Mr. Mike Nixon  
Ms. Lyn Erikson

FROM: Mary Deitz, Chief *MO*  
Regional and Intermodal Planning Division

DATE: January 24, 2013

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

The State Highway Administration (SHA) hereby requests to amend the FY 2013 National Capital Region Transportation Improvement Program (TIP). The amendment is needed to reflect additional funding that has been programmed for the following projects in the National Capital Region, as summarized below and detailed in the attached TIP sheets. The additional funds are available due to an increase in federal - aid obligational authority.

TIP ID#	Project	Phase	Amount of New Funding	Comment
3044	I-270/Watkins Mill	RW	\$39,755,000	This will fully fund the RW phase; with remaining RW needs to be donated
5988	MD 185 Connecticut/Jones Bridge Road Phases 1 & 2	CO	(\$3,100,000)	Reduce Cost by \$3.1 million to reflect favorable bid price, to reflect previously programmed RW funds, and add "Phase 1 and 2" to name
5759	BRAC - Andrews	RW	\$900,000	RW funding for the MD 337/MD 218 intersection improvement
3085	Congestion Management	Study	\$1,000,000	Additional funding for "Planning for Operations" *Studies along I-270
5988	BRAC - Bethesda - MD 185 at Jones Bridge Road Phase 3	RW, Other, CO	\$18,300,000	Breakout MD 185 at Jones Bridge Phases 3 - Update Funding Source to Reflect OEA Grants Received
5423	BRAC - Bethesda = MD 187 (Old Georgetown Road) at Cedar Lane	RW, Other, CO	\$7,300,000	Breakout Old Georgetown Road Phase - Update Funding Source to Reflect OEA Grants Received
2710	System Preservation - Enhancements	RW	\$979,450	Add RW funding for <i>Saving Maryland's Critical Civil War Battlefield</i> acquisition and easements in Frederick County - Project Sponsors are: Civil War Preservation Trust, and Maryland Environmental Trust

My telephone number/toll-free number is 410-545-5675/1-888-204-4828  
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.roads.maryland.gov

Mr. Don Halligan  
Page Two

*\*The Maryland State Highway Administration's (SHA) Planning for Operations studies are an interdisciplinary (Traffic and Highway Engineering, and Operational Units) effort to address congestion by developing a series of improvement alternatives that can be implemented in a short-time frame. The alternatives may include geometric as well as incident management improvement options.*

The revised funding status of these projects will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained. The cost does not affect the portion of the federal funding, which was programmed for transit or any allocations of state aid in lieu of federal aid to local jurisdictions.

After your review, please forward this request to the Washington Metropolitan Council of Governments. Upon approval of the requested TIP amendment, please process an amendment to the FY 2013 STIP using the funding information provided in the attachment. If you have any questions, please do not hesitate to contact me or Vaughn Lewis, Regional Planner, SHA at 410-545-5673 or via email at [vlewis@sha.state.md.us](mailto:vlewis@sha.state.md.us).

Attachment

cc: Mr. Dave Coyne, District Engineer, SHA  
Mr. Roy Gothie, Regional Planner, SHA  
Ms. Felicia Haywood, Acting Deputy Director, Office of Planning and Preliminary Engineering, SHA  
Mr. Vaughn Lewis, Regional Planner, SHA  
Mr. Keith Kucharek, Assistant Chief, Regional and Intermodal Planning Division, SHA  
Ms. L'Kiesha Markley, Assistant Chief, Regional and Intermodal Planning Division, SHA  
Mr. John Thomas, Regional Planner, SHA  
Mr. Brian Young, District Engineer, SHA

**SUBURBAN MARYLAND  
TRANSPORTATION IMPROVEMENT PROGRAM  
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Source Total
--------	------------	------------------	-------	-------	-------	-------	-------	-------	--------------

**MDOT/State Highway Administration**

**Interstate**

**I-270**

TIP ID: <b>3044</b>	Agency ID: <b>MO8391</b>	Title: <b>I 270/ Watkins Mill Road Extended</b>	<b>Complete:</b>						
---------------------	--------------------------	---	------------------	--	--	--	--	--	--

Facility: I 270 Interchange	IM	90/10/0	500	a									
From: Watkins Mill Road Extended	Local	0/0/100	10,000	a	500	a	1,000	a	2,069	a	3,569		
To:	NHPP	80/20/0			55	b	10,000	b	29,650	b	50	b	39,755
	NHS	80/20/0	1,881	a									

**Total Funds: 43,324**

Description: Construct a new interchange at Watkins Mill Road Extended. This consists of a full diamond interchange connecting I-270 to and from Watkins Mill Road Extended. This also includes two-lane Collector-Distributor roads on I-270 in the northbound and southbound directions and the completion of the four-to-six lane connection of Watkins Mill Road from MD 117 to MD 355.



<b>Amendment: Additional ROW Funding</b>	<b>Requested on:</b> 2/1/2013
Add an additional \$39.755 million in NHPP funds for right-of-way acquisition to construct a new interchange at Watkins Mill Road Extended (\$55,000 in FY13; \$10.0 million in FY14; \$29.65 million in FY15 and \$50,000 in FY16).	

**Secondary**

**BRAC Intersections near Joint Base Andrews**

TIP ID: <b>5759</b>	Agency ID:	Title: <b>BRAC Intersection near Joint Base Andrews</b>	<b>Complete:</b>						
---------------------	------------	---	------------------	--	--	--	--	--	--

Facility: Intersections near Joint Base Andrews	PL	100/0/0	2,500	a							
From:	STP	80/20/0	100	a	1,900	a	3,501	a	330	b	6,301
To:					10	b	560	b			

**Total Funds: 6,301**

Description: Intersection improvements at key locations along access routes to Joint Base Andrews in Prince George's County. Bicycle and pedestrian improvements will be provided where appropriate

<b>Amendment: Additional Right-of-Way Funding for MD 337 at MD 218</b>	<b>Requested on:</b> 2/1/2013
Amendment to add \$900,000 in STP funds for right-of-way for the BRAC MD 337/MD 218 Intersection Improvement project (\$10,000 in FY13; \$560,000 in FY14; and \$330,000 in FY15).	

**SUBURBAN MARYLAND  
TRANSPORTATION IMPROVEMENT PROGRAM  
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Source Total
--------	------------	------------------	-------	-------	-------	-------	-------	-------	--------------

**BRAC Intersections near National Naval Medical Center, Bethesda**

<b>TIP ID: 6072</b>	<b>Agency ID: MO5933</b>	<b>Title: MD 187 Old Georgetown Road at West Cedar Lane</b>						<b>Complete:</b>	
---------------------	--------------------------	---	--	--	--	--	--	------------------	--

Facility: MD 187 Old Georgetown Road / West Cedar Lane / Oa	OEA	100/0/0	400 b	400 b	400 b				7,300
From:				2,370 c	2,370 c				
To:				680 e	680 e				

**Total Funds: 7,300**

Description: Design and construct intersection improvements. Bicycle and Pedestrian facilities will be provided where appropriate. Project scope include MD 187 from 200' south of Center Drive to 400' north of W. Cedar Lane/Oakmont Avenue including 475' of W. Cedar Lane and 121' of Oakmont Ave

<b>Amendment: BRAC Bethesda = MD 187 (Old Georgetown Rd) at Cedar Lane</b>	<b>Requested on:</b>	2/1/2013
Breakout Old Georgetown Road Phase -Update Funding Source to Reflect \$7.3 Million in OEA Grants Received		

<b>TIP ID: 5988</b>	<b>Agency ID: MO5935</b>	<b>Title: MD 185 Connecticut/Jones Bridge Road Phases 1 &amp; 2</b>						<b>Complete:</b>	
---------------------	--------------------------	---	--	--	--	--	--	------------------	--

Facility: MD 185 Connecticut Avenue/Jones Bridge Road	PL	100/0/0	504 c	3,549 c					4,053
From:									
To:	STP	80/20/0	384 b	329 b	419 b				1,132

**Total Funds: 5,185**

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

<b>Amendment: MD 185 Connecticut/Jones Bridge Road - Phases 1 &amp; 2</b>	<b>Requested on:</b>	2/1/2013
Reduce overall cost by \$3.1 million to reflect favorable bid price, to reflect previously programmed RW funds, and add Phase 1 and 2 to name		

<b>TIP ID: 6071</b>	<b>Agency ID: MO5938</b>	<b>Title: MD 185 Connecticut/Jones Bridge Road - Phase 3</b>						<b>Complete:</b>	
---------------------	--------------------------	--	--	--	--	--	--	------------------	--

Facility: MD 185 Connecticut Avenue / Jones Bridge Road	OEA	100/0/0	2,200 b	2,200 b	2,200 b				18,300
From:			1,790 e	1,790 e	8,120 c				
To:									

**Total Funds: 18,300**

Description: Design and construct intersection improvements. Bicycles and pedestrian facilities will be provided where appropriate. Phase 3 of this projects includes roadway improvements along Jones Bridge Road

<b>Amendment: MD 185 Connecticut/Jones Bridge Road - Phase 3</b>	<b>Requested on:</b>	2/1/2013
Breakout MD 185 at Jones Bridge Phases 2-3 - Update Funding Source to Reflect \$18.3 Million OEA Grants Received		

**SUBURBAN MARYLAND  
TRANSPORTATION IMPROVEMENT PROGRAM  
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Source Total	
<b>Other</b>										
<b>System Preservation Projects</b>										
TIP ID: 3085	Agency ID:	Title: Congestion Management							Complete:	
Facility:	CMAQ	100/0/0	920 a	483 a	410 a				4,947	
From:			223 b	13 b	11 b					
To:			1,392 c	810 c	685 c					
	NHPP	80/20/0	150 d	850 d					1,000	
	NHS	80/20/0	659 a	461 a	214 a				6,419	
			13 b	7 b	5 b					
			768 c	434 c	358 c					
			3,500 d							
	STP	80/20/0	522 a	401 a	137 a				2,411	
			7 b	4 b	3 b					
			826 c	281 c	230 c					
								<b>Total Funds:</b>	<b>14,777</b>	

Description: Congestion management program includes projects associated with the following: traffic management - new or reconstruct signals, signing and lighting; signal systemization; commuter action - engineering and construction of Park-n-Ride facilities; CHART - engineering and construction of ITS projects; and intersection capacity improvement - engineering and construction of intersection improvements.



<b>Amendment: Amendment - Modify Funding</b>	<b>Approved on:</b>	10/5/2012
Amended to reflect the addition of \$3.5 million in National Highway System (NHS) funds in FY 2013 for Planning for Operations studies in the Washington Region.		
<b>Amendment: Additional Funding for Operational Study</b>	<b>Requested on:</b>	2/1/2013
Additional \$1 million in NHPP funding for Operational Study along I-270 (\$150,000 in FY13; \$850,000 in FY14).		



**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 INCLUDE FUNDING FOR BIKESHARE STUDIES  
AND IMPLEMENTATION IN SUBURBAN MARYLAND, AS REQUESTED BY THE  
MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of Moving Ahead for Progress in the 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 January 31, 2013, MDOT has requested an amendment to the FY 2013-2018 TIP to include \$1.44 million in Congestion Mitigation and Air Quality (CMAQ) funding to conduct feasibility studies on bikesharing in Prince George's County, Frederick City, and the City of Greenbelt, and to implement bikeshare programs in Montgomery County, the City of College Park, and at the University of Maryland, as described in the attached materials; and

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

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2013-2018 TIP to include \$1.44 million in CMAQ funding to conduct feasibility studies on bikesharing in Prince George's County, Frederick City, and the City of Greenbelt, and to implement bikeshare programs in Montgomery County, the City of College Park, and at the University of Maryland, as described in the attached materials.

**Adopted by the Transportation Planning Board Steering Committee at its regular meeting on  
February 1, 2013.**



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

**Martin O'Malley**  
Governor

**Anthony G. Brown**  
Lt. Governor

**Darrell B. Mobley**  
Acting Secretary

**Leif A. Dormsjo**  
Acting Deputy Secretary

January 31, 2013

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

Dear Chairman York:

The Maryland Department of Transportation (MDOT) requests an amendment to the FY 2013-2018 Transportation Improvement Program (TIP) to add the MDOT Bikeshare Program for several projects in the National Capital Region. Last year, MDOT solicited applications for a new grant program that was formed to promote Bikesharing statewide in Maryland. A total of \$1.44 million in CMAQ funding will be used for these projects. These projects do not affect the currently approved air quality conformity analysis as the projects are not regionally significant. The following agencies received awards to fund the study or implementation of Bikeshare programs:

TIP ID#	Project	Phase	Amount of New Funding	Agency
6076	Bikeshare Program	Study	\$12,000	Frederick City Feasibility Study
		Study	\$40,000	Prince George's County Feasibility Study
		Study	\$20,000	The City of Greenbelt Feasibility Study
		CO	\$993,000	Montgomery County Bikeshare
		CO	\$187,500	University of Maryland
		CO	\$187,500	The City of College Park

MDOT requests that this amendment be approved by the Transportation Planning Board (TPB) Steering Committee at its February 1, 2013 meeting.

The revised funding status will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained. The cost does not affect the portion of the federal funding which was programmed for transit, or any allocations of state aid in lieu of federal aid to local jurisdictions.

The Honorable Scott York  
Page Two

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

Sincerely



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

Attachment

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

**SUBURBAN MARYLAND  
TRANSPORTATION IMPROVEMENT PROGRAM  
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 13	FY 14	FY 15	FY 16	FY17	FY 18	Source Total
--------	------------	------------------	-------	-------	-------	-------	------	-------	--------------

**MDOT/State Highway Administration**

**Bike/Ped**

**Bikeshare Program**

TIP ID: <b>6076</b>	Agency ID:	Title: <b>Bikeshare Program</b>						Complete:
Facility:	CMAQ	80/20/0	1,368 c				1,440	
From:			72 d					
To:							<b>Total Funds: 1,440</b>	

Description: Bikesharing is a form of transit that makes self-service bicycles publically available for short-term use. MDOT provided a competitive grant program to Maryland localities wishing to study and/or implement Bikesharing. The following funding was awarded:

- Frederick City Feasibility Study \$12,000
- Prince Georges County Feasibility Study - \$40,000
- The City of Greenbelt Feasibility Study - \$20,000
- Montgomery County Bikeshare - \$993,000
- University of Maryland - \$187,500
- City of College Park - \$187,500

<b>Amendment: Add New Project</b>	<b>Approved on: 2/1/2013</b>
Amend project into the FY 2013-2018 TIP with \$1.44 million in CMAQ funding in FY 2013.	

**SUBURBAN MARYLAND  
TRANSPORTATION IMPROVEMENT PROGRAM  
CAPITAL COSTS (in \$1,000)**

		Source	Fed/St/Loc	Previous Funding	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Source Total	
TIP ID: <b>2710</b>		Agency ID:		Title: <b>Enhancement Projects</b>						Complete:		
Facility:		STP	50/0/50		490 b	489 b	5,874 c				17,809	
From:					5,346 c	5,610 c						
To:												
										<b>Total Funds:</b>	<b>17,809</b>	

Description: The following projects are included :



Area Wide:

- Tree Planting
- Native Plant Establishment and Integrated Roadside Vegetation Management

Charles County:

- Indian Head Boardwalk

Frederick County:

- Ballenger Creek Trail Phase 1
- Carroll Creek Park Trail - Phase II
- Archeology - Frederick County

Montgomery County:

- Anglers Breach
- Olde Towne Gaithersburg Rolling Stock Restoration
- Shady Grove Metro Access Road Bikepath
- I-270 SWM Facilities Functional Upgrades

Prince George's County:

- College Park Trolley Trail Phase IV Calvert to Paint Branch
- North Gate Park at the Paint Branch
- Archeology – Bladensburg
- Archeology of the Scorpion 2010

**Amendment: FY13 / FY 14 ROW Funds** **Requested on:** 2/1/2013  
 Add \$979,000 RW funding for Saving Marylands Critical Civil War Battlefield acquisition and easements in Frederick County Project Sponsors are: Civil War Preservation Trust and Maryland Environmental Trust

# National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202

## Item #5

### MEMORANDUM

February 14, 2013

**TO:** Transportation Planning Board

**FROM:** Ronald F. Kirby  
Director, Department of  
Transportation Planning

**RE:** Letters Sent/Received Since the January 23<sup>rd</sup> TPB Meeting

The attached letters were sent/received since the January 23<sup>rd</sup> TPB meeting. The letters will be reviewed under Agenda #5 of the February 20<sup>th</sup> TPB agenda.

Attachments

## National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202

### MEMORANDUM

Date: February 14, 2013

To: Transportation Planning Board

From: Ronald F. Kirby  
Director, Department of  
Transportation Planning

Re: Update on Motor Fuel Tax Rates by State

At the January 23, 2013 TPB meeting, Mr. Zimmerman asked whether the state of Ohio should be included in the list of seven example states that have indexed gas taxes. Upon further review, it appears that while an index calculation was implemented in 1996 in Ohio, recent gas tax increases have required legislative action, with the last increase (to 28 cents per gallon) effective July 1, 2005.

The attached table from the 2011 Highway Statistics published by the Federal Highway Administration provides detailed listings of tax rates on motor fuels by state as of December 31, 2010. Also attached is the TPB Weekly Report of February 5, 2013, which draws together information from the TPB's December 31, 2012 letter to state lawmakers and relevant findings from the study of the public acceptability of congestion pricing reported to the TPB at its January 23, 2013 meeting.

Attachment

# TAX RATES ON MOTOR FUEL - 2010<sup>1</sup>

TABLE MF-121T  
SHEET 1 OF 3

AUGUST 2011

(CENTS PER GALLON)

STATE	GASOLINE		DIESEL		LIQUEFIED PETROLEUM GAS		GASOHOL 2/		
	RATE	EFFECTIVE DATE	RATE	EFFECTIVE DATE	RATE	EFFECTIVE DATE	RATE	EFFECTIVE DATE	EXEMPTION
Alabama *	18	10/01/95	19	06/01/92	-	-	18	10/10/95	-
Alaska *	8	07/01/61	8	07/01/61	-	-	8	07/01/61	-
Arizona *	18	07/01/00	26	07/01/00	-	-	18	07/01/00	-
Arkansas *	21.5	07/01/01	22.5	07/01/01	16.5	04/01/91	21.50	07/01/01	-
California *	18	01/01/94	18	01/01/94	6	01/01/66	35.30	01/01/94	-
Colorado *	22	01/01/91	20.5	01/01/92	20.5	01/01/92	22	01/01/91	-
Connecticut *	25	07/01/04	39.6	07/01/08	-	-	25	01/01/05	-
Delaware	23	01/01/95	22	01/01/95	22	01/01/95	23	01/01/95	-
D.C.	23.5	10/01/09	20	10/01/94	20	10/01/94	20	10/01/94	-
Florida *	16	01/01/10	16	01/01/10	14.5	01/01/05	16	01/01/10	-
Georgia	7.5	07/01/71	7.5	07/01/71	7.5	07/01/71	7.5	07/01/71	-
Hawaii *	17	07/01/07	17	07/01/07	5.2	07/01/04	16	07/01/91	1
Idaho *	25	04/01/96	25	04/01/96	18.1	01/01/96	25	07/01/09	-
Illinois *	19	01/01/90	21.5	01/01/90	19	01/01/90	19	01/01/90	-
Indiana *	18	04/01/03	16	04/01/93	-	-	18	04/01/03	-
Iowa *	21	07/01/08	22.5	01/01/89	20	01/01/89	19	01/01/89	2
Kansas *	24	07/01/03	26	07/01/03	23	07/01/03	24	07/01/03	-
Kentucky *	25.6	10/01/09	22.6	10/01/09	24.2	10/01/09	25.60	10/01/09	-
Louisiana *	20	01/01/90	20	01/01/90	16	07/01/93	20	01/01/90	-
Maine *	29.5	07/01/09	30.7	07/01/09	-	-	23	08/01/99	6.5
Maryland	23.5	05/01/92	24.25	07/01/93	-	-	-	-	-
Massachusetts	21	01/01/91	21	01/01/91	25	10/01/08	21	01/01/91	-
Michigan *	19	08/01/97	15	04/01/03	15	01/01/84	-	-	-
Minnesota *	27.5	07/01/09	27.5	07/01/09	20.625	08/01/09	27.5	07/01/09	-
Mississippi *	18.4	08/01/00	18.4	08/01/00	17	01/31/89	18.4	08/01/00	-
Missouri *	17	04/01/96	17	04/01/96	17	04/01/96	17	04/01/96	-
Montana *	27.75	07/01/94	28.5	07/01/94	-	-	23.75	04/28/05	4
Nebraska *	27.1	01/01/10	27.1	01/01/10	27.1	01/01/10	27.1	01/01/10	-
Nevada	24	10/01/92	27	10/01/92	22	07/01/97	24	10/01/92	-
New Hampshire *	19.6	01/01/00	19.6	01/01/00	-	-	19.63	-	-
New Jersey *	10.5	07/01/88	13.5	07/01/88	5.25	07/01/88	10.5	01/01/92	-
New Mexico *	18.875	07/01/99	22.875	07/01/04	12	01/01/02	18.875	07/01/99	-
New York *	24.35	01/01/09	22.55	01/01/09	8.05	01/01/02	-	-	-
North Carolina *	32.15	01/01/08	32.15	07/01/08	27.1	07/01/05	32.15	01/01/08	-
North Dakota *	23	07/01/05	23	07/01/05	23	07/01/05	23	07/01/05	-
Ohio *	28	07/01/05	28	07/01/05	28	07/01/05	28	07/01/05	-
Oklahoma *	17	05/27/87	14	05/27/87	17	05/27/87	17	05/27/87	-
Oregon *	24	01/01/93	24	01/01/93	18.5	09/09/95	24	01/01/93	-
Pennsylvania *	31.2	01/01/06	38.1	01/01/06	22.8	01/01/06	31.20	01/01/06	-
Rhode Island *	32	07/01/02	32	07/01/02	32	07/01/02	32	07/01/02	-
South Carolina	16	07/01/87	16	07/01/87	16	07/01/87	16	07/01/87	-
South Dakota *	22	04/01/99	22	04/01/99	20	04/01/99	8	07/01/09	-
Tennessee *	20	04/01/89	17	04/01/90	14	04/01/89	20	04/01/89	-
Texas *	20	10/01/91	20	10/01/91	15	09/01/97	20	10/01/91	-
Utah *	24.5	07/01/97	24.5	07/01/97	24.5	07/01/97	24.50	07/01/97	-
Vermont *	20	07/01/99	29	07/01/02	-	-	-	07/01/97	-
Virginia *	17.5	01/01/87	17.5	01/01/87	17.5	07/07/07	17.50	01/01/87	-
Washington *	37.5	07/01/08	37.5	07/01/08	37.5	07/01/08	37.50	07/01/08	-
West Virginia *	32.2	01/01/08	32.2	01/01/08	32.2	01/01/08	32.20	01/01/08	-
Wisconsin *	30.9	04/01/06	30.9	04/01/06	22.6	04/01/06	30.90	04/01/06	-
Wyoming *	14	07/01/98	14	07/01/98	14	07/01/98	14	07/01/98	-
Puerto Rico	16	07/01/75	8	07/01/94	-	-	-	-	-
Mean	21.818		22.364		19.103		21.694		
Weighted Avg.	20.737		21.465		9.854		26.268		
Federal Tax	18.4	10/01/97	24.4	10/01/97	13.6	10/01/97	18.4	01/01/05	

1/ This table shows motor-fuel tax rates in effect as of December 31, and any subsequent changes that have occurred through the date shown in the title. Only taxes that are levied as a dollar amount per volume of motor fuel are included on sheet 1. Taxes that apply to all petroleum products without distinguishing motor fuel are omitted. Local option taxes are included only when they have been adopted uniformly Statewide. For States marked with an asterisk, see the notes on next page:



AUGUST 2011

<b>Alabama</b>	The gasoline, gasohol, and diesel rates include a 2 cents per gallon inspection fee. Alabama-registered LPG vehicles pay an annual fee based on vehicle type in lieu of the volume tax.
<b>Arizona</b>	The fuel tax on diesel remains at 18 cents per gallon for light and exempt vehicles, but is set at 27 cents per gallon if used to propel a truck with more than two axles or with a declared gross weight over 26,000 pounds.
<b>Arkansas</b>	The gasoline, gasohol, and diesel rates include 0.4 cents per gallon Environmental Assurance Fee. Applicants for LPG user permits must pay a fee in lieu of the volume tax.
<b>California</b>	LPG users may pay an annual fee in lieu of the volume tax.
<b>Colorado</b>	Owners of LPG vehicles registered in the State must pay an annual fee in lieu of the volume tax.
<b>Connecticut</b>	The tax is computed at 5% of the gross earnings from the first sale of a petroleum product in the State.
<b>Delaware</b>	The tax rate varies annually based on the average wholesale price of gasoline for the previous year.
<b>Florida</b>	Tax rates are variable, adjusted annually. For gasoline and gasohol, in addition to the rates shown, there is a State-imposed State Comprehensive Enhanced Transportation System (SCETS) tax that varies by the county from 0-5.0 cents per gallon. All counties levy the SCETS tax on gasoline, but a few levy less than the maximum rate. LPG vehicles registered in the State pay an annual fee in lieu of the tax on alternative fuels and the SCETS tax.
<b>Hawaii</b>	Effective 01/01/02, alternative fuels pay an amount proportional to the diesel tax as follows: .29 for ethanol, .5 for bio-diesel, and .33 for LPG. An additional 1 cent is added to these amounts, and then rounded to the nearest 1 cent.
<b>Idaho</b>	LPG users may pay an annual fee based on vehicle weight in lieu of volume tax.
<b>Illinois</b>	Motor carriers pay an additional 6.3 cents per gallon on gasoline, 6.5 cents on diesel, and 5.9 cents on LPG.
<b>Indiana</b>	Motor carriers pay an additional 11 cents per gallon. LPG vehicles pay an annual fee.
<b>Iowa</b>	Effective 07/01/02, motor fuel tax rates will be adjusted annually based on the amounts of ethanol blended gasoline being sold and distributed annually.
<b>Kansas</b>	LPG users may pay an annual fee based on mileage and gross vehicle weight in lieu of the volume tax.
<b>Kentucky</b>	Tax rates are variable, adjusted quarterly. A 2 percent surtax is imposed on gasoline and 4.7 percent on special fuels for any vehicle with 3 or more axles. The gasoline, gasohol, and diesel rates include 1.4 cents per gallon Petroleum Environmental Assurance Fee.
<b>Maine</b>	Rates are variable, adjusted every February based on past years Consumer Price Index. Rates are effective on the following July 1.
<b>Michigan</b>	For vehicles defined under the Motor Carrier Fuel Tax Act, diesel fuel is discounted 6 cents per gallon at the pump; and assessed a 12 cents per gallon surcharge on a quarterly return, with a provision for a 6 cent per gallon refund on fuel purchased in Michigan.
<b>Minnesota</b>	There is a credit to the wholesaler of 15 cents per gallon of alcohol used to make gasohol.
<b>Mississippi</b>	The gasoline, gasohol, and diesel rates include 0.4 cents per gallon dedicated to the Groundwater Protection Trust Fund.
<b>Missouri</b>	LPG vehicles 18,000 pounds or less gross vehicle weight registered in the State pay an annual fee in lieu of the volume tax.
<b>Montana</b>	LPG vehicles registered in the State pay an annual fee based on gross weight in lieu of the volume tax. Out-of-State vehicles purchase trip permits. There is an alcohol distiller credit of 30 cents per gallon of alcohol produced in the State with State agricultural products and used to make gasohol.
<b>Nebraska</b>	Rates are variable, adjusted quarterly. The gasoline and gasohol include 0.6 cents per gallon and diesel rate includes 0.2 cents per gallon Petroleum Release Remedial Action Fee. Effective 01/01/02, new Nebraska ethanol production facilities may receive an ethanol production credit equal to 18 cents per gallon of ethanol used to fuel motor vehicles.
<b>New Hampshire</b>	The gasoline, gasohol, and diesel rates include 1.5 cents per gallon Oil Discharge and Disposal Cleanup Fee. Alternative fuel vehicles pay twice the usual registration fee in lieu of the volume tax.
<b>New Jersey</b>	In addition to the rates shown, there is a Petroleum Products Gross Receipts Tax. The tax is computed on a cents-per-gallon basis and is applicable to a wide variety of petroleum products.
<b>New Mexico</b>	The gasoline, gasohol, and diesel rates include the Petroleum Products Loading Fee of \$150 per 8,000 gallons (1.875 cents per gallon). Owners of LPG-powered vehicles up to 54,000 pounds gross vehicle weight may pay an annual fee in lieu of the volume tax.
<b>New York</b>	Rates are variable, adjusted annually. Rates include the Petroleum Business Tax of 14.6 cents per gallon. The gasoline rate includes a 0.5 mill (0.05 cents) per gallon Petroleum Testing Fee.
<b>North Carolina</b>	Rates are variable, adjusted semiannually.
<b>North Dakota</b>	A special excise tax of 2% is imposed on all sales of special fuel (diesel or LPG) that are exempted from the volume tax if the fuel is sold for use in the State. There is a producer credit of 40 cents per gallon of agriculturally derived alcohol produced in the State and used to make gasohol.
<b>Ohio</b>	Commercial vehicles formerly subject to the highway use tax pay an additional 3 cents per gallon. Dealers are refunded 10 cents per gallon of each qualified fuel (ethanol or methanol) blended with unleaded gasoline.

<b>Oklahoma</b>	Rates shown include 1 cent per gallon tax dedicated to the Petroleum Underground Tank Release Environmental Cleanup Indemnity Fund. When the Fund reaches specified balance, future tax revenues will be deposited in a highway fund. The gasoline, gasohol, and LPG rates include 0.08 cents for fuel inspection. LPG users may pay an annual fee in lieu of the volume tax.
<b>Oregon</b>	The diesel and LPG rates shown are paid by users for vehicles not under the jurisdiction of Public Utility Commissioner. Vehicles under the jurisdiction of the Public Utilities Commissioner and paying motor-carrier fees are exempt from payment of the motor-fuel tax.
<b>Pennsylvania</b>	The rates include the Oil Franchise Tax for Maintenance and Construction, a variable rate tax adjusted annually. LPG rate is based on the gasolie gallon equivalent.
<b>Rhode Island</b>	Rates includes 1 cent per gallon tax for the Underground Storage Tank Financial Responsibility Fund.
<b>South Dakota</b>	There is a producer incentive payment of 20 cents per gallon.
<b>Tennessee</b>	LPG users without permits must pay in advance at the beginning of the fiscal year, others pay quarterly. Fee is based on vehicle weight and fuel efficiency.
<b>Texas</b>	Owners of LPG vehicles registered in the State must pay an annual fee in lieu of the volume tax.
<b>Utah</b>	LPG is tax exempt if user purchases annual exemption certificate.
<b>Vermont</b>	Diesel vehicles 10,000 pounds and over pay 26 cents per gallon. LPG vehicles are subject to a registration fee 1.75 times the usual fee. The gasoline, gasohol, and diesel rates include 1 cents per gallon for the Petroleum Cleanup Fund.
<b>Virginia</b>	Vehicles weighing 26,000 pounds or more having 3 or more axles pay an additional 3.5 cents per gallon.
<b>Washington</b>	Owners of LPG vehicles pay an annual fee.
<b>West Virginia</b>	Rates are variable, adjusted annually.
<b>Wisconsin</b>	Rates are variable, adjusted annually.
<b>Wyoming</b>	LPG is subject to sales tax. The gasoline, gasohol, and diesel rates include 1 cent for the Underground Storage Tank Corrective Action Account.

## TAX RATES ON MOTOR FUEL - 2010<sup>1</sup>

TABLE MF-121T  
SHEET 3 OF 3

AUGUST 2011

STATE	SALES TAX	
	PERCENT	REMARKS
Alabama	4.00	Applies to fuel not taxable under volume tax laws.
Arizona	5.00	Applies to fuel not taxed under the motor-fuel or fuel-use taxes. Liquefied petroleum gas sold, used, or stored in State is exempt.
Arkansas	4.50	Special fuel for municipal buses and gasoline are exempt.
California	6.00	Applies to sales price including Federal and State motor-fuel taxes.
Colorado	3.00	Applies to fuel taxable under volume tax laws.
Connecticut	5.00	A Petroleum Products Gross Earnings tax is applied to many petroleum products, in addition to the per gallon taxes shown on Sheet 1.
D.C.	5.80	Applies to fuel not taxable under volume tax laws.
Georgia	4.00	A 3-percent second motor fuel tax and a 1-cent sales tax apply to the sales price including Federal motor-fuel tax.
Hawaii	4.00	Applies to the sales price excluding Federal and State motor fuel taxes. Alcohol fuels are exempt.
Idaho	5.00	Fuels subject to the motor fuel volume tax are exempt.
Indiana	5.00	Applies to the sales price excluding Federal and State motor fuel taxes.
Iowa	5.00	Applies to fuel not taxable under fuel tax laws, including those fuels taxable, then subject to refund.
Kansas	4.90	Applies to fuels not taxable under the volume tax laws.
Kentucky	6.00	Applies to sales price, exclusive of Federal tax, of fuels not taxable under the volume tax laws.
Maine	6.00	Applies to motor fuel not taxed at the maximum rate for highway use under the volume tax laws.
Maryland	5.00	Applies to fuels not taxable under motor fuel tax laws, unless exempt from the sales and use tax by statute.
Massachusetts	5.00	Applies to fuels not taxable under the volume tax laws.
Michigan	6.00	Applies to sales price including Federal volume tax, except when used in a passenger vehicle with capacity of 10 or more, for-hire, over regularly scheduled routes in the State.
Minnesota	6.00	Applies to fuels not taxable under the volume tax laws.
Nebraska	5.00	Gasoline is exempt. Diesel and alternative fuels subject to the volume tax are exempt.
New Mexico	5.00	Applies to fuels not taxable under the volume tax laws. Ethanol blends deductible under the gasoline tax laws are exempt.
New York	4.00	Applies to sales price including Federal motor-fuel tax.
North Dakota	5.00	Applies to fuels not taxable under the volume tax laws.
Ohio	5.00	Applies to fuels not taxable under the volume tax laws.
Oklahoma	4.50	Applies to fuels not taxable under the volume tax laws.
Pennsylvania	6.00	Applies to fuels not taxable under the volume tax laws.
South Carolina	5.00	Applies to sales price of aviation gasoline only.
Tennessee	6.00	Gasoline on which the volume tax has been paid and not refunded, and motor fuel subject to the fuel-use tax are exempt. Sales tax rate on aviation is 4.5 percent.
Texas	6.30	Applies to fuels not taxed or exempted under other laws.
Utah	4.90	Applies to fuels not taxable under the volume tax laws.
Washington	6.50	Applies to fuels not taxable under the volume tax laws. Certain providers of public transportation of handicapped persons are exempt.
Wisconsin	5.00	Applies to fuels not taxable under the volume tax laws.
Wyoming	4.00	Applies to sales price of LPG. Gasoline and diesel subject to volume tax are exempt.



# TPB Weekly Report

An online publication of the National Capital Region Transportation Planning Board

February 5, 2013

## TPB Urges State Leaders to Increase Funding for Transportation

In [a December letter to state leaders](#), the Transportation Planning Board urged immediate action to increase funding for transportation in the Washington region, citing recent analysis showing that the transportation improvements currently planned through 2040 -- given existing revenue streams -- won't be enough to keep up with expected population and job growth in coming decades.

The TPB called on state lawmakers, the governors of Maryland and Virginia, and the mayor of the District of Columbia to consider a range of potential revenue-raising measures and provided a comprehensive list of approaches that other states and localities have successfully taken to raise additional money.

At the top of the list was increasing the fees that drivers already pay to use the region's roads, especially gas taxes. Between 2000 and 2010, 22 states and the District of Columbia raised their gas taxes; at least seven have indexed their gas taxes to inflation, meaning that as the cost of building and maintaining roads goes up, so do the fees that drivers pay to use those roads.

The other options highlighted in the letter included increasing sales taxes and dedicating the new revenue to transportation, building new toll roads like the Intercounty Connector in Maryland or the Dulles Greenway in Virginia, and allowing local jurisdictions to raise local taxes to pay for transportation. The letter points out that most recent ballot measures to increase sales taxes to pay for transit have been successful.

A major focus of the letter, however, was on raising user fees that are already in place, including the gas tax. The federal government, all 50 states, and the District of Columbia rely heavily on the gas tax to pay for building new roads and maintaining existing ones, in part because of the administrative ease of collecting the tax and in part because the amount of gas taxes paid are closely related to how much one uses roads.

Locally, the District of Columbia was the latest to raise its gas tax -- to 23.5 cents per gallon in 2009. Maryland last raised its gas tax in 1992, to 23.5 cents per gallon. Virginia's 17.5-cent-per-gallon tax was last raised in 1986. For the driver of a car that averages 20 miles per gallon, that's about a penny per mile, or about \$10 a month for someone who drives the national average of 12,000 miles per year.

In states like Maryland and Virginia that haven't raised gas taxes in 20 years or more, inflation has eroded a third or more of the purchasing power of the dollars raised by the taxes, even as road construction and maintenance costs have gone up and as population and job growth have led to steady increases in demand.

And in the future, the increasing fuel-efficiency of vehicles will also eat away at the value of gas tax revenues as drivers buy less gas to travel the same distance and as those who drive cars powered by alternative fuel sources, which are becoming more popular, buy no gas at all.

But that decline will occur slowly over the next several decades, according to recent forecasts from the U.S. Department of Energy. The TPB reviewed the national outlooks at its January 23 meeting. They show gasoline consumption

### Related Links

[Letter to State Leaders and Memo Detailing Fuel Consumption Forecasts \(1/23/13\)](#)



[Study of Public Acceptability of Congestion Pricing: "What Do People Think About Congestion Pricing?"](#)

### Recent Weekly Reports

**January 29, 2013**  
["More Travel Options, Greater Accountability Needed Before Public Would Support Congestion Pricing, Area Residents Say"](#)

**January 22, 2013**  
["Proximity Matters Most in Choosing Which Airport to Use, Local Air Travelers Say"](#)

**January 15, 2013**  
["Solo Driving to Account for Smaller Share of Commute Trips in 2040"](#)

### Archived Reports

### More From TPB



### Periodical Publications



TPB News



The Region

declining through 2040, but still amounting to 78% of the 2012 total. Diesel consumption, mainly by heavy-duty freight trucks, is forecast to increase by 37%. Together, that amounts to a 7% overall decline in motor fuel consumption over the next three decades.

The TPB also reviewed the findings of [a recent study of the public acceptability of congestion pricing](#), another revenue-raising strategy identified in the TPB's December letter to state lawmakers.

Congestion pricing is an approach to raising revenue and managing congestion under which drivers pay fees to use roads, and higher fees on the roads and at the times that are in higher demand, like airline and utility customers do. The study engaged more than 300 residents from around the Washington region in extended conversations about the region's transportation problems and the possibility of using various congestion pricing schemes to address those problems.

The study found cautious receptivity, especially to a hypothetical scenario in which all major highways in the region have at least one tolled lane in either direction, like the new 495 Express Lanes on the Capital Beltway in Virginia. Sixty percent of participants said they would "support" or "strongly support" such a system that provides a congestion-free travel option for drivers and the potential for high-quality bus rapid transit service.

Another scenario that study participants considered would charge drivers a per-mile fee for using any road or street in the region instead of paying gas taxes. Drivers would pay higher fees on more heavily traveled routes, and GPS units in vehicles would tally the number of miles driven and the total fee drivers owed.

Only 10% of participants said they would support such a system, citing major concerns about privacy and government overreach, skepticism that gas prices would actually go down when gas taxes were eliminated, and a level of complication that would add new burdens to people's daily lives and make such a system difficult to implement and enforce. Many people wondered why any new fees couldn't just be based on mileage driven, measured by a car's odometer and reported during the periodic vehicle inspections that many states already require.

Another interesting finding of the study was a significant increase in people's support for raising gas taxes after learning more about their current levels and that they haven't kept up with inflation, and after considering more complicated solutions like congestion pricing. Prior to learning about gas taxes and considering alternatives, 21% of people supported raising gas taxes; afterward that number had increased to 57%.

Lawmakers and leaders of both parties agree about the urgent need for more funding for transportation. The Transportation Planning Board has identified a variety of measures that other states and localities have successfully employed and provided information to suggest that gas taxes will continue to be a viable source of revenue for the immediate future; that the public may be open to increasing gas taxes after learning more about past and current levels of the taxes; that other use-based options like vehicle-registration fees and odometer-based VMT fees are also viable near-term sources of revenue; and that local option taxes such as sales taxes dedicated to transit could be a valuable supplement to statewide revenue sources.

"TPB Weekly Report" is an online publication designed to provide brief, timely summaries of recent TPB research, analysis, outreach, and planning in the metropolitan Washington region.

Questions and comments about "TPB Weekly Report" should be directed to [Ben Hampton](#).

---

**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.**

# National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202 TDD: (202) 962-3213

## **MEMORANDUM**

**TO:** Transportation Planning Board

**FROM:** Ronald F. Kirby  
Director  
Department of Transportation Planning

**DATE:** February 14, 2012

**SUBJECT:** Update on Topics Raised at the January 23, 2013 TPB Meeting

## **Introduction**

Under the "Other Business" agenda item at the January 23, 2013 TPB meeting, Councilmember Phil Mendelson asked that the TPB receive status reports on three topic areas:

- Metropolitan Area Transportation Operations Coordination (MATOC) Program activities
- Traffic signal timing/optimization in the region
- NextBus information provided for WMATA services.

This memorandum provides a brief update on these three areas.

## **MATOC**

MATOC is a joint program between DDOT, MDOT/SHA, VDOT, and WMATA to promote real-time interagency information sharing and coordination. For brevity's sake, this memorandum will not review in detail the background on MATOC and its associated "data fusion engine", the Regional Integrated Transportation Information System (RITIS), but this background can be reviewed on MATOC's website at [www.matoc.org](http://www.matoc.org).

MATOC has an annual budget target of \$1.2 million funded by DDOT, MDOT/SHA, and VDOT. This level of funding has been received from these agencies for both FY2012 and FY2013. The funding supports MATOC staff operations and notification activities based at MATOC's offices in Greenbelt; RITIS operations, maintenance, and enhancements; and special studies. The program is overseen by the MATOC Steering Committee comprising senior transportation operations officials from DDOT, MDOT/SHA, VDOT, WMATA, as well as (ex-officio) the TPB transportation director. The Steering Committee is advised by subcommittees/task forces focusing on operations, transit, severe weather, and information systems.

MATOC continues to be an active program that plays a key role in the region's transportation operations. MATOC was integral in the activities of COG's recent Incident Management and Response (IMR) Steering Committee (formed in response to the regionally disruptive January 26, 2011 snow and ice storm). MATOC has strengthened its working relationships with a variety of agencies critical to regional transportation coordination, including emergency management agencies, local roadway and transit agencies, and the National Park Service/U.S. Park Police. MATOC has also enhanced its use of technologies, both in its notifications to member agencies, and well as through automated information sharing in the RITIS system.

MATOC also has had active and successful roles for recent events with regional transportation impacts, including ramping up to 24/7 operations during both Super Storm Sandy and the Presidential Inauguration period.

Further briefings to the TPB can be scheduled as requested.

### **Traffic Signal Timing**

Staff has contacted traffic signals operations representatives of the District of Columbia Department of Transportation, Maryland State Highway Administration, and the Virginia Department of Transportation regarding programs in place to optimize traffic signals under their control to reduce stopped delay. These three agencies control and maintain a majority of the signals in the region.

All three agencies have programs in place to study signals and optimize them on an ongoing basis. Staff will continue to work with these three agencies and provide additional details on the current signal optimization programs in the coming months. Staff will also contact other county and city agencies in charge of smaller systems and work with the Traffic Signals Subcommittee of MOITS to collect additional details on signal optimization throughout the region, and will report to the TPB when this information has been compiled and reviewed.

### **NextBus**

TPB staff requested response comment from WMATA on the question of NextBus information, and the following was provided by their media relations office:

*Recent media reports created confusion among some customers regarding a third-party smartphone application ("app") that some customers used regularly to view NextBus prediction data. Some coverage may have led readers to assume that all NextBus information had become unavailable. In fact, the "NextBus DC" app mentioned in media reports is only one of many of third-party providers of real-time WMATA bus information. As WMATA noted in their public response, the NextBus DC app was not*

*officially supported by WMATA, and WMATA was not a party to the private arrangement between the developer and NextBus Inc. (The "NextBus DC" app is not affiliated with NextBus, Inc., which provides WMATA's real-time prediction services. Rather, "NextBus DC" is a third-party developer who had a special arrangement, directly with NextBus Inc., to use a non-standard method of obtaining bus predictions.)*

*WMATA encourages customers to use other sources for NextBus data--either those provided by third parties as well as by WMATA--all of which remained operational and available to the public via smartphone apps or the web. From a computer, users can visit [www.wmata.com](http://www.wmata.com) and click on "Real Time Arrivals" on the homepage. Similarly, from a smartphone, users can visit WMATA's website oriented for mobile devices, [www.wmata.com/mobile](http://www.wmata.com/mobile), and select the "Next Bus" option.*



# National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3315 Fax: (202) 962-3202

## MEMORANDUM

**TO:** Transportation Planning Board

**FROM:** Eric Randall  
Department of Transportation Planning

**SUBJECT:** Update on the TPB Bus On Shoulder (BOS) Task Force

**DATE:** February 13, 2013

---

At the July 18, 2012 meeting of the Transportation Planning Board (TPB), it was requested that a task force be established to identify promising locations in the region to operate buses on the shoulders of highways. The proposed membership, work plan, and schedule were approved at the September 19 TPB meeting.

### **Work Plan**

The approved work plan for the task force has three tasks, with the results of each to be summarized in a technical memorandum.

#### *Task 1 – Summary of Local and National Experience with Bus On Shoulders*

Evaluate and summarize BOS experience in the region and elsewhere, including safety, roadway engineering, and bus service operations aspects as well as federal regulations and state legislation.

#### *Task 2 – Assessment of the Feasibility of BOS at Specific Locations*

Stakeholder agencies will identify potential corridors for BOS operation on the region's highway network, based on 1) existing highway congestion locations, 2) current bus service, and 3) highway shoulder conditions. Preliminary data will be collected to validate the location selection.

#### *Task 3 – Analysis of Selected Locations in the Region*

This task will summarize identified issues and challenges with safe implementation for the region. In addition, a benefit-cost analysis will be conducted to assess the potential for implementation of BOS service on selected corridors/routes.

### **Task Force Progress**

The first meeting of the BOS Task Force was held on October 17, 2012. The meeting included presentations from VDOT, SHA, and TPB staff, followed by a roundtable discussion of local experience and common issues in implementing BOS operations. Highlights of the meeting were drafted and published.

A draft Technical Memo #1 summarizing highlights of local and national experience with BOS was published November 26. Information from implementing agency guidebooks and presentations, and results from Transit Cooperative Research Program (TCRP) reports, was summarized, as well as local experience with BOS operations on VA-267 and US-29 (MD).

Following the first meeting, stakeholder agencies were asked to identify potential corridors for BOS operation on the region’s highway network, based on current and potential bus service, existing traffic conditions, and existing shoulders that could potentially be used for bus operations. The selected corridors for preliminary analysis included the MD 5/US 301 corridor in Prince George's and Charles Counties and the I-270 corridor from City of Frederick to the Capital Beltway, both in Maryland; and the I-66 Inside the Beltway Pilot Project taking place in Virginia. Other corridors were suggested, but are not being studied, including: DC-295, the US-29 corridor (Maryland) from Burtonsville (existing BOS) to I-70; and the US-50 corridor (Virginia). TPB staff held several rounds of discussions with state highway staff, and the progress of the task force was also discussed at the January 2013 TPB Regional Bus Subcommittee, to collect input from regional bus operators.

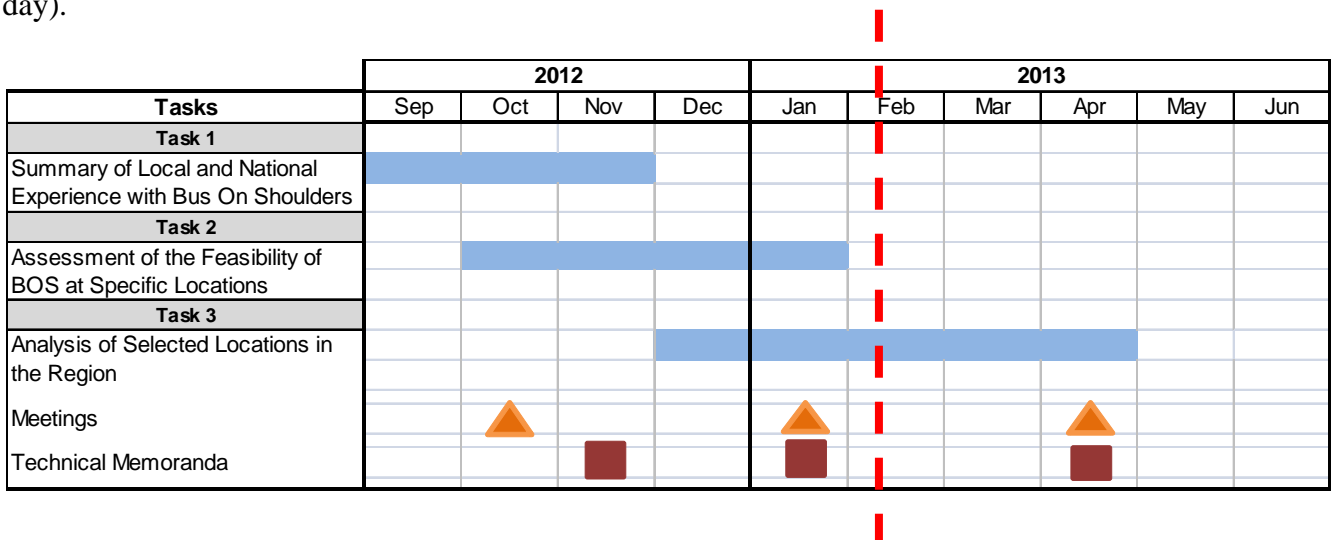
**Task Force Meeting #2**

The second meeting of the task force was held on January 23, 2013, prior to that day’s TPB meeting. The meeting included presentations from VDOT, SHA, and TPB staff, which provided an overview of the types of data available for analyzing the feasibility of three selected corridors and the issues and challenges associated with further in-depth analysis. Next steps in the analysis and in support of tasks two and three of the work plan were discussed.

All published materials of the BOS Task Force are available online at:  
<http://www.mwcog.org/bostf>

**Schedule of Work**

In February, highlights from the second task force meeting and a draft of the Technical Memo #2 will be published. The final meeting of the Task Force is scheduled for April 17, 2013 (prior to TPB that day).



## National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202

### MEMORANDUM

Date: February 14, 2013

To: National Capital Region  
Transportation Planning Board

From: Ronald F. Kirby  
Director, Department of  
Transportation Planning

Re: TPB Staff Comments on 2012 End-of-Year Report by the  
TPB Citizens Advisory Committee (CAC) on  
The Regional Transportation Priorities Plan (RTPP)

At the January 23, 2013 TPB meeting, Ms. Tina Slater, the 2012 Chair of the CAC, presented a 2012 End-of-Year Report. The first section of this report, “Continued Interest in the Regional Transportation Priorities Plan”, is provided in italics below, along with TPB staff comments on key points raised by the CAC throughout the report.

#### ***Continued Interest in the Regional Transportation Priorities Plan (RTPP)***

*As a committee with a mission to promote public involvement, the CAC has been working for more than two decades to promote a regional discussion of transportation priorities. The committee long ago realized that the TPB’s current planning process provides very limited opportunities for public involvement because most of the decisions reflected in the Constrained Long-Range Plan (CLRP) are made at the state and local levels, not the regional level. In order to provide an enhanced forum for meaningful regional planning and public involvement, the CAC since 2006 has sought the development of a regional priorities plan by the TPB.*

*The committee was pleased that the TPB finally initiated the development of the Regional Transportation Priorities Plan (RTPP) in 2011. We are pleased that progress appears to have been made on the RTPP in 2012 and we were impressed with information we received about the focus group that was conducted on June 2.*

*However, the committee has also has some serious concerns regarding the RTPP. In recent months, we have not received much information about the plan and many members are confused about the direction it has taken.*

Staff comment: The CAC received staff briefings on the status of the RTPP and responses to questions raised by CAC members at its meetings on January 17, 2013, November 15, 2012 and July 12, 2012.

*To begin, we are concerned about the inclusiveness of the planning process. We had hoped the RTPP development would engage TPB stakeholders and leaders in a constructive and creative dialogue about our region's future. To date, few opportunities for such exchange have occurred. In April, the CAC passed a resolution (included as Attachment A) calling upon the TPB to either reestablish the priorities plan scoping task force or establish a new group to provide regular, substantive input into the development of the RTPP. In responding to our request, Ron Kirby, MWCOG Director of Transportation Planning, said that work sessions on the RTPP would be held prior to TPB meetings and the CAC members would be welcome to attend. We look forward to attending such meetings.*

Staff comment:

- As noted in the report to the TPB under Item 14 of the July 18, 2012 TPB agenda, TPB staff conducted five regional stakeholder and listening sessions between January and February 2012, including one session on January 12 with the CAC. Based on the results of those five listening sessions, TPB staff enlisted the assistance of America Speaks in conducting a Citizens Forum on June 2, 2012 to test a revised, less technical approach to communicating the RTPP process. At the conclusion of this forum, 92 percent of the participants stated that we were “on the right track” or “almost right, but needs a little tweaking” in communicating regional transportation goals and challenges to the general public.
  - A work session on the development of the RTPP was held from 10:30 am to 11:45 am in the COG Board room in advance of the June 20, 2012 TPB meeting. Some members of the CAC attended and participated in that work session.
  - An interim report and PowerPoint overview on the RTPP process were presented to the TPB at its July 28, 2012 meeting. Section E of that report sought comments from the CAC, the Access for All Committee, interested stakeholder groups, and members of the general public on “the refined RTPP materials and proposed public outreach strategies.” A web-based comment page provided opportunities for comment during a 4-week period ending on August 15, 2012.

*We are also concerned about the role of public involvement. Instead of the “top-down” approach that the plan seems to be taking, we had hoped for more collaborative involvement from a variety of different constituencies throughout the region. Instead, it seems that the RTPP is almost solely focusing on public opinion research through focus groups and surveys using*

*paid participants. While we appreciate the value of controlled opinion research, we believe that public outreach for the RTPP should be much broader.*

Staff comment: As noted in the July 18, 2012 interim report, the current phase of the RTPP process is focused on communicating with and receiving feedback from “a sample of 600 individuals who represent the region, in addition to regional stakeholders and the TPB’s citizen committees.” A web-based tool using MetroQuest software is being prepared to conduct this public outreach.

*According to the Draft Interim Report for the RTPP, issued in July of 2012, the TPB staff had planned to conduct a web-based survey of 600 paid participants this past fall. The committee understands that this survey has been delayed. We further understand that in the spring of 2013, the RTPP process was scheduled to conduct additional outreach “during which a number of public outreach tools will be utilized, possibly including a combination of web-based polling, additional deliberative forums, and mobile kiosks throughout the region. The purpose of these efforts would be to inform the selection of priority strategies from a longer list of strategies under discussion.” We hope that all these outreach efforts will still occur, even if delayed.*

Staff comment: As reported by staff to the CAC at its January 17 meeting, the web-based survey has been delayed from the fall of 2012 to the spring of 2013 for two major reasons:

- We did not want to be competing for public attention with the media barrage associated with the national elections; and
- We wanted to take the time to take full advantage of the capabilities of the MetroQuest software (the key features of which can be viewed on the MetroQuest web-site)

Once this web-based survey has been completed, an additional work session will be scheduled before a TPB meeting to discuss the results and additional outreach activities.

*Finally we are concerned about the final product and the methodology for the plan. Many CAC members had originally hoped the plan would identify priority projects. However, we understand now that the plan will instead identify general strategies. We are concerned that many TPB members and other stakeholders do not have a clear understanding of how the final product focused on strategies will look and how it will be useful. Furthermore, the initial “longer list of strategies under discussion” has never first been adequately vetted by either TPB stakeholders or the general public.*

Staff comment: The relationship between strategies, programs, and projects was discussed in detail in the “scope and process” for the RTPP, which was endorsed unanimously by the CAC at its June 9, 2011 meeting, and approved by the TPB at its July 20, 2011 meeting. The strategies to be included in the web-based outreach activity currently underway will be based on the lists of near-term, ongoing, and long-term strategies presented in the July 18, 2012 report to the TPB, and the comments received during the 4-week public comment period conducted through August 15, 2012.

*Last year we understood that the plan would be grounded in performance analysis and cost/benefit analysis – and while we expressed some concerns about that approach, we were interested to see its application. But more recently it seems that the emphasis on quantitative analysis has been reduced or even eliminated. It is not clear to us why that original proposed approach was altered.*

Staff comment: As reported in the July 28, 2012 report to the TPB, the TPB staff learned from the five regional stakeholder and listening sessions held in January and February of 2012 that “greater emphasis should be placed on the use of narrative, simple charts, and pictures to describe challenges and potential strategies to address them. In general, listening session participants found the performance measures too technical and did not understand their significance for identifying regional challenges.” The materials for the June 2, 2012 citizen forum were designed with this lesson in mind. The web-based outreach currently under development will attempt to strike the right balance between qualitative and quantitative materials. The MetroQuest software has some excellent capabilities for helping us strike that balance.

*The CAC represents a group with considerable transportation knowledge. We believe we can contribute to steering the RTPP going forward, and ask the TPB for special consideration to solicit our involvement. We look forward to closer involvement in the RTPP planning process in 2013.*

**ITEM 7 - Action**  
February 20, 2013

Review of Comments Received and Approval of Project Submissions for the Air Quality Conformity Assessment for the 2013 Financially Constrained Long Range Transportation Plan (CLRP) and the FY 2013-2018 Transportation Improvement Program (TIP)

**Staff**

**Recommendation:** Receive briefing on the comments received and recommended responses, and adopt Resolution R8-2013 to approve project submissions for inclusion in the air quality conformity assessment for the 2013 CLRP and FY 2013-2018 TIP.

**Issues:** None

**Background:** At the January 23 meeting, the Board was briefed on the major project changes submitted for inclusion in the air quality conformity assessment for the 2013 CLRP and FY 2013-2018 TIP which were released for a 30-day public comment period that ended February 16. The projects were reviewed by the Technical Committee on February 1.

TPB R8-2013  
February 20, 2013

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

**RESOLUTION ON INCLUSION IN AIR QUALITY CONFORMITY ANALYSIS OF  
SUBMISSIONS FOR THE 2013 CONSTRAINED LONG RANGE PLAN (CLRP) AND  
THE FY 2013-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB), as the metropolitan planning organization for the Washington Metropolitan area, 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 Joint Planning Regulations issued February 14, 2007 by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) require that the long range transportation plan be reviewed and updated at least every four years; and

**WHEREAS**, the transportation plan, program and projects must be assessed for air quality conformity as required by the conformity regulations originally published by the Environmental Protection Agency in the November 24, 1993 Federal Register and with latest amendments published in the Federal Register on July 1, 2004; and

**WHEREAS**, on July 18, 2012, the TPB adopted resolution R1-2013 determining that the 2012 CLRP and the FY 2013-2018 TIP conform with the requirements of the Clean Air Act Amendments of 1990 and resolution R2-2013 approving the 2012 CLRP; and

**WHEREAS**, the transportation implementing agencies in the region have provided submissions for the 2013 CLRP and the FY 2013-2018 TIP, which are in response to the October 2012 Call for Projects document issued by the TPB, and the Technical Committee has reviewed these submissions at its meetings on January 11, and February 1, 2013; and

**WHEREAS**, at a public meeting on January 17, 2013 the submissions for the 2013 CLRP were released for a 30-day public comment and interagency consultation period which ended February 16; and

**WHEREAS**, at the January 23, 2013 meeting, the TPB was briefed on the project submissions for the 2013 CLRP, the public comments received on the submissions, and the recommended responses to the public comments; and

**WHEREAS**, the 2013 CLRP is scheduled to be released for public comment on June 13, 2013 and approved by the TPB at its July 17, 2013 meeting; and



**WHEREAS**, the submissions have been developed to meet the financial plan requirements in the Metropolitan Planning Rules and show the consistency of the proposed projects with already available and projected sources of transportation revenues;

**NOW, THEREFORE, BE IT RESOLVED THAT** the National Capital Region Transportation Planning Board approves for inclusion in the air quality conformity analysis of the 2013 Constrained Long Range Plan and the FY 2013-2018 Transportation Improvement Program, the project submissions as described in the attached memorandum of February 14, 2013.

# NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202 TDD: (202) 962-3213

## MEMORANDUM

February 14, 2013

To: Transportation Planning Board

From: Ronald F. Kirby  
Director, Department of  
Transportation Planning

Re: Proposed Significant Additions and Changes to the 2013 Constrained Long-Range Plan and FY 2013-2018 Transportation Improvement Program (TIP) for Air Quality Conformity Analysis

On January 17, 2013 the Transportation Planning Board (TPB) released the draft project submissions for the 2013 Update to the National Capital Region's Financially Constrained Long-Range Transportation Plan (CLRP) and the FY 2013-2018 Transportation Improvement Program (TIP) for public comment. The 30-day public comment period ends at midnight on Saturday, February 16, 2013. Interested parties may submit their comments online at [www.mwcog.org/transportation/public/](http://www.mwcog.org/transportation/public/), by phone at (202) 962-3262 or TDD: (202) 962-3213, or in person at the TPB meeting on February 20.

Information on the project submissions is presented in two pieces. First, in this memo, is a list of proposed significant additions and changes to the 2012 CLRP. These include new projects and changes to existing projects. This summary covers changes only to those projects that are considered to be regionally significant, i.e., interstates, principal arterials and some minor arterials. The second piece is a complete listing of all proposed projects and changes titled, "2013 CLRP and FY 2013-2018 TIP Air Quality Conformity Inputs." This document is available for review online at <http://www.mwcog.org/clrp/resources/>.

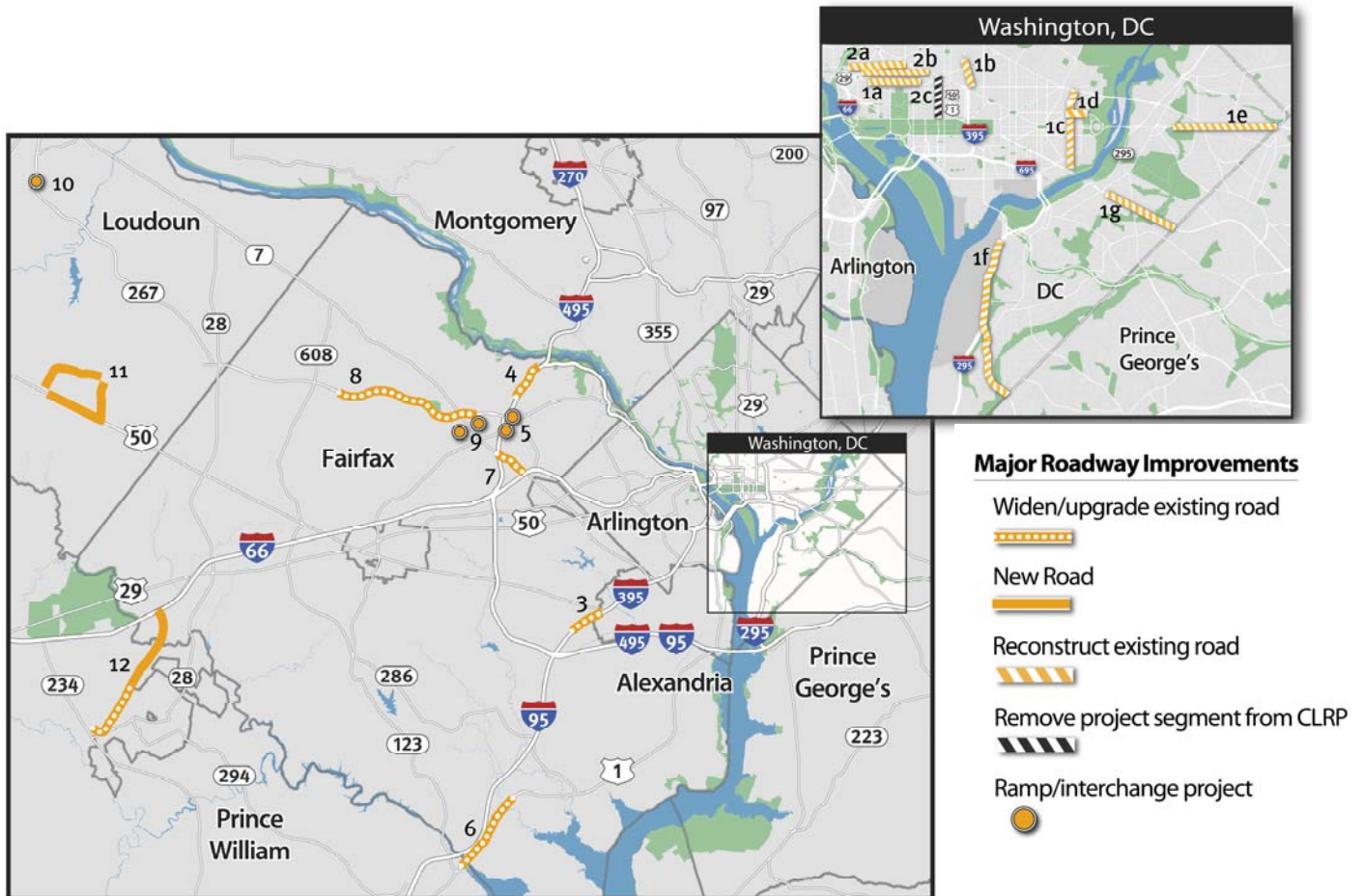
The regionally significant additions and changes proposed to the 2013 CLRP include nine new projects (or groups of projects), an update on a set of Bike Lane pilot projects in the District of Columbia, a change to the Capital Beltway HOT Lanes project, and one study in Virginia. The following pages provide further detail on these projects.

When the summary of significant additions and changes to the 2013 CLRP was released for public comment on January 17 it included a change to an existing project titled "Change of I-495, Capital Beltway Auxiliary Lanes Project Limits" which would remove

the southernmost planned segment (between Heming Avenue and one mile east of the I-95/I-395/I-495 interchange) of a series of auxiliary lanes on either side of the Beltway from Georgetown Pike to east of the I-95/I-395/I-495 interchange. This item was listed by mistake and has been removed from the summary of significant additions and changes. That segment of auxiliary lanes is moving ahead as planned with completion scheduled for 2013.

The TPB is scheduled to approve the project submissions and the Air Quality Conformity Scope of Work at its meeting on February 20. After approval, these projects will be included in the Air Quality Conformity Analysis of the 2013 CLRP and FY 2013-2018 TIP. This process takes several months and is done to ensure that the proposed projects do not prevent the region from meeting its air quality improvement goals in the decades ahead. Once the conformity modeling process is complete, the projects along with the results of the Conformity Analysis will be released for a final 30-day comment period, currently scheduled for June 13 through July 13, 2013.

# Significant Additions and Changes to The 2013 Update to the Financially Constrained Long-Range Transportation Plan



## DISTRICT OF COLUMBIA

1. Lane Reductions and Reconfigurations – C St. NE, East Capitol St., I St. NW, New Jersey Ave. NW, Pennsylvania Ave. SE, South Capitol St., 17<sup>th</sup> St. NE and SE
2. Bike Lane Pilot Projects – 9<sup>th</sup> St. NW, L St. NW, and M St. NW

## VIRGINIA

3. Widen I-395 Southbound between Duke St. and Edsall Rd.
4. Widening of Northern Segment of I-495, Capital Beltway HOT Lanes
5. I-495, Capital Beltway Ramps at Dulles Airport Access Highway and Dulles Toll Rd.
6. Widen US 1, Jefferson Davis Highway from Lorton Rd. to Annapolis Way
7. Widen VA 7, Leesburg Pike from I-495 to I-66
8. Construct Collector-Distributor Roads along Dulles Toll Rd. between VA 684, Spring Hill Rd. and VA 828, Wiehle Ave.
9. Construct Dulles Toll Road Ramps in Tysons
10. Construct Dulles Greenway Ramp in Leesburg
11. Alt. A: Construct Dulles Air Cargo, Passenger and Metro Access Highway  
Alt. B: Construct New Limited Access US 50 and VA 606, Loudoun County Parkway
12. Study VA 28, Manassas Bypass from VA 234, Sudley Rd. to I-66

## DISTRICT OF COLUMBIA PROJECTS

### 1. Lane Reductions and Reconfigurations

DDOT is proposing a number of federally and locally funded projects that will make changes to the number and direction of travel lanes in selected locations, as described in the following:

- a) **C St. NE from 16<sup>th</sup> St. NE to Oklahoma Ave. NE**  
Implement traffic-calming measures by removing one of two travel lanes in each direction.  
Complete: 2013. Cost: \$4.5 million.

- b) **East Capitol St. from 40<sup>th</sup> St. to Southern Ave.**  
Implement pedestrian safety and traffic operations improvements and remove one of three travel lanes in each direction.  
Complete: 2015. Cost: \$5 million.

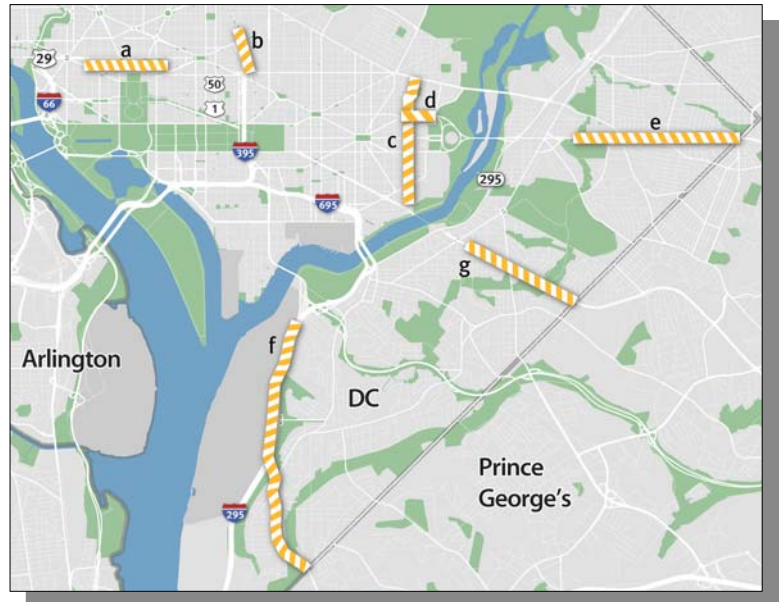
- c) **I St. NW Peak Period Bus-Only Lanes 13<sup>th</sup> St. NW to Pennsylvania Ave. NW**  
I St. NW is one-way, running westbound between 13<sup>th</sup> St. NW and Pennsylvania Ave. NW. Parking restrictions are in effect on both sides of the street during morning and evening peak periods, allowing for five lanes of traffic. This project proposes to use one of those five lanes as a bus-only lane during the peak periods. Complete: 2013. Cost: \$500,000.

- d) **New Jersey Ave. NW from H St. NW to N St. NW**  
Reconstruct New Jersey Ave. NW from four lanes, one-way northbound to two lanes in each direction. Complete: 2015. Cost: \$7.5 million.

- e) **Pennsylvania Ave. SE from 27<sup>th</sup> St. SE to Southern Ave. SE**  
As a part of the Pennsylvania Avenue Great Streets Project, a median was installed reducing the number of lanes from 5 to 4. Completed in 2011.

- f) **South Capitol St. from Firth Sterling Ave. SE to Southern Ave. SE**  
Design and construct a paved bicycle and pedestrian trail along South Capitol St. and reduce the number of lanes from 5 to 4. Complete: 2015. Cost \$5 million.

- g) **17<sup>th</sup> St. NE/SE from Benning Ave. NE to Potomac Ave. SE**  
Reconstruct 17<sup>th</sup> St. NE/SE from two lanes southbound to one lane southbound. Complete: 2013. Cost \$1.95 million.

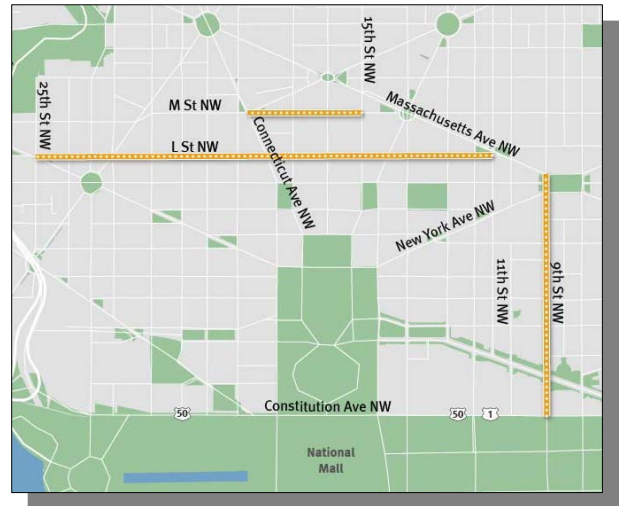


See the project descriptions in Attachment A for more information.

## 2. Bike Lane Pilot Studies

In 2010, DDOT submitted five bike lane projects for inclusion in the CLRP as pilot studies. Two of these projects – 15<sup>th</sup> St. NW from Constitution Ave. NW to W St. NW and Pennsylvania Ave. NW from 3<sup>rd</sup> St. NW to 14<sup>th</sup> St. NW – were completed in 2010. The 15<sup>th</sup> St. Bike Lane removed one vehicle lane, while the Pennsylvania Ave. Bike Lanes did not remove any vehicle lanes. This year, DDOT is updating the status of the remaining pilot projects as follows:

- a. L St. from 11th St. NW to ~~25th St. NW~~ New Hampshire Ave. NW – completed 2012, one travel lane removed
- b. M St. from 15th St. NW to ~~29th St. NW~~ 25<sup>th</sup> St. NW – complete in 2013, one travel lane removed
- c. 9th St. NW from Constitution Ave. NW to K St. NW – project withdrawn



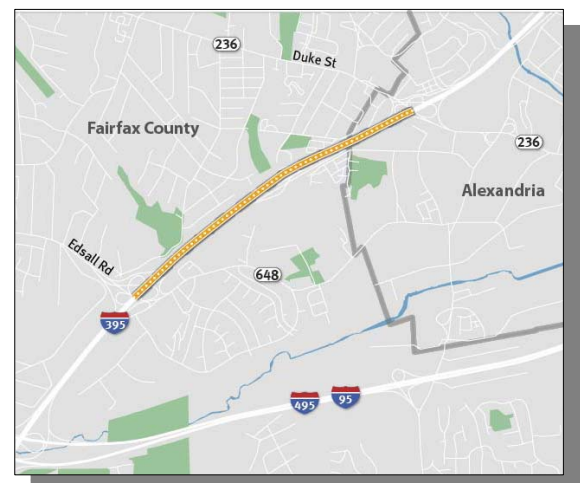
## NORTHERN VIRGINIA PROJECTS

### 3. Widen I-395, Shirley Memorial Highway – Southbound from Duke St. to Edsall Rd.

Add a fourth lane to southbound I-395 between Duke St. and Edsall Rd.

Complete: 2018  
Length: 1.5 miles  
Cost: \$58.5 million  
Funding: Federal, State, Other

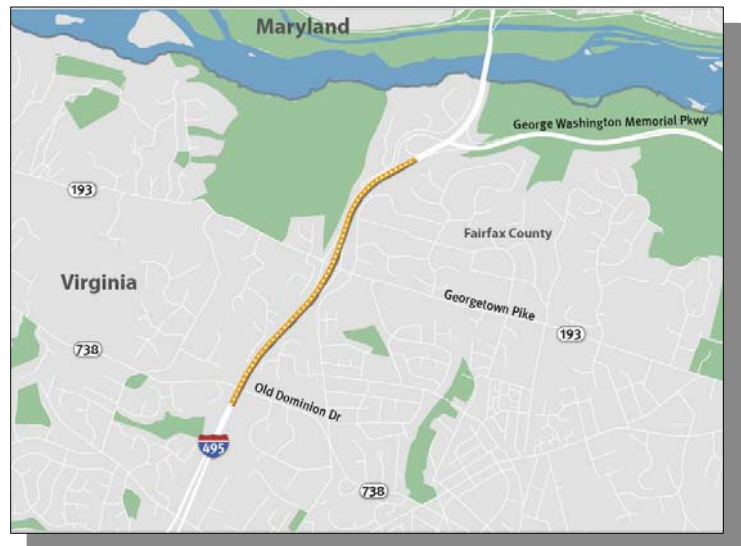
See the project description in Attachment A for more information.



**4. Widen I-495, Capital Beltway HOT Lanes from South of the George Washington Parkway to South of Old Dominion Dr.**

The CLRP includes the construction of a system of HOT Lanes on I-495. The segment of HOT Lanes between south of the George Washington Pkwy and south of Old Dominion Dr. was planned to be two lanes wide. VDOT proposes to make this segment four lanes wide.

Complete: 2014  
Length: 1.5 miles  
Cost: \$75 million  
Funding: Private



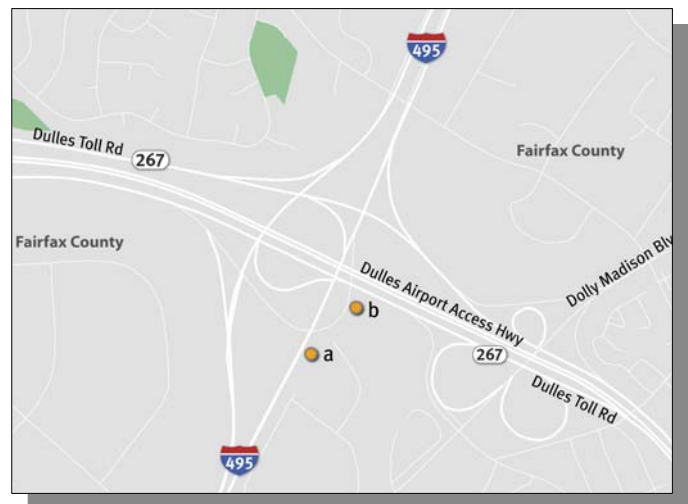
**5. Construct and Improve I-495, Capital Beltway Ramps at Dulles Airport Access Highway and Dulles Toll Road**

- a. Construct a new ramp connecting the northbound general purpose lanes on I-495 to the inner lanes of westbound Dulles Airport Access Highway

Complete: 2030  
Length: 0.8 mile  
Cost: \$7 million  
Funding: Federal, State, Private...

- b. Widen the ramp connecting eastbound Dulles Toll Road to the northbound general purpose lanes on I-495 from one to two lanes.

Complete: 2030  
Length: 0.7 mile  
Cost: \$10 million  
Funding: Federal, State, Private...



See the project description in Attachment A for more information.

**6. Widen US 1, Jefferson Davis Highway from Lorton Rd. to Annapolis Way**

Widen US 1 from 4 to 6 lanes within the project limits.

Complete: 2035  
Length: 3.5 miles  
Cost: \$125 million  
Funding: Federal, State, Local

See the project description in Attachment A for more information.

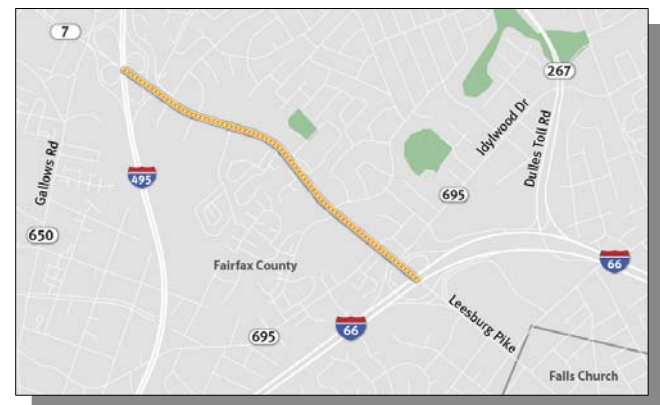


**7. Widen VA 7, Leesburg Pike from I-495 to I-66**

Widen VA 7 from 4 to 6 lanes within the project limits.

Complete: 2035  
Length: 1.3 miles  
Cost: \$71 million  
Funding: Federal, State, Local,

See the project description in Attachment A for more information.



**8. Construct Collector-Distributor Roads Parallel to Dulles Toll Road between VA 684, Spring Hill Rd. and VA 828, Wiehle Ave.**

Construct new, two-lane collector-distributor roads on either side of the Dulles Toll Rd. eastbound and westbound between VA 684 and VA 828. These new facilities will allow for additional closely-spaced interchanges to be constructed in Tysons.

Complete: 2036, 2037  
Length: 6 miles  
Cost: \$186 million  
Funding: Federal, Local, Private, Bonds

See the project description in Attachment A for more information.





**9. Dulles Toll Road Ramps in Tysons at Boone Blvd., and Greensboro Dr.**

- a. Construct a ramp to and from the Dulles Toll Rd. to the new Boone Blvd. extension at Ashgrove Lane.

Complete: 2037  
Cost: \$79 million  
Funding: Federal, State, Private, Bonds

- b. Construct a ramp to and from the Dulles Toll Rd. to the new Greensboro Dr. extension at Tyco Rd.

Complete: 2036  
Cost: \$28 million  
Funding: Federal, State, Private, Bonds



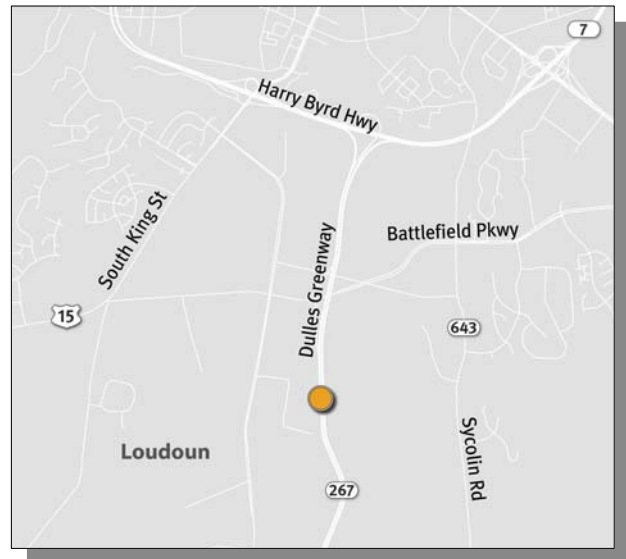
See the project descriptions in Attachment A for more information.

**10. Dulles Greenway Ramp at (planned) Hawling Farm Blvd. near Leesburg**

Construct a new egress ramp from the Dulles Greenway to the planned Hawling Farm Blvd.

Complete: 2015  
Cost: \$850,000  
Funding: Private

See the project description in Attachment A for more information.



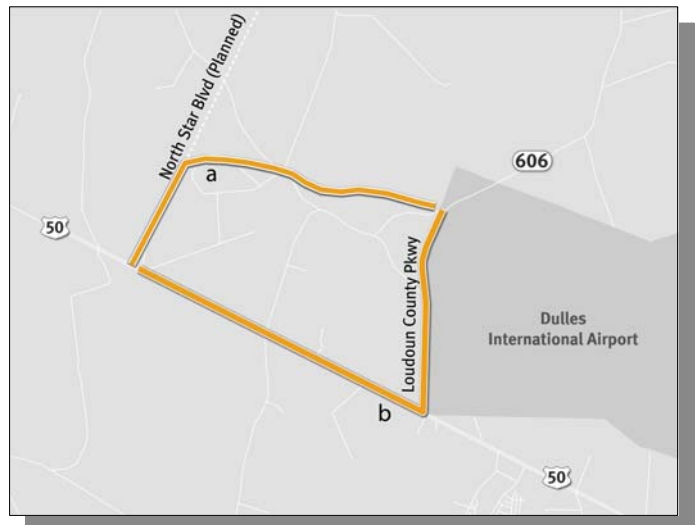
## 11. Improved Access to Dulles Airport

Two alternatives are currently being considered for improving access to Dulles Airport, particularly for air cargo. Both alternatives will be examined during the TPB's air quality conformity analysis. Prior to TPB's approval of the 2013 CLRP Update, VDOT will be required to select one of the two alternatives for inclusion in the Plan.

- a. Dulles Air Cargo, Passenger and Metro Access Highway  
from US 50, John Mosby Highway to VA 606, Loudoun County Parkway

Construct a new four-lane facility (on a six-lane right of way) between the intersection of the planned Tri-County Parkway at US 50 and the Loudoun County Parkway at the western end of the Dulles Airport grounds first heading north, then east just south of Broad Run.

Complete: 2025  
Length: 3 miles  
Cost: \$153 million  
Funding: Federal, State, Local,  
Private, Bonds, Other



- b. Construct new Limited Access Routes along US 50, John Mosby Highway  
and VA 606, Loudoun County Parkway

Construct a new, grade-separated, 4-lane limited access facility along US 50 (within existing right-of-way) between the planned Tri-County Parkway and the Loudoun County Parkway (VA 606). Also construct a new, at-grade, 4-lane limited access Loudoun County Parkway between the new grade-separated US 50 and 1.5 miles north of that interchange.

Complete: 2025  
Length: 4 miles  
Cost: \$813 million  
Funding: Federal, State, Local, Private, Bonds, Other

## 12. VA 28 Manassas Bypass Study from VA 234 to I-66

Study a proposed 4 to 6 lane bypass from the intersection of VA 234, Sudley Rd. and VA 411, Godwin Drive through Prince William and Fairfax Counties. This project is proposed as a study and will not be included in the air quality conformity analysis of the CLRP.

Complete:	2018
Length:	6 miles
Cost:	\$500,000
Funding:	Federal, State, Local

See the project description in Attachment A for more information.



# ATTACHMENT A

## Project Descriptions

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



**1a. C St. NE from 16<sup>th</sup> St. NE to Oklahoma Ave.**

**BASIC PROJECT INFORMATION**

1. Submitting Agency: DDOT
2. Secondary Agency:
3. Agency Project ID: ED0C2A
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: C Street NE Implementation

	Prefix	Route	Name	Modifier
7. Facility:			C St. NE	
8. From (_ at):			16 <sup>th</sup> St. NE	
9. To:			Oklahoma Ave. NE	

10. Description: The C Street NE Traffic Calming project will slow traffic on the corridor by reducing at least one vehicle lane of traffic.
11. Projected Completion Date: 2013
12. Project Manager: Colleen Hawkinson
13. Project Manager E-Mail:
14. Project Information URL:
15. Total Miles:
16. Schematic:
17. Documentation:
18. Bicycle or Pedestrian Accommodations:  Not Included;  Included;  Primarily a Bike/Ped Project;  N/A
19. Jurisdictions:
20. Total cost: \$4.5 million
21. Remaining cost:
22. Funding Sources:  Federal;  State;  Local;  Private;  Bonds;  Other

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



## 1b. East Capitol St. from 40<sup>th</sup> St. to Southern Ave.

### BASIC PROJECT INFORMATION

1. Submitting Agency: DDOT
2. Secondary Agency:
3. Agency Project ID: SR086A
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: East Capitol Street Corridor Mobility & Safety Plan

	Prefix	Route	Name	Modifier
7. Facility:			East Capitol Street	
8. From (_ at):			40 <sup>th</sup> Street	
9. To:			Southern Ave.	

10. Description: Design and Construct pedestrian safety and traffic operations improvements.
11. Projected Completion Date: 2015
12. Project Manager: Jim Sebastian
13. Project Manager E-Mail:
14. Project Information URL:
15. Total Miles:
16. Schematic:
17. Documentation:
18. Bicycle or Pedestrian Accommodations:  Not Included;  Included;  Primarily a Bike/Ped Project;  N/A
19. Jurisdictions:
20. Total cost: \$5 million
21. Remaining cost:
22. Funding Sources:  Federal;  State;  Local;  Private;  Bonds;  Other

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



## 1c. I St. NE Peak Period Bus-Only Lanes from 13<sup>th</sup> St. to Pennsylvania Ave. NW

### BASIC PROJECT INFORMATION

1. Submitting Agency: DDOT
2. Secondary Agency: WMATA
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: Bus Only Lane (Planning & Implementation)

	Prefix	Route	Name	Modifier
7. Facility:			I Street NW Bus-Only Lane	Peak Period
8. From ( _ at):			13 <sup>th</sup> Street NW	
9. To:			Pennsylvania Ave. NW	

10. Description: DDOT and WMATA identified the H and I Street couplet (on eastbound H Street NW from 17th Street NW to New York Avenue NW and on westbound I Street NW from 13th Street NW to Pennsylvania Ave NW) as two possible locations for bus lanes due to the high number of WMATA buses traversing these segments (over 400 buses a day). WMATA has undertaken a feasibility study. This project would complete any planning/outreach needed, and implement.
11. Projected Completion Date: 2013
12. Project Manager: Brooke Fossey
13. Project Manager E-Mail:
14. Project Information URL:
15. Total Miles: 1.7 miles
16. Schematic:
17. Documentation:
18. Bicycle or Pedestrian Accommodations:  Not Included;  Included;  Primarily a Bike/Ped Project;  N/A
19. Jurisdictions:
20. Total cost: \$500,000
21. Remaining cost:
22. Funding Sources:  Federal;  State;  Local;  Private;  Bonds;  Other

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



## 1d. New Jersey Ave. NW from H St. NW to N St. NW

### BASIC PROJECT INFORMATION

1. Submitting Agency: DDOT
2. Secondary Agency:
3. Agency Project ID: SR055A
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: Bus Only Lane (Planning & Implementation)

	Prefix	Route	Name	Modifier
7. Facility:			New Jersey Avenue NW	
8. From ( _ at):			H Street NW	
9. To:			N Street NW	

10. Description: This is a safety improvement project to facilitate pedestrian and motorists flows. New Jersey will be converted into two-way traffic from H Street to N Street, NW.
11. Projected Completion Date: 2015
12. Project Manager: Ali Shakeri
13. Project Manager E-Mail:
14. Project Information URL:
15. Total Miles:
16. Schematic:
17. Documentation:
18. Bicycle or Pedestrian Accommodations:  Not Included;  Included;  Primarily a Bike/Ped Project;  N/A
19. Jurisdictions:
20. Total cost: \$7.5 million
21. Remaining cost:
22. Funding Sources:  Federal;  State;  Local;  Private;  Bonds;  Other



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



## 1e. Pennsylvania Ave. SE from 27<sup>th</sup> St. Se to Southern Ave. SE

### BASIC PROJECT INFORMATION

1. Submitting Agency: DDOT
2. Secondary Agency:
3. Agency Project ID: ED061A
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: Pennsylvania Avenue-Change order

	Prefix	Route	Name	Modifier
7. Facility:			Pennsylvania Avenue SE	
8. From ( _ at):			200 Feet west of 27th Street	
9. To:			Southern Avenue	

10. Description: The \$25M Pennsylvania Avenue Great Streets Project extends two miles east of the Sousa Bridge, beginning 200 feet west of 27th Street, SE and ending at Southern Avenue, SE. The construction completion was originally anticipated for December 12, 2012; completion was extended to February 22, 2012; an additional extension is due to contractor's failure to complete punch list and filing of claim.
11. Projected Completion Date: 2011
12. Project Manager: Robert Chrusciel
13. Project Manager E-Mail:
14. Project Information URL:
15. Total Miles: 1.4 miles
16. Schematic:
17. Documentation:
18. Bicycle or Pedestrian Accommodations:  Not Included;  Included;  Primarily a Bike/Ped Project;  N/A
19. Jurisdictions:
20. Total cost:
21. Remaining cost:
22. Funding Sources:  Federal;  State;  Local;  Private;  Bonds;  Other

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



## 1f. South Capitol St. from Firth Sterling Ave. SE to Southern Ave. SE

### BASIC PROJECT INFORMATION

1. Submitting Agency: DDOT
2. Secondary Agency:
3. Agency Project ID: ZUT10C
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: S. Capitol Street Trail

	Prefix	Route	Name	Modifier
7. Facility:			South Capitol Street	
8. From (_ at):			Firth Sterling Avenue SE	
9. To:			Southern Avenue SE	

10. Description: Design and construct a paved bicycle and pedestrian trail along the South Capitol Street, based on the 2010 Concept Plan
11. Projected Completion Date: 2015
12. Project Manager: Jim Sebastian
13. Project Manager E-Mail:
14. Project Information URL:
15. Total Miles: 4 miles
16. Schematic:
17. Documentation:
18. Bicycle or Pedestrian Accommodations:  Not Included;  Included;  Primarily a Bike/Ped Project;  N/A
19. Jurisdictions:
20. Total cost: \$5 million
21. Remaining cost:
22. Funding Sources:  Federal;  State;  Local;  Private;  Bonds;  Other

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



## 1g. 17<sup>th</sup> Street NE/SE from Benning Ave. NE to Potomac Ave. SE

### BASIC PROJECT INFORMATION

1. Submitting Agency: DDOT
2. Secondary Agency:
3. Agency Project ID: SR071A
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: Capitol Hill Infrastructure Improvements, 17th St

	Prefix	Route	Name	Modifier
7. Facility:			17 <sup>th</sup> Street NE/SE	
8. From ( _ at):			Benning Avenue NE	
9. To:			Potomac Avenue SE	

10. Description: Review of Capitol Hill Study recommendation to address today's safety and transportation issues along this corridor.
11. Projected Completion Date: 2013
12. Project Manager: James Cheeks
13. Project Manager E-Mail:
14. Project Information URL:
15. Total Miles: 4 miles
16. Schematic:
17. Documentation:
18. Bicycle or Pedestrian Accommodations:  Not Included;  Included;  Primarily a Bike/Ped Project;  N/A
19. Jurisdictions:
20. Total cost: \$1.95 million
21. Remaining cost:
22. Funding Sources:  Federal;  State;  Local;  Private;  Bonds;  Other



# CLRP PROJECT DESCRIPTION FORM

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: N/A
- The number of lane-miles added to the highway system by the project totals less than 1 lane-mile
  - The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
  - The project will not allow motor vehicles, such as a bicycle or pedestrian facility
  - The project consists of preliminary studies or engineering only, and is not funded for construction
  - The project received NEPA approval on or before April 6, 1992
  - The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.
  - The construction costs for the project are less than \$5 million.

## **SAFETEA-LU PLANNING FACTORS**

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

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



## 6a. I-495/DAAH Interchange Loop Ramp (Phase III DAAH)

### **BASIC PROJECT INFORMATION**

1. Agency Project ID: VDOT Secondary Agency: MWAA
2. Project Type:  System Expansion;  System Maintenance;  Operational Program;  Study;  Other  
(check all that apply)  Freeway;  Primary;  Secondary;  Urban;  Bridge;  Bike/Ped;  Transit;  CMAQ;  
 ITS;  Enhancement;  Other
3. Project Title: I-495/DAAH Interchange Loop Ramp (Phase III DAAH)
4. Facility: 

Prefix	Route	Name	Modifier
I	495	Capital Beltway	
I	495	NB GP Lanes Ramp	
	DAAH	WB Dulles Airport Access Highway (DAAH) - Inner Lanes	
5. From ( \_ at):
6. To:
7. Jurisdiction(s): VDOT, MWAA
8. Description: Construct I-495 NB General Purpose Lanes loop ramp to WB Dulles Airport Access Highway (DAAH) - Inner Lanes.
9. Bicycle or Pedestrian Accommodations:  Not Included;  Included;  Primarily a Bike/Ped Project;  N/A
10. Total Miles: 0.8
11. Project Manager: Larry Cloyed 12. E-Mail: [larry.cloyed@vdot.virginia.gov](mailto:larry.cloyed@vdot.virginia.gov)
13. Project Information URL: <http://www.vamegaprojects.com/about-megaprojects/i495-hot-lanes/dulles-toll-road-dulles-access-road-interchange/>
14. Projected Completion Year: 2030
15. Actual Completion Year:  Project is ongoing. Year refers to implementation.
16.  This project is being withdrawn from the Plan as of:
17. Total cost (in Thousands): \$7,000
18. Remaining cost (in Thousands): \$7,000
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

# CLRP PROJECT DESCRIPTION FORM

- The project received NEPA approval on or before April 6, 1992
- The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.
- The construction costs for the project are less than \$5 million.

## **SAFETEA-LU PLANNING FACTORS**

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

- 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:

Will eliminate weaving movements currently experienced on the WB DTR.

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

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



## 6b. DTR/I-495 Interchange Ramp Widening (Phase III DTR)

### **BASIC PROJECT INFORMATION**

1. Agency Project ID: VDOT Secondary Agency: MWAA
2. Project Type:  System Expansion;  System Maintenance;  Operational Program;  Study;  Other  
(check all that apply)  Freeway;  Primary;  Secondary;  Urban;  Bridge;  Bike/Ped;  Transit;  CMAQ;  
 ITS;  Enhancement;  Other
3. Project Title: DTR/I-495 Interchange Ramp Widening (Phase III DTR)

	Prefix	Route	Name	Modifier
4. Facility:	I	495	Capital Beltway	
5. From ( _ at):		DTR	EB Dulles Toll Road (Outer Lanes)	
6. To:	I	495	NB GP Lanes	

7. Jurisdiction(s): VDOT, MWAA
8. Description: Widen a portion of the existing EB Dulles Toll Road to I-495 NB General Purpose lanes ramp to provide for two lanes along the entire ramp roadway.
9. Bicycle or Pedestrian Accommodations:  Not Included;  Included;  Primarily a Bike/Ped Project;  N/A
10. Total Miles: 0.7
11. Project Manager: Larry Cloyed 12. E-Mail: [larry.cloyed@vdot.virginia.gov](mailto:larry.cloyed@vdot.virginia.gov)
13. Project Information URL: <http://www.vamegaprojects.com/about-megaprojects/i495-hot-lanes/dulles-toll-road-dulles-access-road-interchange/>
14. Projected Completion Year: 2030
15. Actual Completion Year:  Project is ongoing. Year refers to implementation.
16.  This project is being withdrawn from the Plan as of:
17. Total cost (in Thousands): \$10,000
18. Remaining cost (in Thousands): \$10,000
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



# CLRP PROJECT DESCRIPTION FORM

- The project received NEPA approval on or before April 6, 1992
- The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.
- The construction costs for the project are less than \$5 million.

## **SAFETEA-LU PLANNING FACTORS**

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

- 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:

Will eliminate abrupt lane drop on existing ramp.

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

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



## 7. Widen Rte 1 from Telegraph Road (Fairfax County) to Annapolis Way (Prince William County)

### **BASIC PROJECT INFORMATION**

1. Agency Project ID: VDOT Secondary Agency:
2. Project Type:  System Expansion;  System Maintenance;  Operational Program;  Study;  Other  
(check all that apply)  Freeway;  Primary;  Secondary;  Urban;  Bridge;  Bike/Ped;  Transit;  CMAQ;  
 ITS;  Enhancement;  Other
3. Project Title: Widen Rte 1 from Telegraph Road (Fairfax County) to Annapolis Way (Prince William County)

	Prefix	Route	Name	Modifier
4. Facility:	U	1	Jefferson Davis Highway	
5. From (at):			Lorton Road (Fairfax County)	
6. To:			Annapolis Way (Prince William County)	

7. Jurisdiction(s): Fairfax County & Prince William County
8. Description: Widen to a 6-Lane divided roadway within the above limits. US 1 is a major thoroughfare in Prince William County and Fairfax County and is part of the National Highway System. This project will be part of a series of improvements being planned or engineered for the US 1 roadway in these two jurisdictions in northern Virginia. US 1 in this corridor serves significant land use activities in addition to serving as a commuter route connecting the core of the metropolitan Washington region with the surrounding and far off jurisdictions of northern Virginia. US 1 in this corridor also serves as an alternate route to I 95 and experiences congested travel conditions through many parts of the day – particularly during the morning and afternoon peak periods. This project will directly tie with the BRAC funded project currently underway widening US 1 from 4 to 6 lanes in the Fort Belvoir area. Other improvements projects planned or being engineered include: (1) upgrading sections between Brady’s Hill Road & Neabsco Road and between Neabsco Road & Featherstone Road to a six lane divided highway; (2) construction of a grade separated interchange at US 1 and VA 123 - constructing over CSX railroad to provide a new access point to Belmont Bay; (3) widening US 1 to 6 lanes from Occoquan Road to Annapolis Way, and (4) widening VA 123 to 6 lanes from Horner Road to US 1. This project is estimated to cost 125M. In Fairfax County, BRAC funding is upgrading a segment of US 1 in front of Fort Belvoir from 4 to 6 lanes, which will tie into the this project.
9. Bicycle or Pedestrian Accommodations:  Not Included;  Included;  Primarily a Bike/Ped Project;  N/A
10. Total Miles:
11. Project Manager:
12. E-Mail:
13. Project Information URL:
14. Projected Completion Year: 2035
15. Actual Completion Year:  Project is ongoing. Year refers to implementation.
16.  This project is being withdrawn from the Plan as of:
17. Total cost (in Thousands): \$125,000
18. Remaining cost (in Thousands):
19. Funding Sources:  Federal;  State;  Local;  Private; Bonds;  Other  
US 1 facility is a major and important facility in Northern Virginia. The complimentary / supplementary nature of this proposed improvement with the other improvement projects underway and in design is recognized in programming considerations by all entities involved. Given the

# CLRP PROJECT DESCRIPTION FORM

importance of this facility the project is reasonably expected to be funded through a combination of the funding available to the area - Federal, State, Local and Private – as documented in the financial plan for the Virginia portion of the region’s 2010 CLRP – as updated.

## **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.  
 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

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



## 8. Route 7 (Leesburg Pike) Widening (I-495 to I-66)

### **BASIC PROJECT INFORMATION**

1. Agency Project ID: N/A Secondary Agency:
2. Project Type:  System Expansion;  System Maintenance;  Operational Program;  Study;  Other  
(check all that apply)  Freeway;  Primary;  Secondary;  Urban;  Bridge;  Bike/Ped;  Transit;  CMAQ;  
 ITS;  Enhancement;  Other
3. Project Title: Route 7 (Leesburg Pike) Widening (I-495 to I-66)
4. Facility: 

	Prefix	Route	Name	Modifier
4. Facility:	VA	7	Leesburg Pike	
5. From (_ at):	I	495	Capital Beltway	
6. To:	US	66	Custis Memorial Parkway	
7. Jurisdiction(s): Fairfax County, City of Falls Church
8. Description: Road widening between I-495 and I-66. Pedestrian facilities included.
9. Bicycle or Pedestrian Accommodations:  Not Included;  Included;  Primarily a Bike/Ped Project;  N/A
10. Total Miles: 1.33 miles
11. Project Manager: Karyn Moreland 12. E-Mail: Karyn.Moreland@fairfaxcounty.gov
13. Project Information URL: <http://www.fairfaxcounty.gov/tysons/transportation/>
14. Projected Completion Year: FY 2021
15. Actual Completion Year:  Project is ongoing. Year refers to implementation.
16.  This project is being withdrawn from the Plan as of:
17. Total cost (in Thousands): \$71,000
18. Remaining cost (in Thousands): \$71,000
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

# CLRP PROJECT DESCRIPTION FORM

were already committed in the FY98-03 TIP.

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

## **SAFETEA-LU PLANNING FACTORS**

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

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

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



## 9. Dulles Toll Road Westbound Collector/Distributor/Additional Lane

### **BASIC PROJECT INFORMATION**

1. Agency Project ID: N/A Secondary Agency:
2. Project Type:  System Expansion;  System Maintenance;  Operational Program;  Study;  Other  
(check all that apply)  Freeway;  Primary;  Secondary;  Urban;  Bridge;  Bike/Ped;  Transit;  CMAQ;  
 ITS;  Enhancement;  Other
3. Project Title: Dulles Toll Road Westbound Collector/Distributor/Additional Lane
4. Facility: 

	Prefix	Route	Name	Modifier
4. Facility:	VA	267	Dulles Toll Road	
5. From ( _ at):	VA	684	Spring Hill Rd.	
6. To:	VA	828	Wiehle Ave.	
7. Jurisdiction(s): Fairfax County
8. Description: Construct collector-distributor road to allow additional closely spaced interchanges to be constructed in Tysons.
9. Bicycle or Pedestrian Accommodations:  Not Included;  Included;  Primarily a Bike/Ped Project;  N/A
10. Total Miles: 6 miles
11. Project Manager: Ray Johnson 12. E-Mail: cjohn4@fairfaxcounty.gov
13. Project Information URL: <http://www.fairfaxcounty.gov/tysons/transportation/>
14. Projected Completion Year: FY 2037
15. Actual Completion Year:  Project is ongoing. Year refers to implementation.
16.  This project is being withdrawn from the Plan as of:
17. Total cost (in Thousands): \$124,000
18. Remaining cost (in Thousands): \$124,000
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

## CLRP PROJECT DESCRIPTION FORM

- The project received NEPA approval on or before April 6, 1992
- The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.
- The construction costs for the project are less than \$5 million.

### **SAFETEA-LU PLANNING FACTORS**

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

- 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

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



## 9. Dulles Toll Road Eastbound Collector/Distributor/Additional Lane

### **BASIC PROJECT INFORMATION**

1. Agency Project ID: N/A Secondary Agency:
2. Project Type:  System Expansion;  System Maintenance;  Operational Program;  Study;  Other  
(check all that apply)  Freeway;  Primary;  Secondary;  Urban;  Bridge;  Bike/Ped;  Transit;  CMAQ;  ITS;  Enhancement;  Other
3. Project Title: Dulles Toll Road Eastbound Collector/Distributor/Additional Lane  
Prefix      Route      Name Modifier
4. Facility: 

VA	267	New Road	
----	-----	----------	--
5. From ( \_ at): 

VA	684	Spring Hill Rd.	
----	-----	-----------------	--
6. To: 

VA	828	Wiehle Ave.	
----	-----	-------------	--
7. Jurisdiction(s): Fairfax County
8. Description: Construct collector-distributor road to allow additional closely spaced interchanges to be constructed in Tysons.
9. Bicycle or Pedestrian Accommodations:  Not Included;  Included;  Primarily a Bike/Ped Project;  N/A
10. Total Miles: 6 miles
11. Project Manager: Ray Johnson 12. E-Mail:  
cjohn4@fairfaxcounty.gov
13. Project Information URL: <http://www.fairfaxcounty.gov/tysons/transportation/>
14. Projected Completion Year: FY 2036
15. Actual Completion Year:  Project is ongoing. Year refers to implementation.
16.  This project is being withdrawn from the Plan as of:
17. Total cost (in Thousands): \$62,000
18. Remaining cost (in Thousands): \$62,000
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



## CLRP PROJECT DESCRIPTION FORM

- The project consists of preliminary studies or engineering only, and is not funded for construction
- The project received NEPA approval on or before April 6, 1992
- The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.
- The construction costs for the project are less than \$5 million.

### **SAFETEA-LU PLANNING FACTORS**

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

- 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

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



## 10. Dulles Toll Road Ramp to Boone Blvd Extension

### BASIC PROJECT INFORMATION

1. Agency Project ID: N/A Secondary Agency:
2. Project Type:  System Expansion;  System Maintenance;  Operational Program;  Study;  Other  
(check all that apply)  Freeway;  Primary;  Secondary;  Urban;  Bridge;  Bike/Ped;  Transit;  CMAQ;  
 ITS;  Enhancement;  Other
3. Project Title: Dulles Toll Road Ramp to Boone Blvd Extension  
Prefix      Route      Name      Modifier
4. Facility: 

		New Bridge/Ramp	
--	--	-----------------	--
5. From ( \_ at): 

VA	267	Dulles Toll Road	
----	-----	------------------	--
6. To: 

		Boone Boulevard at Ashgrove Lane	
--	--	----------------------------------	--
7. Jurisdiction(s): Fairfax County
8. Description: Ramp construction from the Dulles Toll Road to the new Boone Boulevard extension at Ashgrove Lane.
9. Bicycle or Pedestrian Accommodations:  Not Included;  Included;  Primarily a Bike/Ped Project;  N/A
10. Total Miles: N/A
11. Project Manager: Ray Johnson 12. E-Mail: cjohn4@fairfaxcounty.gov
13. Project Information URL: <http://www.fairfaxcounty.gov/tysons/transportation/>
14. Projected Completion Year: FY 2037
15. Actual Completion Year:  Project is ongoing. Year refers to implementation.
16.  This project is being withdrawn from the Plan as of:
17. Total cost (in Thousands): \$79,000
18. Remaining cost (in Thousands): \$79,000
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

## CLRP PROJECT DESCRIPTION FORM

- The project received NEPA approval on or before April 6, 1992
- The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.
- The construction costs for the project are less than \$5 million.

### **SAFETEA-LU PLANNING FACTORS**

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

- 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

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



## 10. Dulles Toll Road Ramp to Greensboro Drive Extension

### **BASIC PROJECT INFORMATION**

1. Agency Project ID: N/A Secondary Agency:
2. Project Type:  System Expansion;  System Maintenance;  Operational Program;  Study;  Other  
(check all that apply)  Freeway;  Primary;  Secondary;  Urban;  Bridge;  Bike/Ped;  Transit;  CMAQ;  
 ITS;  Enhancement;  Other
3. Project Title: Dulles Toll Road Ramp to Greensboro Drive Extension  
Prefix      Route      Name Modifier
4. Facility: 

		New Bridge/Ramp	
--	--	-----------------	--
5. From ( \_ at): 

VA	267	Dulles Toll Road	
----	-----	------------------	--
6. To: 

		Greensboro Drive at Tyco Road	
--	--	-------------------------------	--
7. Jurisdiction(s): Fairfax County
8. Description: Ramp construction from the Dulles Toll Road to the new Greensboro Drive extension at Tyco Road. Pedestrian facilities included.
9. Bicycle or Pedestrian Accommodations:  Not Included;  Included;  Primarily a Bike/Ped Project;  N/A
10. Total Miles: N/A
11. Project Manager: Ray Johnson 12. E-Mail: cjohn4@fairfaxcounty.gov
13. Project Information URL: <http://www.fairfaxcounty.gov/tysons/transportation/>
14. Projected Completion Year: FY 2036
15. Actual Completion Year:  Project is ongoing. Year refers to implementation.
16.  This project is being withdrawn from the Plan as of:
17. Total cost (in Thousands): \$28,000
18. Remaining cost (in Thousands): \$28,000
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

## CLRP PROJECT DESCRIPTION FORM

- The project received NEPA approval on or before April 6, 1992
- The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.
- The construction costs for the project are less than \$5 million.

### **SAFETEA-LU PLANNING FACTORS**

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

- 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

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



## 11. Construct Dulles Greenway Ramp in Leesburg

### BASIC PROJECT INFORMATION

1. Agency Project ID: TRIP II 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: Airport Collector Access / Crossrail Ramp  
Prefix      Route      Name Modifier
4. Facility: 

		Ramp from VA 267 (Dulles Greenway)	
--	--	------------------------------------	--
5. From (  at ): 

	267	Dulles Greenway	Westbound
--	-----	-----------------	-----------
6. To: 

		(Future) Hawling Farm Boulevard	
--	--	---------------------------------	--
7. Jurisdiction(s): Loudoun County
8. Description: New egress ramp from Westbound Dulles Greenway to future Hawling Farm Blvd.
9. Bicycle or Pedestrian Accommodations:  Not Included;  Included;  Primarily a Bike/Ped Project;  N/A
10. Total Miles: 0.3
11. Project Manager: Timothy Belcher 12. E-Mail: tbelcher@dewberry.com
13. Project Information URL:
14. Projected Completion Year: 2015
15. Actual Completion Year:  Project is ongoing. Year refers to implementation.
16.  This project is being withdrawn from the Plan as of:
17. Total cost (in Thousands): \$850
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

## CLRP PROJECT DESCRIPTION FORM

The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.

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

### **SAFETEA-LU PLANNING FACTORS**

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

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 – This ramp will provide egress only from the Westbound Dulles Greenway and will not add additional traffic onto the limited access facility. It will redistribute approximately 7,000 vehicles per day from the adjacent Shreve Mill and Battlefield interchanges to access the west side of the Leesburg Executive Airport.

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



## 12a. Construct Dulles Air Cargo, Passenger, Metro Access Highway

### BASIC PROJECT INFORMATION

1. Agency Project ID: \_\_\_\_\_ 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: Dulles Air Cargo, Passenger and Metro Access Highway (DACPMAH)

	Prefix	Route	Name	Modifier
4. Facility:		Unassigned	Dulles Air Cargo, Passenger and Metro Access Highway (DACPMAH)	
5. From ( _ at):		Rt. 50	John Mosby Highway	
6. To:		Rt. 606	Loudoun County Parkway/Dulles Airport	

7. Jurisdiction(s): Loudoun County
8. Description: Construct the Dulles Air Cargo, Passenger and Metro Access Highway (DACPMA Hwy) between Route 50 and Washington Dulles International Airport in Loudoun County, Virginia. The DACPMA is a planned four lane (expandable to six lanes) limited access highway on a minimum 200' right of way which will generally take the same alignment as the planned North Star Boulevard between Route 50 and approximately 1 to 1.5 miles north of Rt. 50. The highway alignment will then shift east and traverse south of Broad Run terminating at Route 606 (Loudoun County Parkway) on Washington Dulles International Airport property. The facility is envisioned to ultimately have interchanges at Rte. 50, Rte. 606 (Loudoun County Parkway) and the anticipated intersection of the Northstar Blvd. to the north of this roadway. Additionally this proposed project is being examined as an alternative to the New highway - limited access, grade separated Rte 50 and new limited access at grade Loudoun County Pkwy (Rte 606) - project also proposed to be included in the 2013 CLRP, both of which are undergoing a NEPA review as part of an Environmental Analysis (EA) document. Only one of these two alternatives will be selected for the final EA document seeking federal approval. Identification of the preferred alternative with the approval of the Commonwealth Transportation Board is anticipated by July of 2013. A sketch of the planned improvement is attached. A sketch of the planned improvement is attached.
9. Bicycle or Pedestrian Accommodations:  Not Included;  Included;  Primarily a Bike/Ped Project;  N/A
10. Total Miles: 3 miles
11. Project Manager: Tom Fahrney
12. E-Mail: tom.fahrney@vdot.virginia.gov
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 (in Thousands): \$153,000,000
18. Remaining cost (in Thousands): \$153,000,000
19. Funding Sources:  Federal;  State;  Local;  Private;  Bonds;  Other

The study has been supported by the local government (Loudoun County) and the Metropolitan



# CLRP PROJECT DESCRIPTION FORM

Washington Area Airport Authority (MWA) with interest from the private sector (development community) as well. Every opportunity to leverage the value added by this improvement to the stakeholders in the area (localities, MWA, the private sector (development community), the Commonwealth of Virginia) and secure all eligible means of funding including federal, state, proffers, Bonds and private sector investments will be pursued. Given the support and the value of the improvement VDOT is confident in its assessment that it is wholly reasonable to expect the funding needed for this important infrastructure improvement to be available.

## **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.  
 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.

# CLRP PROJECT DESCRIPTION FORM

## **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

The purpose of the project is to enhance the movement of people, passenger services and air cargo traffic to Dulles International Airport by providing a limited access roadway facility to the west of the airport in order to serve the planned air cargo expansion of Dulles Airport. This proposed project is fully consistent with the planned Master Plan improvements at the Dulles International Airport focusing on the forecast growth in passenger and freight movement in and out of the Airport.

# CLRP PROJECT DESCRIPTION FORM



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



## 12b. New US 50/VA 606, Loudoun County Parkway

### **BASIC PROJECT INFORMATION**

1. Agency Project ID: \_\_\_\_\_ Secondary Agency: \_\_\_\_\_
2. Project Type:  System Expansion;  System Maintenance;  Operational Program;  Study;  Other  
(check all that apply)  Freeway;  Primary;  Secondary;  Urban;  Bridge;  Bike/Ped;  Transit;  CMAQ;  
 ITS;  Enhancement;  Other
3. Project Title: New LA Rte 50 (And Loudoun County Parkway -Rte 606)

	Prefix	Route	Name	Modifier
4. Facility:		50 and 606	New - Limited Access Rte 50 and Limited Access Loudoun County Parkway - Highway	
5. From ( _ at):		Tri County Parkway	* <u>Rt. 50</u> - from Tri County Parkway to Loudoun County Parkway * <u>Loudoun County Parkway</u> - from Rt. 50 to approx. 1.5 miles north of Rt. 50	
6. To:		Rt. 606	Loudoun County Parkway/Dulles Airport	

7. Jurisdiction(s): Loudoun County
8. Description: Construct a separate, grade separated 4-lane limited access facility along Route 50, within the existing ROW, between Tri County Parkway and Loudoun County Parkway. Construct Loudoun County Parkway (Rte. 606) as a separate, at grade 4-lane limited access facility continuing from the new grade separated limited access Rt. 50 roadway for approximately 1.5 miles north of Rt. 50. The total cost of this project is estimated to be about \$813M. Additionally this proposed project is being examined as an alternative to the Dulles Air Cargo, Passenger and Metro Access Highway (DACPMA Hwy) project also proposed to be included in the 2013 CLRP, both of which are undergoing a NEPA review as part of an Environmental Analysis (EA) document. Only one of these two alternatives will be selected for the final EA document seeking federal approval. Identification of the preferred alternative with the approval of the Commonwealth Transportation Board is anticipated by July of 2013. A sketch of the planned improvement is attached.
9. Bicycle or Pedestrian Accommodations:  Not Included;  Included;  Primarily a Bike/Ped Project;  N/A
10. Total Miles: 4 miles
11. Project Manager: Tom Fahrney
12. E-Mail: tom.fahrney@vdot.virginia.gov
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 (in Thousands): \$812,895
18. Remaining cost (in Thousands): \$812,895
19. Funding Sources:  Federal;  State;  Local;  Private;  Bonds;  Other

The study has been supported by the local government (Loudoun County) and the Metropolitan Washington Area Airport Authority (MWA) with interest from the private sector (development

## CLRP PROJECT DESCRIPTION FORM

community) as well. As noted under question 8 above, parts of the project is already in the CLRP and funding for this as part of Virginia's financial Plan for the CLRP. Every opportunity to leverage the value added by this improvement to the stakeholders in the area (localities, MWAA, the private sector (development community), the Commonwealth of Virginia) and secure all eligible means of funding including federal, state, proffers, Bonds and private sector investments will be pursued. Given the support and the value of the improvement VDOT is confident in its assessment that it is wholly reasonable to expect the funding needed for this important infrastructure improvement to be available.

### **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.
  - 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.

# CLRP PROJECT DESCRIPTION FORM

## **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

The purpose of the project is to enhance the movement of people, passenger services and air cargo traffic to Dulles International Airport by providing a limited access roadway facility to the west of the airport in order to serve the planned air cargo expansion of Dulles Airport.

# CLRP PROJECT DESCRIPTION FORM



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



## 13. Route 28 Manassas Bypass Study

### BASIC PROJECT INFORMATION

1. Agency Project ID: \_\_\_\_\_ Secondary Agency: \_\_\_\_\_
2. Project Type:  System Expansion;  System Maintenance;  Operational Program;  Study;  Other  
(check all that apply)  Freeway;  Primary;  Secondary;  Urban;  Bridge;  Bike/Ped;  Transit;  CMAQ;  
 ITS;  Enhancement;  Other
3. Project Title: Route 28 Manassas Bypass Study
4. Facility: 

Prefix	Route	Name	Modifier
VA	411	Route 28 Manassas Bypass	
	234	Sudley Road	
I	66	Proposed Interchange	
5. From ( \_ at): \_\_\_\_\_
6. To: \_\_\_\_\_
7. Jurisdiction(s): City of Manassas
8. Description: Study a proposed 4 to 6 lane bypass from the intersection of Route 234 (Sudley Road) and VA 411 (Godwin Drive) at the Manassas City Limits through Prince William County and Fairfax County connecting to a proposed interchange at I-66. A Right of Way strip exists between Route 234 and the Fairfax County Line. This study will evaluate the challenges identified with the previous Tri-County Parkway study and determine the feasibility and anticipated costs required to construct a six mile bypass and an interchange at I-66.
9. Bicycle or Pedestrian Accommodations:  Not Included;  Included;  Primarily a Bike/Ped Project;  N/A
10. Total Miles: 5.97
11. Project Manager: \_\_\_\_\_ 12. E-Mail: \_\_\_\_\_
13. Project Information URL: \_\_\_\_\_
14. Projected Completion Year: 2018
15. Actual Completion Year: \_\_\_\_\_
16.  This project is being withdrawn from the Plan as of: \_\_\_\_\_
17. Total cost (in Thousands): \$ 500
18. Remaining cost (in Thousands): \$ 500
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



# CLRP PROJECT DESCRIPTION FORM

- The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
- The project will not allow motor vehicles, such as a bicycle or pedestrian facility
- The project consists of preliminary studies or engineering only, and is not funded for construction
- The project received NEPA approval on or before April 6, 1992
- The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.
- The construction costs for the project are less than \$5 million.

## **SAFETEA-LU PLANNING FACTORS**

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

- 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:

This project will relieve congestion along the Route 28 corridor north of Manassas and Manassas Park.

- 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

**ITEM 8 - Action**  
February 20, 2013

Approval of Scope of Work for Air Quality Conformity Assessment  
for the 2013 CLRP and the FY 2013-2018 TIP

**Staff**

**Recommendation:** Approve the enclosed scope of work for the air quality conformity assessment for the 2013 CLRP and FY 2013-2018 TIP.

**Issues:** None

**Background:** At the January 20 meeting, the Board was briefed on the draft scope of work for the air quality conformity assessment for the 2013 CLRP and FY 2013-2018 TIP which was released for a 30-day public comment period that ended February 16. The Board will be briefed on the comments received and recommended responses, and asked to approve the scope of work for the air quality conformity assessment for the 2013 CLRP and FY 2013-2018 TIP.

**AIR QUALITY CONFORMITY ASSESSMENT:  
2013 CONSTRAINED LONG RANGE PLAN AND THE FY2013-2018 TRANSPORTATION  
IMPROVEMENT PROGRAM**

**SCOPE OF WORK**

**I. INTRODUCTION**

Projects solicited for the 2013 Constrained Long Range Plan (CLRP) and FY2013-2018 Transportation Improvement Program (TIP) are scheduled to be finalized at the February 20, 2013 TPB meeting. This scope of work reflects the tasks and schedule designed for the air quality conformity assessment leading to adoption of the plan on July 17, 2013. This work effort addresses requirements associated with attainment of the ozone standards (volatile organic compounds (VOC) and nitrogen oxides (NO<sub>x</sub>) as ozone precursor pollutants), and fine particles (PM<sub>2.5</sub>) standards (direct particles and precursor NO<sub>x</sub>), as well as maintenance of the wintertime carbon monoxide (CO) standard.

The plan must meet 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 14, 2012, and (3) as detailed in periodic FHWA / FTA and EPA guidance. These regulations specify both technical criteria and consultation procedures to follow in performing the assessment.

This scope of work provides a context in which to perform the conformity analyses and presents an outline of the work tasks required to address all regulations currently applicable.

**II. REQUIREMENTS AND APPROACH**

**A. Criteria** (See Exhibit 1)

As described in the 1990 Clean Air Act Amendments, conformity is demonstrated if transportation plans and programs:

1. Are consistent with most recent estimates of mobile source emissions,
2. Provide expeditious implementation of TCMs, and
3. Contribute to annual emissions reductions.

Assessment criteria for ozone, CO, and PM<sub>2.5</sub> are discussed below.

Ozone season pollutants will be assessed by comparing the “action” scenarios to the most recently approved 8-hour ozone area VOC and NO<sub>x</sub> mobile emissions budgets. The 2008 Reasonable Further Progress (RFP) budgets were deemed adequate for use in conformity by EPA in September 2009. 2009 attainment and 2010 contingency budgets are expected to be approved by EPA in January 2013. All of these budgets were submitted to EPA by the Metropolitan Washington Air Quality Committee (MWAQC) in 2007 as part of the 8-hour ozone State Implementation Plan (SIP).

The region is in maintenance for mobile source wintertime CO and, as in prior conformity assessments, is required to show that pollutant levels do not exceed the approved budget.

PM<sub>2.5</sub> pollutants will be assessed both by comparing the “action” scenarios to a 2002 base, and by comparing the pollutant levels to the budgets in the proposed PM<sub>2.5</sub> Maintenance Plan. PM<sub>2.5</sub> emissions will be inventoried for yearly totals (instead of on a daily basis as performed for Ozone and CO).

**B. Approach** (See Table 1 – Summary of Technical Approach)

As in the past, this analysis will include use of the Version 2.3 travel demand model with the 3722 TAZ area system. Changes include the use of updated Cooperative Forecasts, Round 8.2, and the use of the MOVES emissions model.

In addition to the elements below, explicit inputs include: a summary list of major policy and technical input assumptions, shown as Attachment A; and all transportation network elements which will be finalized at the February 20, 2013 TPB meeting.

**TABLE 1 – Summary of Technical Approach**

	<b>Ozone</b>	<b>Wintertime CO</b>	<b>PM<sub>2.5</sub></b>
<b>Pollutant:</b>	VOC, NO <sub>x</sub>	CO	Direct particles, Precursor NO <sub>x</sub>
<b>Mobile Model:</b> <b>NEW!</b>	MOVES 2010a	MOVES 2010a	MOVES 2010a
<b>Conformity Test:</b>	<u>Budget Test:</u> Using mobile budgets most recently approved by EPA. 2008 RFP budgets found adequate in September 2009; or 2009 attainment or 2010 contingency budgets expected to be approved by EPA in January 2013. All budgets were set using Mobile6 emissions model and submitted to EPA in 2007.	<u>Budget Test:</u> Using mobile budgets established with the Wintertime CO maintenance plan. All budgets set using Mobile6 emissions model and submitted to EPA in 2007.	<u>Reductions From Base (2002 inventory) Test &amp; Budget Test:</u> With no approved budgets, reduction from base test will be needed; if EPA approves the PM maintenance plan budgets, those budgets must be used.
<b>Emissions Analysis Time-frame:</b>	Daily	Daily	Annual
<b>Vehicle Fleet Data:</b>	2011 vehicle registration data for all jurisdictions		
<b>Geography:</b>	8-hour ozone non-attainment area	DC, Arl., Alex., Mont., Pr. Geo.	8-hr. area less Calvert County
<b>Network Inputs:</b>	Regionally significant projects		
<b>Land Activity:</b>	<b>NEW!</b> Round 8.2		
<b>Modeled Area:</b>	3722 TAZ SYSTEM		
<b>Travel Demand Model:</b>	Version 2.3		

### **III. CONSULTATION**

1. Execute TPB consultation procedures (as outlined in the consultation procedures report adopted by the TPB on May 20, 1998).
2. Participate in meetings of MWAQC, its Technical Advisory Committee and its Conformity Subcommittee to discuss the scope of work activities, TERM development process, and other elements as needed; discuss at TPB meetings or forums, as needed, the following milestones:
  - CLRP & TIP Call for Projects
  - Scope of work
  - TERM proposals
  - Project submissions: documentation and comments
  - Analysis of TERMS, list of mitigation measures
  - Conformity assessment: documentation and comments
  - Process: comments and responses

### **IV. WORK TASKS**

1. Receive project inputs from programming agencies and organize into conformity documentation listings (endorsement of financially constrained project submissions scheduled for February 20, 2013)
  - Project type, limits, NEPA approval, etc.
  - Phasing with respect to forecast years
  - Transit operating parameters, e.g. schedules, service, fares
  - Action scenarios
2. Review and Update Land Activity files to reflect Round 8.2 Cooperative Forecasts
  - Households by auto ownership, population and employment
  - Zonal data files
3. Prepare forecast year highway, HOV, and transit networks
  - Develop 2015, 2017, 2020, 2025, 2030, & 2040 highway networks
  - Prepare 2015, 2017, 2020, 2025, 2030, & 2040 transit network input files
  - Update transit fares and highway tolls, as necessary
4. Prepare 2015 travel and emissions estimates
  - Execute travel demand modeling
  - Calculate emissions (daily for ozone season VOC and NO<sub>x</sub> for ozone standard requirements; daily for winter CO; yearly for PM<sub>2.5</sub> direct particles and precursor NO<sub>x</sub>)
5. Prepare 2017 travel and emissions estimates
  - Tasks as in year 2015 analysis

6. Prepare 2025 travel and emissions estimates
  - Tasks as in year 2017 analysis
  - Apply “transit constraint” using 2020 levels
7. Prepare 2030 travel and emissions estimates
  - Tasks as in year 2025 analysis, including transit constraint
8. Prepare 2040 travel and emissions estimates
  - Tasks as in year 2030 analysis, including transit constraint
9. Prepare 2020 travel estimates for transit constraint
10. VDOT Dulles Access Alternative
  - Modify 2025, 2030, 2040 highway networks
  - Execute travel demand modeling for 2025, 2030, 2040
  - Calculate emissions for 2025, 2030, 2040
11. Identify extent to which plan provides for expeditious implementation of TCMs contained in ozone state implementation plans and emissions mitigation requirements of previous CLRP & TIP commitments (TERMs)
  - Staff will request updated status reports on TERMS from the implementing agencies
  - Staff will review these reports as they are received and update the TERM tracking sheet that was included in the December 19, 2012 air quality conformity report
  - The status reports and the updated TERM tracking sheet will be included in the air quality conformity report.
12. Analyze results of above technical analysis
  - Reductions from 1990 (ozone season VOC and NO<sub>x</sub> and winter CO) and 2002 base (PM<sub>2.5</sub>)
  - 8-hour ozone season VOC and NO<sub>x</sub> budgets, direct PM<sub>2.5</sub> and precursor NO<sub>x</sub> budgets, and winter CO emissions budgets
  - With oversight from the Technical Committee and the TPB, identify and recommend additional measures should the plan or program fail any test and incorporate measures into the plan
13. Assess conformity and document results in a report
  - Document methods
  - Draft conformity report
  - Forward to technical committees, policy committees
  - Make available for public and interagency consultation
  - Receive comments
  - Address comments and present to TPB for action
  - Finalize report and forward to FHWA, FTA and EPA

## V. SCHEDULE

The schedule for the execution of these work activities is shown in Exhibit 2. The time line shows completion of the analytical tasks, preparation of a draft report, public and interagency review, response to comments and action by the TPB on July 17, 2013.

### Exhibit 1

#### Conformity Criteria

---

---

#### All Actions at all times:

Sec. 93.110	Latest planning assumptions.
Sec. 93.111	Latest emissions model.
Sec. 93.112	Consultation.

#### Transportation Plan:

Sec. 93.113(b)	TCMs.
Sec. 93.118 and/or	Emissions budget and /or Interim
Sec. 93.119	emissions.

#### TIP:

Sec. 93.113(c)	TCMs.
Sec. 93.118 and/or	Emissions budget and /or Interim
Sec. 93.119	emissions.

#### Project (From a Conforming Plan and TIP):

Sec. 93.114	Currently conforming plan and TIP.
Sec. 93.115	Project from a conforming plan and TIP.
Sec. 93.116	CO, PM <sub>10</sub> , and PM <sub>2.5</sub> hot spots.
Sec. 93.117	PM <sub>10</sub> and PM <sub>2.5</sub> control measures.

#### Project (Not From a Conforming Plan and TIP):

Sec. 93.113(d)	TCMs.
Sec. 93.114	Currently conforming plan and TIP.
Sec. 93.116	CO, PM <sub>10</sub> , and PM <sub>2.5</sub> hot spots.
Sec. 93.117	PM <sub>10</sub> and PM <sub>2.5</sub> control measures.
Sec. 93.118 and/or	Emissions budget and/or Interim
Sec. 93.119	emissions

---

#### **Sec. 93.110 Criteria and procedures: Latest planning assumptions.**

The conformity determination must be based upon the most recent planning assumptions in force at the time of the conformity determination.

**Sec. 93.111 Criteria and procedures: Latest emissions model.**

The conformity determination must be based on the latest emission estimation model available.

**Sec. 93.112 Criteria and procedures: Consultation.**

Conformity must be determined according to the consultation procedures in this subpart and in the applicable implementation plan, and according to the public involvement procedures established in compliance with 23 CFR part 450.

**Sec. 93.113 Criteria and procedures: Timely implementation of TCMs.**

The transportation plan, TIP, or any FHWA/FTA project which is not from a conforming plan and TIP must provide for the timely implementation of TCMs from the applicable implementation plan.

**Sec. 93.114 Criteria and procedures: Currently conforming transportation plan and TIP.**

There must be a currently conforming transportation plan and currently conforming TIP at the time of project approval.

**Sec. 93.115 Criteria and procedures: Projects from a plan and TIP.**

The project must come from a conforming plan and program.

**Sec. 93.116 Criteria and procedures: Localized CO, PM<sub>10</sub>, and PM<sub>2.5</sub> violations (hot spots).**

The FHWA/FTA project must not cause or contribute to any new localized CO, PM<sub>10</sub>, and/or PM<sub>2.5</sub> violations or increase the frequency or severity of any existing CO, PM<sub>10</sub>, and /or PM<sub>2.5</sub> violations in CO, PM<sub>10</sub>, and PM<sub>2.5</sub> nonattainment and maintenance areas.

**Sec. 93.117 Criteria and procedures: Compliance with PM<sub>10</sub> and PM<sub>2.5</sub> control measures.**

The FHWA/FTA project must comply with PM<sub>10</sub> and PM<sub>2.5</sub> control measures in the applicable implementation plan.

**Sec. 93.118 Criteria and procedures: Motor vehicle emissions budget**

The transportation plan, TIP, and projects must be consistent with the motor vehicle emissions budget(s).

**Sec. 93.119 Criteria and procedures: Interim emissions in areas without motor vehicle budgets**

The FHWA/FTA project must satisfy the interim emissions test(s).

**NOTE:** See EPA's conformity regulations for the full text associated with each section's requirements.





## Schedule for the 2013 Financially Constrained Long-Range Transportation Plan (CLRP) and the FY2013-2018 Transportation Improvement Program (TIP)

*September 19, 2012	TPB is Briefed on Draft Call for Projects
*October 17, 2012	TPB Releases Final Call for Projects - Transportation Agencies Begin Submitting Project Information through On-Line Database
December 14, 2012	<b><u>DEADLINE:</u></b> Transportation Agencies Complete On-Line Submission of Draft Project Inputs.
January 11, 2013	Technical Committee Reviews Draft CLRP & TIP Project Submissions and Draft Scope of Work for the Air Quality Conformity Assessment
January 17, 2013	CLRP & TIP Project Submissions and Draft Scope of Work Released for Public Comment
*January 23, 2013	TPB is Briefed on Project Submissions and Draft Scope of Work
February 16, 2013	Public Comment Period Ends
*February 20, 2013	TPB Reviews Public Comments and is asked to Approve Project Submissions and Draft Scope of Work
May 3, 2013	<b><u>DEADLINE:</u></b> Transportation Agencies Finalize Congestion Management Documentation Forms (where needed) and CLRP & TIP Forms <sup>1</sup> . (Submissions must not impact conformity inputs; note that the deadline for changes affecting conformity inputs was February 20, 2013).
June 13, 2013	Draft CLRP & TIP and Conformity Assessment Released for Public Comment at Citizens Advisory Committee (CAC)
*June 19, 2013	TPB Briefed on the Draft CLRP & TIP and Conformity Assessment
July 13, 2013	Public Comment Period Ends
*July 17, 2013	TPB Reviews Public Comments and Responses to Comments, and is Presented the Draft CLRP & TIP and Conformity Assessment for Adoption
*TPB Meeting	

---

<sup>1</sup> By this date, the CLRP forms must include information on the Planning Factors, Environmental Mitigation, Congestion Management Information, and Intelligent Transportation Systems; separate Congestion Management Documentation Forms (where needed) must also be finalized.



## **WORK SCOPE ATTACHMENT A**

### **POLICY AND TECHNICAL INPUT ASSUMPTIONS AIR QUALITY CONFORMITY ANALYSIS OF 2011 CLR**

#### 1. Land Activity

- Round 8.2 Cooperative Forecasts

#### 2. Policy and Project Inputs

- Highway, HOV, and transit projects and operating parameters
- Financially constrained project submissions to be advanced by the TPB on 2/20/2013

#### 3. Travel Demand Modeling Methods

- Version 2.3 Travel Model
- All HOV facilities at HOV-3 in 2020 & beyond
- Transit “capacity constraint” procedures (2020 constrains later years)

#### 4. Emissions Model and Inputs

- MOVES2010a emissions model
- 2011 Vehicle Registration Data (VIN)

#### 5. Conformity Assessment Criteria

- Emissions budgets for ozone precursors, PM<sub>2.5</sub> pollutants, and wintertime CO
- Analysis years: 2015, 2017, 2025, 2030, & 2040

**ITEM 9 - Action**  
February 20, 2013

Approval of an Amendment to the FY 2013 Unified Planning Work Program (UPWP) to Facilitate the Implementation of the New Section 5310 Enhanced Mobility Program under MAP-21 in the Washington Region

**Staff**

**Recommendation:** Adopt Resolution R9-2013 to amend the FY 2013 UPWP to facilitate and coordinate the implementation of the New Section 5310 Enhanced Mobility Program under MAP-21 in the Washington Region.

**Issues:** None

**Background:** At the December meeting, the Board was briefed on how the new Section 5310 program under MAP-21 changed the three former FTA programs: Job Access and Reverse Commute, New Freedom, and Elderly and Disabled, and on potential designated recipient(s) for this program in the Washington DC-VA-MD Urbanized Area. The Board will be briefed on discussions with the District of Columbia Department of Transportation (DDOT), the Maryland Transit Administration (MTA), and the Virginia Department of Rail and Public Transportation (DRPT) on the designation of a recipient to establish the new program in the Washington Region.

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

**RESOLUTION TO AMEND THE FY 2013 UNIFIED PLANNING WORK PROGRAM  
(UPWP) TO PROVIDE SUPPORT FOR THE IMPLEMENTAION OF THE NEW  
SECTION 5310 ENANGED MOBILITY PROGRAM UNDER MAP-21**

**WHEREAS**, the Joint Planning Regulations issued in February 2007 by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) require a Unified Planning Work Program for Transportation Planning (UPWP); and

**WHEREAS**, the UPWP is required as a basis and condition for all funding assistance for transportation planning to state, local, and regional agencies by the FHWA and FTA; and

**WHEREAS**, the FY 2013 UPWP for the Washington Metropolitan Area was approved by the TPB on March 21, 2012; and

**WHEREAS**, the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP- 21) Act, which became effective October 1, 2012, established the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program to fund programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services; and

**WHEREAS**, the new Section 5310 Enhanced Mobility program provides an apportionment to the Washington DC-MC-MD Urbanized area and MAP-21 requires that a new 5310 Designated Recipient be established to implement the program; and

**WHEREAS**, on October 10, 2012, the Federal Transit Administration (FTA) issued guidance asking that MPOs in large urbanized areas initiate the process for designating a new 5310 Designated Recipient as soon as possible because funds cannot be awarded until this designation occurs; and

**WHEREAS**, beginning in October 2012, the chair of the TPB Human Service Transportation Coordination Task Force and TPB staff have facilitated discussions with staff of the District of Columbia Department of Transportation (DDOT), the Maryland Transit Administration (MTA), and the Virginia Department of Rail and Public Transportation (DRPT) on the designation of a recipient to establish the new program in the Washington Region; and

**WHEREAS**, the work statement for the activity 2.G Human Service Transportation Coordination has been revised to include TPB staff support to facilitate and coordinate the implementation of the new 5310 Enhanced Mobility Program with DDOT, MTA, and DRPT, as described in the attached materials;

**NOW, THEREFORE, BE IT RESOLVED THAT** the NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD amends the FY 2013 UPWP to include the revised work statement for the activity 2.G Human Service Transportation Coordination to include TPB staff support to facilitate and coordinate the implementation of the new 5310 Enhanced Mobility Program with DDOT, MTA, and DRPT, as described in the attached materials.

**From FY 2013 UPWP page 48 New text in bold**

G. HUMAN SERVICE TRANSPORTATION COORDINATION

In 2009 the TPB adopted an Update to the Coordinated Human Service Transportation Plan for the National Capital Region ("Coordinated Plan"). A Coordinated Plan is required under the final USDOT planning regulations to guide funding decisions for the following three Federal Transit Administration (FTA) programs: 1) Formula Program for Elderly Persons and Persons with Disabilities (Section 5310); 2) Job Access and Reverse Commute for Low Income Individuals (JARC, Section 5316); and 3) New Freedom Program for Persons with Disabilities (Section 5317). The Coordinated Plan describes existing transportation services, unmet transportation needs, strategies to address those needs and priorities for implementation to better serve persons with disabilities, those with limited incomes and older adults. The Coordinated Plan also establishes selection criteria for the competitive selection of JARC and New Freedom projects. The final regulations also require that the CLRP and TIP shall consider the design and delivery of non-emergency transportation services. The TPB became the designated recipient of the FTA's JARC and New Freedom programs in 2006 for the Washington DC-VA-MD Urbanized Area; each program provides approximately \$1 million in Federal funds annually to the Washington region. The goals of these programs are to improve transportation services for low-income individuals and people with disabilities.

The TPB established the Human Service Transportation Coordination Task Force ("Task Force") to develop and help implement the Coordinated Plan which must guide annual JARC and New Freedom project selections. The Task Force is comprised of human service and transportation agency representatives from each TPB jurisdiction as well as consumers and private providers. Each year, the Task Force establishes priorities for the annual solicitations and assists with outreach.

Proposed work activities include:

Support the activities of the TPB Human Service Transportation Coordination Task Force which will oversee the following work activities;

- Review and implement the recommendations from the report "Assessment of Job Access Reverse Commute (JARC) and New Freedom Programs in the National Capital Region", conducted by Nelson/Nygaard Consulting Associations, Inc., January 2012;
- Develop priority projects in preparation for the 2014 solicitation for JARC and New Freedom grants and identify potential project sponsors;
- **Provide staff support to facilitate and coordinate with DDOT, MTA, and DRPT the implementation of the new 5310 Enhanced Mobility Program for the Washington DC-VA-MD Urbanized Area under MAP-21;**

- Coordinate special meetings on issues such as Medicaid transportation, low-income transportation needs or MetroAccess as requested; and
- Coordinate the activities of the coordination task force with the TPB Access For All Advisory Committee and the Private Providers Task Force.

Oversight: Transportation Planning Board

Cost Estimate: \$114,800

Products: Potential project priorities in preparation for the 2014 JARC and New Freedom Solicitation

Schedule: June 2013

# National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202 TDD: (202) 962-3213

## MEMORANDUM

TO: TPB Technical Committee

FROM: Wendy Klancher, Principal Transportation Planner

SUBJECT: Implementation of MAP-21's Section 5310 Enhanced Mobility Program and Amendment to the FY2013 Unified Planning Work Program (UPWP)

DATE: February 14, 2013

---

At the December TPB meeting, the Board was briefed on how MAP-21 combined the New Freedom and Section 5310 Elderly and Disabled programs to create the new Section 5310 Enhanced Mobility program. The Board was also briefed in December on the TPB staff proposal for a joint designated recipient arrangement for this new program between the Metropolitan Washington Council of Governments (COG), as the administrative agent for the TPB, the D.C. Department of Transportation (DDOT), the Maryland Transit Administration (MTA), and the Virginia Department of Rail and Public Transportation (DRPT) in the Washington DC-VA-MD Urbanized Area.

This memorandum provides background information on the MAP-21 changes, and the TPB role under SAFETEA-LU with the Job Access and Reverse Commute (JARC) and New Freedom programs, and then describes the discussions underway on the designated recipient for the MAP-21 Enhanced Mobility program. FTA interim guidance asked that metropolitan planning organizations (MPOs), like the TPB, initiate the process for designating a recipient for the new Enhanced Mobility Program in large urbanized areas. MAP-21 requires that all large urbanized areas designate a recipient for the new program. The TPB will be asked at the February 20, 2013 meeting to amend the FY 2013 UPWP to include TPB staff support to facilitate program implementation.

### Overview

COG/TPB has served as the designated since 2006 for two SAFETEA-LU Federal Transit Administration (FTA) programs: 1) Job Access and Reverse Commute (JARC), which provided funding for low-income workers to reach employment and employment training activities; and 2) New Freedom, which funded transportation services for persons with disabilities. As the designated recipient, COG/TPB has conducted six project solicitations and selections, and provided grant administration and oversight for over 50 JARC and New Freedom grants totaling over \$20 million.

On July 6, 2012 a new two-year transportation authorization, entitled Moving Ahead for Progress in the 21st Century (MAP-21), was signed into law. MAP-21 made significant changes to the JARC and New Freedom programs: it eliminated the JARC program and consolidated the New Freedom and the Section 5310 Elderly and Individuals with Disabilities Program into a new program "Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities".



## **TPB Role in SAFETEA-LU's Job Access and Reverse Commute (JARC), New Freedom and Section 5310 Programs**

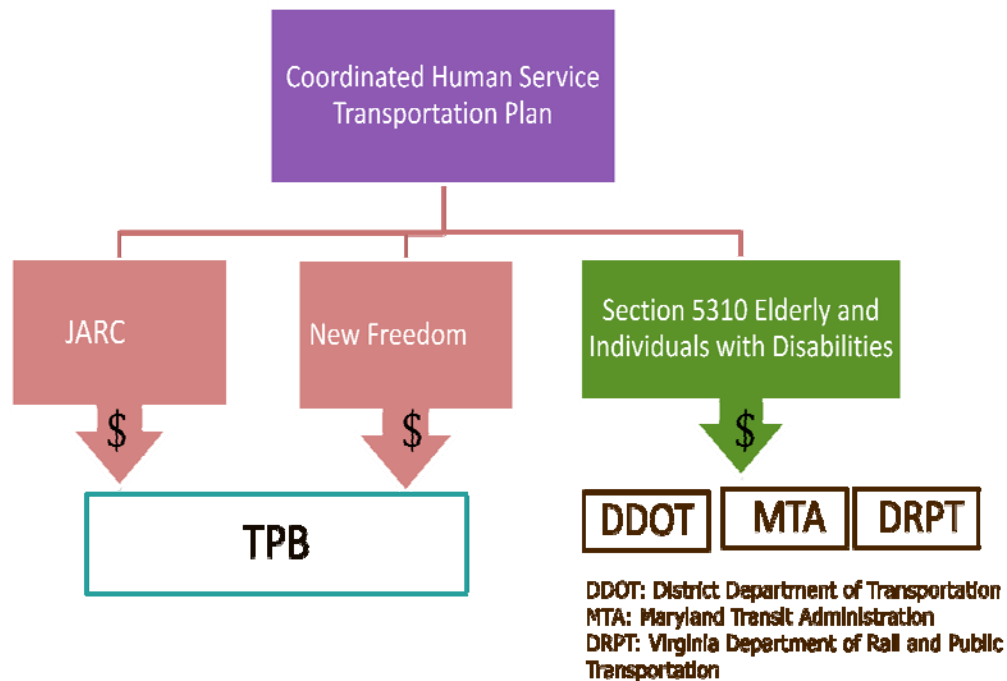
SAFETEA-LU required that projects for JARC, New Freedom and Section 5310 programs be derived from a Coordinated Human Service Transportation Plan ("Coordinated Plan"), as illustrated in Figure 1 below. Figure 1 also shows that under SAFETEA-LU, COG, as the administrative agent for the TPB, served as the designated recipient for JARC and New Freedom for the Washington DC-VA-MD Urbanized Area, while the Section 5310 program was administered on a statewide basis by the D.C. Department of Transportation (DDOT), the Maryland Transit Administration (MTA) and the Virginia Department of Rail and Public Transportation (DRPT). The SAFETEA-LU Section 5310 program was for capital projects only, and was primarily used to provide wheelchair-accessible vehicles to non-profit agencies for transportation for older adults and people with disabilities.

The COG/TPB role under SAFETEA-LU with the JARC and New Freedom programs was to 1) establish a Task Force on human service transportation coordination to develop and update a Coordinated Plan, 2) solicit project proposals and select projects, and 3) administer and provide oversight for the grants as the designated recipient of JARC and New Freedom funds. TPB staff reviewed Section 5310 applications from DDOT, MTA and DRPT for consistency with the Coordinated Plan but had no role in selection, administration and oversight of these projects.

### **Remaining SAFETEA-LU JARC and New Freedom Funds**

COG/TPB will continue to administer the JARC and New Freedom funds under SAFETEA-LU until all of the funds are expended and the grants are closed-out. DDOT, MTA and DRPT will continue to administer remaining SAFETEA-LU funds under the old Section 5310 program. The TPB issued a project solicitation for JARC and New Freedom grant applications on February 4 and applications are due April 17, 2013. It is expected that this will be the TPB's last solicitation under SAFETEA-LU and that all of the remaining JARC and New Freedom federal funds in the Washington DC-MD-VA Urbanized Area will be spent: \$1.3 million in JARC and \$725,000 in New Freedom. Matching funds are required for each grant: 50 percent for operating projects and 20 percent for capital or mobility management projects. FTA defines mobility management projects as short-range planning and other activities for improved coordination. For more information on the solicitation, see [www.tpbcoordination.org](http://www.tpbcoordination.org).

**Figure 1: SAFETEA-LU's Job Access and Reverse Commute (JARC), New Freedom and Section 5310 Programs**



### Changes under MAP-21

As Figure 2 illustrates, MAP-21 eliminated the JARC program and consolidated the New Freedom and Section 5310 into a new program called the “Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program”. Job access and reverse commute activities are now an eligible expense under the Federal Transit Administration’s Section 5307 Urbanized Area Formula Program. Figure 2 also illustrates that MAP-21 retains the requirement for a Coordinated Human Service Transportation Plan, which must be used to guide funding decisions for the new Section 5310 Enhanced Mobility program.

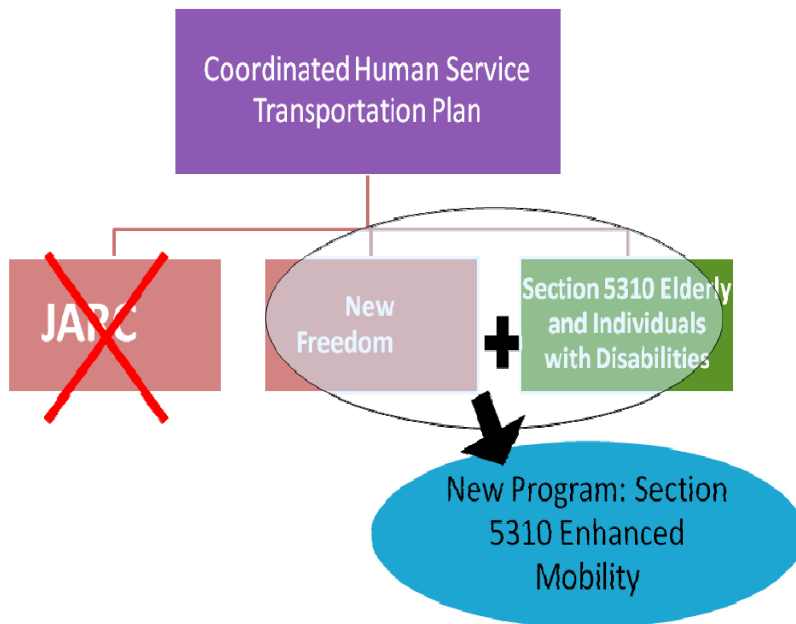
The new Enhanced Mobility program “is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.”<sup>1</sup> Eligible activities are similar to the New Freedom program, and include capital and operating projects such as wheelchair-accessible vehicles, taxi vouchers, travel training on how to use fixed-route transit, and volunteer driver programs. A key new requirement is that MAP-21 requires at least 55 percent of the new Section 5310 Enhanced Mobility program be spent on capital projects, such as the wheelchair-accessible vehicles. As with SAFETEA-LU, operating projects require a 50 percent match, and capital and mobility management

<sup>1</sup> US Department of Transportation. Federal Transit Administration (FTA) Fact Sheet. Enhanced Mobility of Seniors And Individuals With Disabilities Section 5310.

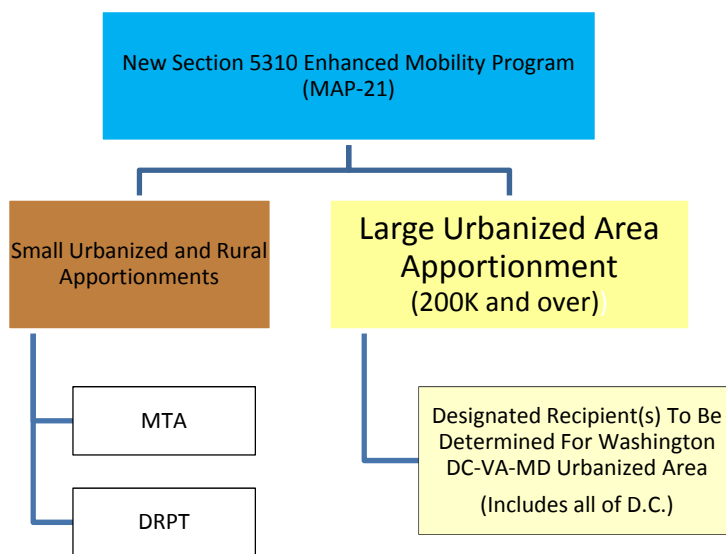
projects require a 20 percent match. FTA defines mobility management projects as short-range planning and other activities or improved access to existing transportation (such as travel training).

The old Section 5310 program under SAFETEA-LU provided a single apportionment to the state. As shown in Figure 3, the new Section 5310 Enhanced Mobility program under MAP-21 provides an apportionment to the Washington DC-VA-MD Urbanized Area, as well as to Maryland (MTA) and Virginia (DRPT) for rural and small urbanized areas. Figure 5 shows the 2010 Census Washington DC-VA-MD Urbanized Area.

**Figure 2: MAP-21's Changes: Consolidation of the Section 5310 and New Freedom Programs**



**Figure 3: Flow of Funds for New MAP-21 Section 5310 Enhanced Mobility Program**



## **FTA Interim Guidance**

On October 10, 2012, the Federal Transit Administration (FTA) issued interim guidance on MAP-21 requiring that large urbanized areas designate recipient(s) for the new Section 5310 Enhanced Mobility program. In the guidance, "FTA asks that in the large urbanized areas, the MPO initiate the process for designating a 5310 Designated Recipient as soon as possible. Furthermore, large urbanized areas must designate a recipient of the new Enhanced Mobility program. Funds cannot be awarded until this designation is on file with the FTA Regional office.

The Washington DC-VA-MD Urbanized Area is expected to receive \$2.6 million in FY2013 for the new Section 5310 Enhanced Mobility program. The interim guidance reiterates that at least 55 percent of those funds must be spent on capital projects. FTA allows mobility management projects, such as short-range planning and other activities for improved coordination, to be funded at the 80 percent capital level. FTA has stated that mobility management projects can count towards the 55 percent threshold. The TPB has funded mobility management projects such as travel training and the regional information clearinghouse on specialized transportation, Reach a Ride.

## **Discussions Underway on TPB Staff Proposal for Implementation of the Enhanced Mobility Program**

Starting in October 2012, TPB member Patrick Wojahn, as chair of the Human Service Transportation Coordination Task Force, and TPB staff facilitated discussions on the designated recipient the D.C. Department of Transportation (DDOT), the Maryland Transit Administration (MTA), the Virginia Department of Rail and Public Transportation (DRPT), and WMATA.

The TPB staff has proposed a joint designated recipient arrangement between the COG/TPB, DDOT, MTA and DRPT. The TPB would develop the Coordinated Plan and conduct the solicitation and selection process, and DDOT, MTA and DRPT would receive the Enhanced Mobility program funds directly from FTA and administer the projects in their jurisdictions. There is precedent for this arrangement: both Atlanta and Seattle have joint designated recipients for JARC and New Freedom.

The Human Service Transportation Coordination Task Force has discussed the proposal at the November, December 2012, and February 2013 meetings. The Technical Committee was briefed at its November, December 2012 and February 2013 meetings, and the TPB was briefed at its November and December 2012 meetings. The goal of this arrangement is to make the application process for current and future applicants as simple and seamless as possible so that these applicants can continue to provide critical transportation support to older adults and persons with disabilities.

On January 24, 2013, Patrick Wojahn, Chair of the TPB Human Service Transportation Coordination Task Force, and TPB staff facilitated a meeting with representatives of DDOT, MTA, DRPT and WMATA to discuss the joint designated recipient for the new Enhanced Mobility program. At the meeting, a TPB staff draft of a memorandum of understanding (MOU) outlining roles and responsibilities of each agency under a joint designated recipient arrangement was presented. FTA Region III General Counsel has approved the option of a joint designated recipient arrangement.

The draft MOU and the possibility of other grant administration options are under discussion by TPB staff, DDOT, DRPT and MTA.

As stated earlier, MAP-21 requires that in Large Urbanized Areas, a designated recipient be named for the new Enhanced Mobility Program. In the Washington DC-VA-MD Urbanized Area, this requires that the Mayor of D.C., the Governor of Maryland and the Governor of Virginia designate the recipient. Furthermore, FTA's interim guidance on MAP-21 states that until a designated recipient in Large Urbanized Areas is on file with the FTA, no Enhanced Mobility funding can be spent.

### **Roles and Responsibilities under the TPB Staff Proposal for a Joint Designated Recipient**

FTA's interim guidance indicates that the responsibilities for Designated Recipients are 1. Project solicitation; 2. Developing project selection processes; 4. Determining project eligibility; 4. Developing the program of projects for submission to the FTA; and 5. Ensuring that all subrecipients comply with Federal requirements<sup>2</sup>. Under the TPB staff proposal, COG/TPB would be responsible for items 1 and 2 above, and DDOT, MTA and DRPT would be responsible for 3, 4 and 5 for projects within their jurisdiction.

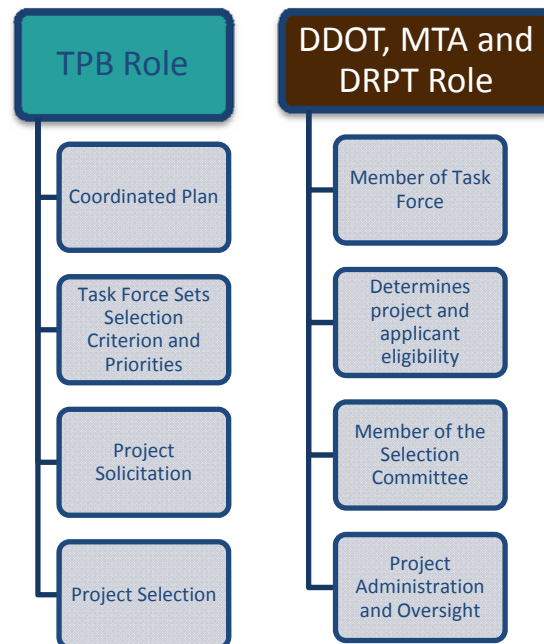
More specific roles and responsibilities under the TPB staff proposal for a joint designated recipient are as follows and are summarized in Figure 4:

- The TPB would continue to be responsible for the Coordinated Human Service Transportation Plan, with project selection criteria, and for convening the Human Service Transportation Coordination Task Force.
- DDOT, MTA and DRPT would continue to serve as members on the Task Force.
- The TPB would be responsible for project solicitation and selection with input from DDOT, MTA and DRPT.
- DDOT, MTA and DRPT would review applications prior to the Selection Committee receiving them, and serve on the selection committee with a panel of human service transportation coordination experts.
- After a final review by DDOT, MTA and DRPT, the TPB would approve the project recommendations.
- DDOT, MTA and DRPT would receive funds directly from FTA and be responsible for the implementation and administration of the projects in their jurisdictions.
- Multi-state or regional projects would be administered either by WMATA or by DDOT, MTA or DRPT agreeing to be the project administrator.

---

<sup>2</sup> Ibid.

**Figure 4: Summary of Proposed Agency Roles Under a Joint Designated Recipient for MAP-21's Enhanced Mobility Program**

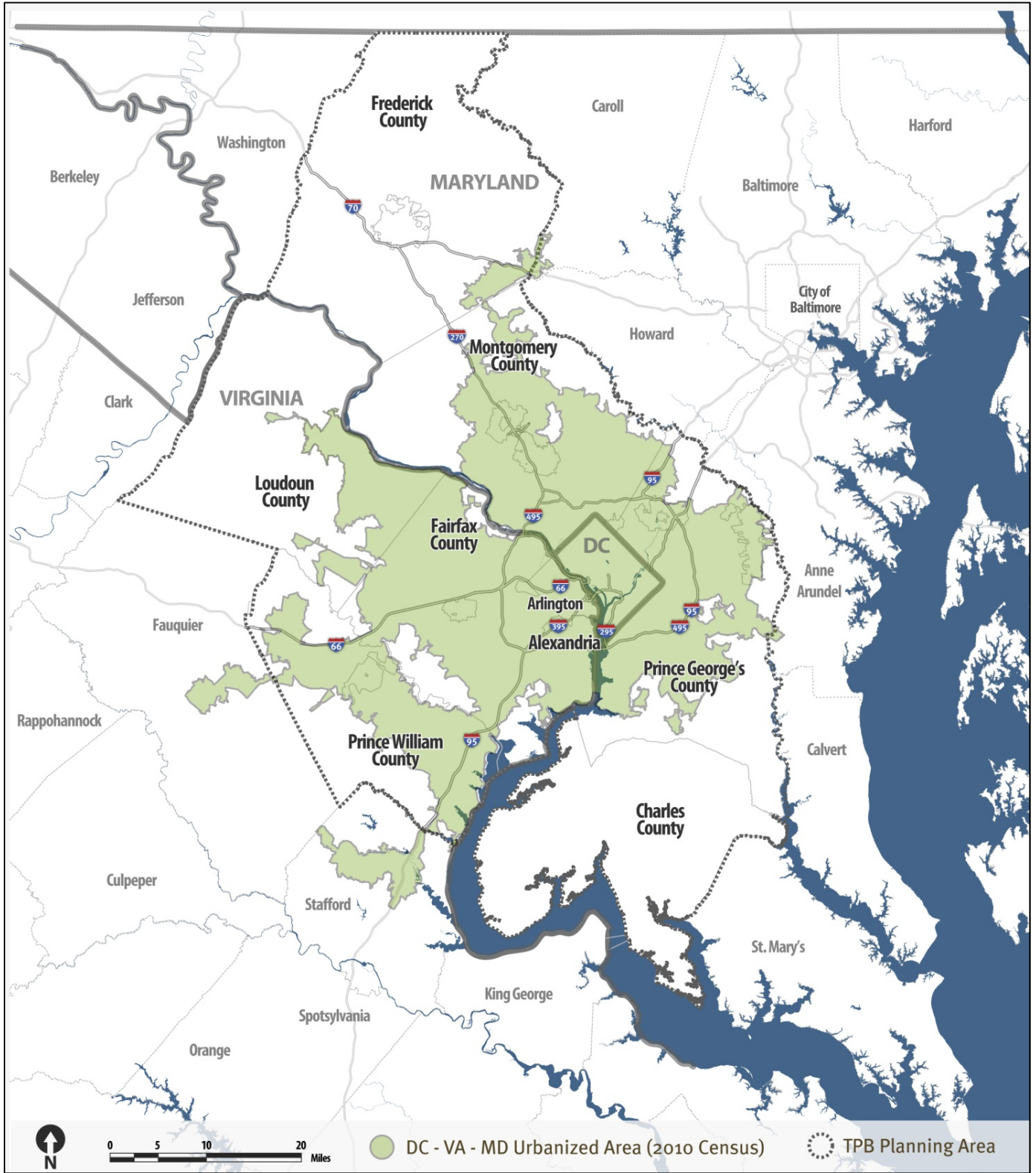


#### **TPB Staff Support Needed and Next Steps**

In order to facilitate the designation of a recipient of the Enhanced Mobility program, the TPB will be asked to amend the FY2013 UPWP Human Service Transportation Services work activity to include staff support to facilitate the implementation of the Enhanced Mobility program. Staff support includes working with DDOT, MTA and DRPT to determine the designated recipient and obtain letters designating the recipient from the Mayor of D.C., the Governor of MD, and the Governor of Virginia. The goal is to have this designation on file with the FTA by May 2013.

The Board will be asked in March or April to adopt a resolution approving the designated recipient and a letter to the Mayor of D.C., the Governor of Maryland and the Governor of Virginia requesting a designation following the DDOT, DRPT and MTA review and comment process.

Figure 5: The 2010 Census Washington DC-VA-MD Urbanized Area



**ITEM 10 - Action**  
February 20, 2013

Approval of an Amendment to the FY 2013 UPWP to Provide Support for the Implementation of the New Transportation Alternatives Program under MAP-21 in the Washington Region

**Staff**

**Recommendation:** Adopt Resolution R10-2013 to amend the FY 2013 UPWP to provide support for the implementation of the new Transportation Alternatives Program under MAP-21 in the Washington Region.

**Issues:** None

**Background:** MAP- 21 established the Transportation Alternatives Program (TAP) to fund small projects considered “alternatives” to traditional highway construction. It combines several formerly stand-alone programs, including Transportation Enhancements, Safe Routes to School, and Recreational Trails. At the December meeting, the Board was briefed on the new program and the potential role of the TPB in the selection of projects under the program. The Board will be briefed on proposed steps to implement the program in the Washington Region, and asked to amend the FY 2013 UPWP to include TPB staff support to facilitate program implementation.



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

**RESOLUTION TO AMEND THE FY 2013 UNIFIED PLANNING WORK PROGRAM  
(UPWP) TO PROVIDE SUPPORT FOR THE IMPLEMENTAION OF THE NEW  
TRANSPORTATION ALTERNATIVES PROGRAM UNDER MAP-21**

**WHEREAS**, the Joint Planning Regulations issued in February 2007 by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) require a Unified Planning Work Program for Transportation Planning (UPWP); and

**WHEREAS**, the UPWP is required as a basis and condition for all funding assistance for transportation planning to state, local, and regional agencies by the FHWA and FTA; and

**WHEREAS**, the FY 2013 UPWP for the Washington Metropolitan Area was approved by the TPB on March 21, 2012; and

**WHEREAS**, the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP- 21) Act which became effective October 1, 2012, established the Transportation Alternatives Program (TAP) to fund small projects considered “alternatives” to traditional highway construction; and

**WHEREAS**, TAP combines three formerly stand-alone programs: Transportation Enhancements, Safe Routes to School, and Recreational Trails; and

**WHEREAS**, a key difference between the TAP and the previous programs is that TPB as a large MPO will be responsible for project selection for the portion of program funds that will be sub-allocated by the states to the Washington region; and

**WHEREAS**, the TAP 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 work statement for the activity 1.H Transportation/Land-Use Connections (TLC) Program has been revised to include TPB staff support to facilitate and coordinate the TAP program implementation with the District of Columbia Department of Transportation (DDOT) Maryland Department of Transportation (MDOT), and Virginia Department of Transportation (VDOT), as described in the attached materials;

**NOW, THEREFORE, BE IT RESOLVED THAT** the NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD amends the FY 2013 UPWP to include the revised work statement for the activity 1.H Transportation/Land-Use Connections (TLC)

Program to include TPB staff support to facilitate and coordinate the TAP program implementation with DDOT, MDOT, and VDOT, as described in the attached materials.

**From FY 2013 UPWP page 38 new in text in bold**

#### H. TRANSPORTATION/LAND USE CONNECTION (TLC) PROGRAM

The TLC Program provides support to local governments in the Metropolitan Washington region as they work to improve transportation/ land use coordination at the community level. Through the program, the TPB provides its jurisdictions with consultant-provided, short-term technical assistance to catalyze or enhance planning efforts. Begun as a pilot in November 2006, the program also provides a clearinghouse to document national best practices, as well as local and state experiences with land use and transportation coordination. By the end of FY2012, 56 TLC technical assistance projects will have been completed. These projects cover a range of subjects, including promoting “complete streets” improvements to ensure pedestrian and bicycle access to transit, identifying transportation and public realm improvements to facilitate transit-oriented development, and offering recommended changes in local government policies on issues such as urban road standards or parking policies.

The following activities are proposed for FY 2013:

- Maintain and update the TLC Regional Clearinghouse and website
- Fund at least four technical assistance planning projects at a level between \$20,000 and \$60,000 each.
- Fund one pilot technical assistance project at up to \$80,000 to complete preliminary engineering and conceptual design work, enabling one previous TLC technical assistance planning project or other member jurisdiction planning project to move towards construction-readiness.
- Develop tools and activities to facilitate regional learning about TLC issues among TPB member jurisdictions through the Regional Peer Exchange Network. Organize at least one regional meeting to facilitate an exchange of information about lessons learned from past TLC projects.
- Identify recommended implementation action steps in each planning project report, such as further study needs, more stakeholder collaboration, suggested land use or local policy changes, and transportation investment opportunities and priorities.
- Provide staff support for TLC Technical Assistance Projects to be conducted as part of the MDOT Technical Assistance Program and for other projects where additional funding is provided by state or local agencies.
- **Provide staff support to facilitate and coordinate the selection process for capital improvement projects using funding sub-allocated to the Washington metropolitan region through the state DOTs from the new MAP-21 Transportation Alternatives Program (TAP).**

Oversight: TPB Technical Committee

Cost Estimate: \$395,000

Products: Updated web-based clearinghouse, technical assistance provided by consultant teams to six localities, and implementation toolkit.

Schedule: Technical assistance: September 2012-June 2013

# National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202 TDD: (202) 962-3213

## MEMORANDUM

TO: Transportation Planning Board  
FROM: John Swanson, Principal Transportation Planner  
SUBJECT: Proposed process for project selection in our region under the new federal Transportation Alternatives Program (TAP)  
DATE: February 14, 2013

In November and December of last year, DTP staff briefed the TPB on a proposed approach for establishing a regional program for project selection using suballocated funding through the new federal Transportation Alternatives Program (TAP). At those meetings, the TPB was largely supportive of the staff's proposed process and approach.

This memo reiterates and refines our proposed process. At the TPB meeting on February 20, staff will seek the board's approval for this approach and will request board approval of an amendment to the TPB's Unified Planning Work Program (UPWP) to authorize the use of staff resources to provide support for the process.

## Background

The Transportation Alternatives Program is a new formula program under MAP-21 that provides funding to projects considered "alternatives" to traditional highway construction. The TAP combines three former federal programs: Transportation Enhancements (TE), Safe Routes to Schools (SRTS), and Recreational Trails (RTP). Eligible recipients include local governments, regional transportation authorities, transit agencies, natural resource or public land agencies, school districts and agencies, and other appropriate local or regional governmental entities. Non-profits are not eligible to be direct recipients of the funds.

One of the key differences between the TAP and the previous programs is that large MPOs will play a new role in project selection for a portion of program funds that will be suballocated to large metropolitan regions. MAP-21 specified that in urbanized areas with populations over 200,000, the metropolitan planning organization "shall select projects carried out within the boundaries of the applicable metropolitan planning area, in consultation with the relevant state."

The allocation and sub-allocation of TAP funding is structured as follows:

- Each state will be allocated a portion of TAP funding based upon the state's proportionate share of FY2009 Transportation Enhancements funding.
- Within each state the Recreational Trails funds will be taken off the top of every state's allocation.
- The remaining TAP funds will be suballocated as follows:
  - 50% will be suballocated to large urbanized areas with populations larger than 200,000. The amount of funding allocated to each of these areas will be proportional to the size of its population. The MPOs in these areas will be responsible for project selection.
  - 50% of funds will suballocated for statewide project selection.

## Establishing the TAP in the National Capital Region

For the National Capital Region, this new program offers an opportunity to fund regional priorities and complement regional planning activities. But the TAP also poses unique challenges related to the three-state makeup of our region.

At the TPB meeting on November 28, Board members broadly agreed with a staff proposal for establishing a regional program. Board members encouraged TPB staff to frame the region's TAP program as 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.

The process for project selection under region's Transportation Alternatives Program would have the following key features:

- **Solicitation** – If possible, applicants will fill out only one application issued by their respective states, making them eligible for project selection for both suballocated and statewide funds. Each of these state applications will include an appendix that specifies the TPB's regional selection criteria and selection process for the suballocated funds. All applicants will also be required to complete a short regional application form that describes how the projects complement regional priorities.

However, if the schedule for implementing the statewide and suballocated funds is not synchronized, the TPB will issue its own solicitation. (Such a separate solicitation is planned in Virginia for FY2014, as described below.)

- **Proposal Screening** – The state DOTs will screen all applications for eligibility and readiness, ensuring that only eligible and implementable projects will be considered in the selection process.
- **Selection Process** –
  - Selection Panel – An impartial regional panel would select projects. This panel will include local- and national-level experts and will be loosely modeled on the established TLC Selection Panel.
  - Regional Selection Criteria – Selection criteria would emphasize principles of the TPB's regional policies, including the following key goals:
    - increasing transportation options for pedestrians, bicyclists and other non-drivers;
    - enhancing walkability and accessibility within regional activity centers;
    - promoting accessibility for people with disabilities and for disadvantaged communities;
    - enhancing safe bike/ped access to schools;
    - providing public involvement opportunities; and
    - demonstrating local commitment to project completion, including verification that projects complement local plans and providing local matches greater than the 20 percent minimum requirement.
  - Rules regarding the use of funds:

- Funds allocated for/through each state (i.e., both the statewide and suballocated funds) will stay within that state.
  - The funds will be used for projects focused on capital expenses, not for projects that are solely planning activities.
  - The program will require a minimum 20% local match.
- **Implementation** -- State transportation agencies will manage project implementation by successful project applicants.

### Agreements and Issues at the State Level

TPB staff have conducted independent discussions with the state DOTs and have reached the following decisions and identified continuing questions.

#### Maryland:

- The TPB will participate in a joint solicitation with MDOT to be issued in March 2013, with project selection occurring by the end of July.
- This solicitation will combine TAP funds for FY2013 and FY2014. Such a combination of funding would ease the transition from previous programs and would permit the program partners additional time to establish the new program.

#### Virginia:

- For FY2013, VDOT has announced that the state's entire TAP allocation (including suballocations to large urbanized areas) will be used for Transportation Enhancements projects that were selected by Commonwealth Transportation Board (CTB) before MAP-21 was signed. FHWA has indicated to VDOT that this approach is acceptable as long as the MPOs in Transportation Management Areas (including the TPB) concur. TPB staff is proposing that the TPB concur with VDOT's approach regarding the FY2013 funds.
- For FY2014, VDOT and the TPB will issue separate solicitations:
  - VDOT has indicated that it will use its statewide FY2014 TAP funds only to fund existing projects, which are considered to be those projects that received Transportation Enhancements funding in past years and need additional funding to bring about completion.
  - The TPB will issue a separate solicitation for the FY2014 TAP funding that will be suballocated to Virginia's portion of the Metropolitan Washington Region. Unlike the VDOT solicitation, the TPB solicitation will permit applications for new projects. The TPB's solicitation for Virginia TAP projects will follow the same schedule as the MDOT solicitation. Even though the solicitations will be conducted separately, the VDOT and TPB staffs will work closely throughout the solicitation and selection processes.

#### District of Columbia:

- Questions regarding the eligibility of potential applicants in D.C. have arisen based upon the District's unique position as an entity which is not a state but is often treated as one. According

to Interim Guidance issued by FHWA on October 22, 2012, state DOTs are not eligible to apply for TAP funds, although local governments, including local DOTs, are eligible. The TPB currently plans to issue a solicitation for projects in D.C. at the same time that the solicitation is released for Maryland and Virginia projects, with the assumption that the District of Columbia, including DDOT, should be considered a local government and thus, District agencies are eligible to apply for TAP funds. DDOT and TPB staff have contacted FHWA to seek guidance regarding this matter.

## Schedule

TPB staff has proposed the following schedule for conducting project selection this year:

- March 1, 2013: Issue project solicitations for Maryland, Virginia and the District of Columbia. For Maryland, a joint solicitation with MDOT will be issued for all both statewide and sub-allocated TAP funding. For Northern Virginia, the TPB will also open the solicitation just for Northern Virginia applications seeking funding suballocated to our region. We are also currently planning to solicit applications for the District of Columbia at this time, although this date may be contingent upon the clarification of questions regarding the eligibility of applicants.
- Late March: Host application workshops (or perhaps a single workshop) for regional TAP applicants. State DOTs staff will be included in these events.
- May 15, 2013: Application deadline. All Maryland applications will be submitted directly to MDOT, following MDOT submittal procedures. All Virginia and D.C. applications will be submitted directly to TPB staff. TPB staff will forward Virginia and D.C. applications to the state DOTs to review eligibility and readiness.
- June 2013: TPB staff will convene a TAP Selection Panel to review the applications and recommend projects for funding. State DOT representatives will be included in the selection panel.
- July 2013: TPB staff will finalize project recommendations and submit to the state DOTs for final review.
- September 18, 2013: The TPB will approve the slate of TAP projects using funding suballocated to the region.

This schedule is structured to allow time for coordination with state DOTs. TPB staff will work collaboratively with state DOT staff throughout the project selection process, but particularly during application review. Open staff communication will ensure that only projects that are eligible and ready for implementation are reviewed by the selection panels and recommended for funding. Ideally, the TPB will work with DDOT to conduct a solicitation for District of Columbia projects concurrent with the Maryland and Virginia solicitations.



It is the goal of TPB staff to establish a single, cohesive solicitation for regional TAP funding. While projects will be selected for funding through three separate TAP funding allocations, the regional TAP Selection Panel will review all projects with regional goals in mind.

### **Staffing and UPWP Action**

While MAP-21 calls upon large MPOs such as the TPB to conduct project selection for suballocated TAP funding, the legislation did not provide any funding for administering these activities. TPB staff is proposing that these activities be supported with funding in the Transportation/Land-Use (TLC) Program, which was previously reserved for TLC website development and overall administrative support. The use of such funding to support TAP activities is wholly consistent with the spirit of the TLC Program.

At the TPB meeting on February 20, 2013, staff will seek an amendment to the current Unified Planning Work Program (FY13 UPWP) to explicitly authorize the use of TLC funds to support TAP activities.

## **ITEM 11 - Information**

February 20, 2013

### Briefing on MAP-21 Requirements for Performance Based Planning and Programming

#### **Staff**

**Recommendation:** Receive briefing on the performance-based approach for planning and programming using performance measures and targets, on USDOT activities to establish performance measures, and on anticipated TPB responsibilities in establishing performance targets.

**Issues:** None

**Background:** MAP-21 calls for MPOs, state DOTs and public transportation providers to establish and use a performance-based approach to transportation decision making to support national goals. It calls for USDOT to establish performance measures related to national goals for planning processes and for state DOTs, public transportation providers and MPOs to coordinate and establish performance targets.

The following portions of text from the recently enacted transportation legislation, “Moving Ahead for Progress in the 21<sup>st</sup> Century Act” or “MAP-21”, have been selected for reference in today’s discussion on the requirements for performance-based planning and programming.

	Page
I. TITLE 23 – HIGHWAYS	
a. Sec. 1203. National Goals and Performance Management Measures	2
II. TITLE 49, CHAPTER 53 – PUBLIC TRANSPORTATION	5
a. Sec. 5301. Policies and Purposes	5
b. Sec. 5326. Transit Asset Management	5
c. Sec. 5329. Public Transportation Safety Program	6
III. Sec. 1201 Metropolitan Transportation Planning	8
a. (a) Policy	8
b. (h) Scope of Planning Process	8
c. (i) Development of Transportation Plan	10
i. (1) Requirements	10
ii. (2) Transportation Plan	11
iii. (4) Optional Scenario Development	12
d. (j) Metropolitan TIP	12
e. (l) Report on Performance-Based Planning Process	14
IV. Sec. 1113 Congestion Mitigation and Air Quality Improvement Program	15
a. (c) Special Rules	15
i. (k) Priority for Use of Funds in PM2.5 Areas	15
ii. (l) Performance Plan	16
iii. (m) Operating Assistance	16
V. Accountability for Achievement of Performance Targets	17
a. Sec. 1106. National Highway Performance Program	17
b. Sec. 1112. Highway Safety Improvement Program	18
c. Sec. 1201. Metropolitan Transportation Planning	20

**I. TITLE 23 – HIGHWAYS**

a. SEC. 1203. NATIONAL GOALS AND PERFORMANCE MANAGEMENT MEASURES.

(a) IN GENERAL.—Section 150 of title 23, United States Code, is amended to read as follows:

§ 150. National goals and performance management measures

(a) DECLARATION OF POLICY.—Performance management will transform the Federal-aid highway program and provide a means to the most efficient investment of Federal transportation funds by refocusing on national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decisionmaking through performance-based planning and programming.

(b) NATIONAL GOALS.—It is in the interest of the United States to focus the Federal-aid highway program on the following national goals:

(1) SAFETY.—To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

(2) INFRASTRUCTURE CONDITION.—To maintain the highway infrastructure asset system in a state of good repair.

(3) CONGESTION REDUCTION.—To achieve a significant reduction in congestion on the National Highway System.

(4) SYSTEM RELIABILITY.—To improve the efficiency of the surface transportation system.

(5) FREIGHT MOVEMENT AND ECONOMIC VITALITY.—To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.

(6) ENVIRONMENTAL SUSTAINABILITY.—To enhance the performance of the transportation system while protecting and enhancing the natural environment.

(7) REDUCED PROJECT DELIVERY DELAYS.—To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

(c) ESTABLISHMENT OF PERFORMANCE MEASURES.—

(1) IN GENERAL.—Not later than 18 months after the date of enactment

of the MAP-21, the Secretary, in consultation with State departments of transportation, metropolitan planning organizations, and other stakeholders, shall promulgate a rulemaking that establishes performance measures and standards.

(2) ADMINISTRATION.—In carrying out paragraph (1), the Secretary shall—

(A) provide States, metropolitan planning organizations, and other stakeholders not less than 90 days to comment on any regulation proposed by the Secretary under that paragraph;

(B) take into consideration any comments relating to a proposed regulation received during that comment period; and

(C) limit performance measures only to those described in this subsection.

(3) NATIONAL HIGHWAY PERFORMANCE PROGRAM.—

(A) IN GENERAL.—Subject to subparagraph (B), for the purpose of carrying out section 119, the Secretary shall establish—

(i) minimum standards for States to use in developing and operating bridge and pavement management systems;

(ii) measures for States to use to assess—

(I) the condition of pavements on the Interstate system;

(II) the condition of pavements on the National Highway System (excluding the Interstate);

(III) the condition of bridges on the National Highway System;

(IV) the performance of the Interstate System; and

(V) the performance of the National Highway System (excluding the Interstate System);

(iii) minimum levels for the condition of pavement on the Interstate System, only for the purposes of carrying out section 119(f)(1); and

(iv) the data elements that are necessary to collect and maintain standardized data to carry out a performance-based approach.

(B) REGIONS.—In establishing minimum condition levels under subparagraph (A)(iii), if the Secretary determines that various geographic regions of the United States experience disparate factors contributing to the condition of pavement on the Interstate System in those regions, the Secretary may establish different minimum levels for each region;

(4) HIGHWAY SAFETY IMPROVEMENT PROGRAM.—For the purpose of carrying out section 148, the Secretary shall establish measures for States to use to assess—

(A) serious injuries and fatalities per vehicle mile traveled; and

(B) the number of serious injuries and fatalities.

(5) CONGESTION MITIGATION AND AIR QUALITY PROGRAM.—For the purpose of carrying out section 149, the Secretary shall establish measures for States to use to assess—

(A) traffic congestion; and

(B) on-road mobile source emissions.

(6) NATIONAL FREIGHT MOVEMENT.—The Secretary shall establish measures for States to use to assess freight movement on the Interstate System.

(d) ESTABLISHMENT OF PERFORMANCE TARGETS.—

(1) IN GENERAL.—Not later than 1 year after the Secretary has promulgated the final rulemaking under subsection (c), each State shall set performance targets that reflect the measures identified in paragraphs (3), (4), (5), and (6) of subsection (c).

(2) DIFFERENT APPROACHES FOR URBAN AND RURAL AREAS.—In the development and implementation of any performance target, a State may, as appropriate, provide for different performance targets for urbanized and rural areas.

(e) REPORTING ON PERFORMANCE TARGETS.—Not later than 4 years after the date of enactment of the MAP-21 and biennially thereafter, a State shall submit to the Secretary a report that describes—

(1) the condition and performance of the National Highway System in the State;

(2) the effectiveness of the investment strategy document in the State asset

management plan for the National Highway System;

(3) progress in achieving performance targets identified under subsection (d); and

(4) the ways in which the State is addressing congestion at freight bottlenecks, including those identified in the National Freight Strategic Plan, within the State.”.

## **II. TITLE 49, CHAPTER 53 – PUBLIC TRANSPORTATION**

### **a. § 5301. Policies and Purposes**

(a) **DECLARATION OF POLICY.**—It is in the interest of the United States, including the economic interest of the United States, to foster the development and revitalization of public transportation systems with the cooperation of both public transportation companies and private companies engaged in public transportation.

### **b. § 5326. Transit asset management**

(b) **TRANSIT ASSET MANAGEMENT SYSTEM.**—The Secretary shall establish and implement a national transit asset management system, which shall include—

(1) a definition of the term ‘state of good repair’ that includes objective standards for measuring the condition of capital assets of recipients, including equipment, rolling stock, infrastructure, and facilities;

(2) a requirement that recipients and subrecipients of Federal financial assistance under this chapter develop a transit asset management plan;

(3) a requirement that each designated recipient of Federal financial assistance under this chapter report on the condition of the system of the recipient and provide a description of any change in condition since the last report;

(4) an analytical process or decision support tool for use by public transportation systems that—

(A) allows for the estimation of capital investment needs of such systems over time; and

(B) assists with asset investment prioritization by such systems; and

(5) technical assistance to recipients of Federal financial assistance under this chapter.

(c) PERFORMANCE MEASURES AND TARGETS.—

(1) IN GENERAL.—Not later than 1 year after the date of enactment of the Federal Public Transportation Act of 2012, the Secretary shall issue a final rule to establish performance measures based on the state of good repair standards established under subsection (b)(1).

(2) TARGETS.—Not later than 3 months after the date on which the Secretary issues a final rule under paragraph (1), and each fiscal year thereafter, each recipient of Federal financial assistance under this chapter shall establish performance targets in relation to the performance measures established by the Secretary.

(3) REPORTS.—Each designated recipient of Federal financial assistance under this chapter shall submit to the Secretary an annual report that describes—

(A) the progress of the recipient during the fiscal year to which the report relates toward meeting the performance targets established under paragraph (2) for that fiscal year; and

(B) the performance targets established by the recipient for the subsequent fiscal year.

c. § 5329. Public transportation safety program

(a) DEFINITION.—In this section, the term ‘recipient’ means a State or local governmental authority, or any other operator of a public transportation system, that receives financial assistance under this chapter.

(b) NATIONAL PUBLIC TRANSPORTATION SAFETY PLAN.—

(1) IN GENERAL.—The Secretary shall create and implement a national public transportation safety plan to improve the safety of all public transportation systems that receive funding under this chapter.

(2) CONTENTS OF PLAN.—The national public transportation safety plan under paragraph (1) shall include—

(A) safety performance criteria for all modes of public transportation;

(B) the definition of the term ‘state of good repair’ established under section 5326(b);

(C) minimum safety performance standards for public transportation vehicles used in revenue operations that—



(i) do not apply to rolling stock otherwise regulated by the Secretary or any other Federal agency; and

(ii) to the extent practicable, take into consideration—

(I) relevant recommendations of the National Transportation Safety Board; and

(II) recommendations of, and best practices standards developed by, the public transportation industry; and

(D) a public transportation safety certification training program, as described in subsection (c).

---

(d) PUBLIC TRANSPORTATION AGENCY SAFETY PLAN.—

(1) IN GENERAL.—Effective 1 year after the effective date of a final rule issued by the Secretary to carry out this subsection, each recipient or State, as described in paragraph (3), shall certify that the recipient or State has established a comprehensive agency safety plan that includes, at a minimum—

(A) a requirement that the board of directors (or equivalent entity) of the recipient approve the agency safety plan and any updates to the agency safety plan;

(B) methods for identifying and evaluating safety risks throughout all elements of the public transportation system of the recipient;

(C) strategies to minimize the exposure of the public, personnel, and property to hazards and unsafe conditions;

(D) a process and timeline for conducting an annual review and update of the safety plan of the recipient;

(E) performance targets based on the safety performance criteria and state of good repair standards established under subparagraphs (A) and (B), respectively, of subsection (b)(2);

(F) assignment of an adequately trained safety officer who reports directly to the general manager, president, or equivalent officer of the recipient; and

(G) a comprehensive staff training program for the operations personnel and personnel directly responsible for safety of the recipient that includes—(i) the completion of a safety training program; and (ii) continuing safety education and training.

**III. SEC. 1201. METROPOLITAN TRANSPORTATION PLANNING.**

(a) IN GENERAL.—Section 134 of title 23, United States Code, is amended to read as follows:

§ 134. Metropolitan Transportation Planning

(a) POLICY.—It is in the national interest—

(1) to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development within and between States and urbanized areas, while minimizing transportation-related fuel consumption and air pollution through metropolitan and statewide transportation planning processes identified in this chapter; and

(2) to encourage the continued improvement and evolution of the metropolitan and statewide transportation planning processes by metropolitan planning organizations, State departments of transportation, and public transit operators as guided by the planning factors identified in subsection (h) and section 135(d).

---

(h) SCOPE OF PLANNING PROCESS.—

(1) IN GENERAL.—The metropolitan planning process for a metropolitan planning area under this section shall provide for consideration of projects and strategies that will—

(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 motorized and nonmotorized users;

(C) increase the security of the transportation system for motorized and nonmotorized users;

(D) increase the accessibility and mobility of people and for freight;

(E) 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;

(F) enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;

(G) promote efficient system management and operation; and

(H) emphasize the preservation of the existing transportation system.

(2) PERFORMANCE-BASED APPROACH.—

(A) IN GENERAL.—The metropolitan transportation planning process shall provide for the establishment and use of a performance-based approach to transportation decisionmaking to support the national goals described in section 150(b) of this title and in section 5301(c) of title 49.

(B) PERFORMANCE TARGETS.—

(i) SURFACE TRANSPORTATION PERFORMANCE TARGETS.—

(I) IN GENERAL.—Each metropolitan planning organization shall establish performance targets that address the performance measures described in section 150(c), where applicable, to use in tracking progress towards attainment of critical outcomes for the region of the metropolitan planning organization.

(II) COORDINATION.—Selection of performance targets by a metropolitan planning organization shall be coordinated with the relevant State to ensure consistency, to the maximum extent practicable.

(ii) PUBLIC TRANSPORTATION PERFORMANCE TARGETS. —Selection of performance targets by a metropolitan planning organization shall be coordinated, to the maximum extent practicable, with providers of public transportation to ensure consistency with sections 5326(c) and 5329(d) of title 49.

(C) TIMING.—Each metropolitan planning organization shall establish the performance targets under subparagraph (B) not later than 180 days after the date on which the relevant State or provider of public transportation establishes the performance targets.

(D) INTEGRATION OF OTHER PERFORMANCE-BASED PLANS.—A metropolitan planning organization shall integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under chapter 53 of title 49 by providers of public transportation, required as part of a performance-based program.

(3) FAILURE TO CONSIDER FACTORS.—The failure to consider any factor specified in paragraphs (1) and (2) shall not be reviewable by any court under this title or chapter 53 of title 49, subchapter II of chapter 5 of title 5, or chapter 7 of title 5 in any matter affecting a transportation plan, a TIP, a project or strategy, or the certification of a planning process.

(i) DEVELOPMENT OF TRANSPORTATION PLAN.—

(1) REQUIREMENTS.—

(A) IN GENERAL.—Each metropolitan planning organization shall prepare and update a transportation plan for its metropolitan planning area in accordance with the requirements of this subsection.

(B) FREQUENCY.—

(i) IN GENERAL.—The metropolitan planning organization shall prepare and update such plan every 4 years (or more frequently, if the metropolitan planning organization elects to update more frequently) in the case of each of the following:

(I) Any area designated as nonattainment, as defined in section 107(d) of the Clean Air Act (42 U.S.C. 7407(d)).

(II) Any area that was nonattainment and subsequently designated to attainment in accordance with section 107(d)(3) of that Act (42 U.S.C. 7407(d)(3)) and that is subject to a maintenance plan under section 175A of that Act (42 U.S.C. 7505a).

(ii) OTHER AREAS.—In the case of any other area required to have a transportation plan in accordance with the requirements of this subsection, the metropolitan planning organization shall prepare and update such plan

every 5 years unless the metropolitan planning organization elects to update more frequently.

(2) **TRANSPORTATION PLAN.**— A transportation plan under this section shall be in a form that the Secretary determines to be appropriate and shall contain, at a minimum, the following:

(A) **IDENTIFICATION OF TRANSPORTATION FACILITIES.**—

(i) **IN GENERAL.**—An identification of transportation facilities (including major roadways, transit, multimodal and intermodal facilities, nonmotorized transportation facilities, and intermodal connectors) that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions.

(ii) **FACTORS.**—In formulating the transportation plan, the metropolitan planning organization shall consider factors described in subsection (h) as the factors relate to a 20-year forecast period.

(B) **PERFORMANCE MEASURES AND TARGETS.**—A description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with subsection (h)(2).

(C) **SYSTEM PERFORMANCE REPORT.**—A system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in subsection (h)(2), including—

(i) progress achieved by the metropolitan planning organization in meeting the performance targets in comparison with system performance recorded in previous reports; and

(ii) for metropolitan planning organizations that voluntarily elect to develop multiple scenarios, an analysis of how the preferred scenario has improved the conditions and performance of the transportation system and how changes in local policies and investments have impacted the costs necessary to achieve the identified performance targets.

---

(4) **OPTIONAL SCENARIO DEVELOPMENT.**—

(A) IN GENERAL.—A metropolitan planning organization may, while fitting the needs and complexity of its community, voluntarily elect to develop multiple scenarios for consideration as part of the development of the metropolitan transportation plan, in accordance with subparagraph (B).

(B) RECOMMENDED COMPONENTS.—A metropolitan planning organization that chooses to develop multiple scenarios under subparagraph (A) shall be encouraged to consider—

(i) potential regional investment strategies for the planning horizon;

(ii) assumed distribution of population and employment;

(iii) a scenario that, to the maximum extent practicable, maintains baseline conditions for the performance measures identified in subsection (h)(2);

(iv) a scenario that improves the baseline conditions for as many of the performance measures identified in subsection (h)(2) as possible;

(v) revenue constrained scenarios based on the total revenues expected to be available over the forecast period of the plan; and

(vi) estimated costs and potential revenues available to support each scenario.

(C) METRICS.—In addition to the performance measures identified in section 150(c), metropolitan planning organizations may evaluate scenarios developed under this paragraph using locally-developed measures.

---

(j) Metropolitan TIP.—

(1) DEVELOPMENT.—

(A) IN GENERAL.—In cooperation with the State and any affected public transportation operator, the metropolitan planning organization designated for a metropolitan area shall develop a TIP for the metropolitan planning area that—

(i) contains projects consistent with the current

metropolitan transportation plan;

(ii) reflects the investment priorities established in the current metropolitan transportation plan; and

(iii) once implemented, is designed to make progress toward achieving the performance targets established under subsection (h)(2).

(B) OPPORTUNITY FOR COMMENT.—In developing the TIP, the metropolitan planning organization, in cooperation with the State and any affected public transportation operator, shall provide an opportunity for participation by interested parties in the development of the program, in accordance with subsection (i)(5).

(C) FUNDING ESTIMATES.—For the purpose of developing the TIP, the metropolitan planning organization, public transportation agency, and State shall cooperatively develop estimates of funds that are reasonably expected to be available to support program implementation.

(D) UPDATING AND APPROVAL.—The TIP shall be—

(i) updated at least once every 4 years; and

(ii) approved by the metropolitan planning organization and the Governor.

(2) CONTENTS.—

(A) PRIORITY LIST.—The TIP shall include a priority list of proposed Federally supported projects and strategies to be carried out within each 4-year period after the initial adoption of the TIP.

(B) FINANCIAL PLAN.—The TIP shall include a financial plan that—

(i) demonstrates how the TIP can be implemented;

(ii) indicates resources from public and private sources that are reasonably expected to be available to carry out the program;

(iii) identifies innovative financing techniques to finance projects, programs, and strategies; and

(iv) may include, for illustrative purposes, additional

projects that would be included in the approved TIP if reasonable additional resources beyond those identified in the financial plan were available.

(C) DESCRIPTIONS.—Each project in the TIP shall include sufficient descriptive material (such as type of work, termini, length, and other similar factors) to identify the project or phase of the project.

(D) PERFORMANCE TARGET ACHIEVEMENT.—The transportation improvement program shall include, to the maximum extent practicable, a description of the anticipated effect of the transportation improvement program toward achieving the performance targets established in the metropolitan transportation plan, linking investment priorities to those performance targets.

---

(l) Report on performance-based planning processes.—

(1) IN GENERAL.—The Secretary shall submit to Congress a report on the effectiveness of the performance-based planning processes of metropolitan planning organizations under this section, taking into consideration the requirements of this subsection

(2) REPORT.—Not later than 5 years after the date of enactment of the MAP–21, the Secretary shall submit to Congress a report evaluating—

(A) the overall effectiveness of performance-based planning as a tool for guiding transportation investments;

(B) the effectiveness of the performance-based planning process of each metropolitan planning organization under this section;

(C) the extent to which metropolitan planning organizations have achieved, or are currently making substantial progress toward achieving, the performance targets specified under this section and whether metropolitan planning organizations are developing meaningful performance targets; and

(D) the technical capacity of metropolitan planning organizations that operate within a metropolitan planning area of less than 200,000 and their ability to carry out the requirements of this section.

(3) PUBLICATION.—The report under paragraph (2) shall be published or otherwise made available in electronically accessible formats and means, including on the Internet.



**IV. SEC. 1113. CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM.**

(c) Special rules.—

(1) **PROJECTS FOR PM-10 NONATTAINMENT AREAS.**—A State may obligate funds apportioned to the State under section 104(b)(4) for a project or program for an area that is nonattainment for ozone or carbon monoxide, or both, and for PM-10 resulting from transportation activities, without regard to any limitation of the Department of Transportation relating to the type of ambient air quality standard such project or program addresses.

(2) **ELECTRIC VEHICLE AND NATURAL GAS VEHICLE INFRASTRUCTURE.**—A State may obligate funds apportioned under section 104(b)(4) for a project or program to establish electric vehicle charging stations or natural gas vehicle refueling stations for the use of battery powered or natural gas fueled trucks or other motor vehicles at any location in the State except that such stations may not be established or supported where commercial establishments serving motor vehicle users are prohibited by section 111 of title 23, United States Code.

(3) **HOV FACILITIES.**—No funds may be provided under this section for a project which will result in the construction of new capacity available to single occupant vehicles unless the project consists of a high occupancy vehicle facility available to single occupant vehicles only at other than peak travel times.;

---

(k) Priority for use of funds in PM2.5 areas.—

(1) **IN GENERAL.**—For any State that has a nonattainment or maintenance area for fine particulate matter, an amount equal to 25 percent of the funds apportioned to each State under section 104(b)(4) for a nonattainment or maintenance area that are based all or in part on the weighted population of such area in fine particulate matter nonattainment shall be obligated to projects that reduce such fine particulate matter emissions in such area, including diesel retrofits.

(2) CONSTRUCTION EQUIPMENT AND VEHICLES.—

In order to meet the requirements of paragraph (1), a State or metropolitan planning organization may elect to obligate funds to install diesel emission control technology on nonroad diesel equipment or on-road diesel equipment that is operated on a highway construction project within a PM2.5 nonattainment or maintenance area.

(l) Performance plan.—

(1) IN GENERAL.—Each metropolitan planning organization serving a transportation management area (as defined in section 134) with a population over 1,000,000 people representing a nonattainment or maintenance area shall develop a performance plan that—

(A) includes an area baseline level for traffic congestion and on-road mobile source emissions for which the area is in nonattainment or maintenance;

(B) describes progress made in achieving the performance targets described in section 150(d); and

(C) includes a description of projects identified for funding under this section and how such projects will contribute to achieving emission and traffic congestion reduction targets.

(2) UPDATED PLANS.—Performance plans shall be updated biennially and include a separate report that assesses the progress of the program of projects under the previous plan in achieving the air quality and traffic congestion targets of the previous plan.

(m) Operating assistance.—A State may obligate funds apportioned under section 104(b)(2) in an area of such State that is otherwise eligible for obligations of such funds for operating costs under chapter 53 of title 49 or on a system that was previously eligible under this section.

## **V. ACCOUNTABILITY FOR ACHIEVEMENT OF PERFORMANCE TARGETS.**

### **SEC. 1106. NATIONAL HIGHWAY PERFORMANCE PROGRAM.**

(a) In General- Section 119 of title 23, United States Code, is amended to read as follows:

Sec. 119. National highway performance program

(e) State Performance Management-

(7) PERFORMANCE ACHIEVEMENT- A State that does not achieve or make significant progress toward achieving the targets of the State for performance measures described in section 150(d) for the National Highway System for 2 consecutive reports submitted under this paragraph shall include in the next report submitted a description of the actions the State will undertake to achieve the targets.

(f) Interstate System and NHS Bridge Conditions-

(1) CONDITION OF INTERSTATE SYSTEM-

(A) PENALTY- If, during 2 consecutive reporting periods, the condition of the Interstate System, excluding bridges on the Interstate System, in a State falls below the minimum condition level established by the Secretary under section 150(c)(3), the State shall be required, during the following fiscal year--

(i) to obligate, from the amounts apportioned to the State under section 104(b)(1), an amount that is not less than the amount of funds apportioned to the State for fiscal year 2009 under the Interstate maintenance program for the purposes described in this section (as in effect on the day before the date of enactment of the MAP-21), except that for each year after fiscal year 2013, the amount required to be obligated under this clause shall be increased by 2 percent over the amount required to be obligated in the previous fiscal year; and

(ii) to transfer, from the amounts apportioned to the State under section 104(b)(2) (other than amounts suballocated to metropolitan areas and other areas of the State under section 133(d)) to the apportionment of the State under section 104(b)(1), an amount equal to 10 percent of the amount of funds apportioned to the State for fiscal year 2009 under the Interstate maintenance program for the purposes described in this section (as in effect on the day before the date of enactment of the MAP-21).

(B) RESTORATION- The obligation requirement for the Interstate System in a State required by subparagraph (A) for a fiscal year shall remain in effect for each subsequent fiscal year until such time as the condition of the Interstate System in the State exceeds the minimum condition level established by the Secretary.

(2) CONDITION OF NHS BRIDGES-

(A) PENALTY- If the Secretary determines that, for the 3-year-period preceding the date of the determination, more than 10 percent of the total deck area of bridges in the State on the National Highway System is located on bridges that have been classified as structurally deficient, an amount equal to 50 percent of funds apportioned to such State for fiscal year 2009 to carry out section 144 (as in effect the day before enactment of MAP-21) shall be set aside from amounts apportioned to a State for a fiscal year under section 104(b)(1) only for eligible projects on bridges on the National Highway System.

(B) RESTORATION- The set-aside requirement for bridges on the National Highway System in a State under subparagraph (A) for a fiscal year shall remain in effect for each subsequent fiscal year until such time as less than 10 percent of the total deck area of bridges in the State on the National Highway System is located on bridges that have been classified as structurally deficient, as determined by the Secretary.

---

SEC. 1112. HIGHWAY SAFETY IMPROVEMENT PROGRAM.

(a) In General- Section 148 of title 23, United States Code, is amended to read as follows:

Sec. 148. Highway safety improvement program

(g) Special Rules-

(1) HIGH-RISK RURAL ROAD SAFETY- If the fatality rate on rural roads in a State increases over the most recent 2-year period for which data are available, that State shall be required to obligate in the next fiscal year for projects on high risk rural roads an amount equal to at least 200 percent of the amount of funds the State received for fiscal year 2009 for high risk rural roads under subsection (f) of this section, as in effect on the day before the date of enactment of the MAP-21.

(2) OLDER DRIVERS- If traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65 in a State increases during the most

recent 2-year period for which data are available, that State shall be required to include, in the subsequent Strategic Highway Safety Plan of the State, strategies to address the increases in those rates, taking into account the recommendations included in the publication of the Federal Highway Administration entitled 'Highway Design Handbook for Older Drivers and Pedestrians' (FHWA-RD-01-103), and dated May 2001, or as subsequently revised and updated.

(i) State Performance Targets-

If the Secretary determines that a State has not met or made significant progress toward meeting the performance targets of the State established under section 150(d) by the date that is 2 years after the date of the establishment of the performance targets, the State shall—

(1) use obligation authority equal to the apportionment of the State for the prior year under section 104(b)(3) only for highway safety improvement projects under this section until the Secretary determines that the State has met or made significant progress toward meeting the performance targets of the State; and

(2) submit annually to the Secretary, until the Secretary determines that the State has met or made significant progress toward meeting the performance targets of the State, an implementation plan that--

(A) identifies roadway features that constitute a hazard to road users;

(B) identifies highway safety improvement projects on the basis of crash experience, crash potential, or other data-supported means;

(C) describes how highway safety improvement program funds will be allocated, including projects, activities, and strategies to be implemented;

(D) describes how the proposed projects, activities, and strategies funded under the State highway safety improvement program will allow the State to make progress toward achieving the safety performance targets of the State; and

(E) describes the actions the State will undertake to meet the performance targets of the State.

SEC. 1201. METROPOLITAN TRANSPORTATION PLANNING.

Sec. 134. Metropolitan transportation planning

(5) CERTIFICATION-

(A) IN GENERAL- The Secretary shall--

(i) ensure that the metropolitan planning process of a metropolitan planning organization serving a transportation management area is being carried out in accordance with applicable provisions of Federal law; and

(ii) subject to subparagraph (B), certify, not less often than once every 4 years, that the requirements of this paragraph are met with respect to the metropolitan planning process.

(B) REQUIREMENTS FOR CERTIFICATION- The Secretary may make the certification under subparagraph (A) if--

(i) the transportation planning process complies with the requirements of this section and other applicable requirements of Federal law; and

(ii) there is a TIP for the metropolitan planning area that has been approved by the metropolitan planning organization and the Governor.

(C) EFFECT OF FAILURE TO CERTIFY-

(i) WITHHOLDING OF PROJECT FUNDS- If a metropolitan planning process of a metropolitan planning organization serving a transportation management area is not certified, the Secretary may withhold up to 20 percent of the funds attributable to the metropolitan planning area of the metropolitan planning organization for projects funded under this title and chapter 53 of title 49.

(ii) RESTORATION OF WITHHELD FUNDS- The withheld funds shall be restored to the metropolitan planning area at such time as the metropolitan planning process is certified by the Secretary.

(D) REVIEW OF CERTIFICATION- In making certification determinations under this paragraph, the Secretary shall provide for public involvement appropriate to the metropolitan area under review.

## **ITEM 12- Information**

February 20, 2013

### Review of Draft FY 2014 Commuter Connections Work Program (CCWP)

#### **Staff**

**Recommendation:** Receive briefing on the enclosed draft of the Commuter Connections Work Program (CCWP) for FY 2014 (July 1, 2013 through June 30, 2014).

**Issues:** None

**Background:** The Board will be asked to approve the FY 2014 CCWP at its March 20 meeting. The TPB Technical Committee reviewed this draft at its February 1 meeting.

**FY 2014 DRAFT WORK PROGRAM FOR THE  
COMMUTER CONNECTIONS PROGRAM  
FOR THE GREATER WASHINGTON  
METROPOLITAN REGION**

**February 20, 2013**

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD  
METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS**



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



## TABLE OF CONTENTS

Program Overview .....	Page 2
Funding .....	Page 2
Planning Process Requirements .....	Page 2
Description of Commuter Connections Committees .....	Page 3
Key Elements and Highlights .....	Page 4
Program Background.....	Page 5
Geographic Areas Serviced by Commuter Connections .....	Page 8
Commuter Connections Structure .....	Page 9
FY 2014 Commuter Connections Budget and Work Program Expenditures .....	Page 10
FY 2014 Commuter Connections Budget By Funding Agency .....	Page 11
<b>Commuter Operations Center</b>	
Ridematching Coordination & Technical Assistance .....	Page 12
Transportation Information Services.....	Page 15
Transportation Information Software, Hardware & Database Maintenance .....	Page 17
Commuter Information System .....	Page 18
<b>Regional Guaranteed Ride Home Program</b>	
General Operations and Maintenance .....	Page 19
Process Trip Requests and Provide Trips .....	Page 20
<b>Marketing</b>	
TDM Marketing & Advertising .....	Page 22
Bike To Work Day .....	Page 25
Employer Recognition Awards .....	Page 27
'Pool Rewards .....	Page 29
Car Free Day .....	Page 31
<b>Monitoring and Evaluation</b>	
TERM Data Collection and Analysis .....	Page 33
Program Monitoring and Tracking Activities .....	Page 35
<b>Employer Outreach</b>	
Regional Employer Database Management & Training.....	Page 40
Employer Outreach for Bicycling .....	Page 41
Maryland Local Agency Funding and Support.....	Page 41
DC, Maryland, and Virginia Program Administration .....	Page 42
<b>GRH Baltimore</b>	
General Operations and Maintenance .....	Page 44
Process Trip Requests and Provide Trips .....	Page 45

## SUMMARY

### Program Overview

The Fiscal Year 2014 Commuter Connections Work Program (CCWP) consists of a core program of regional transportation demand management operational activities funded jointly by state and local jurisdictions, plus jurisdictional programs that are conducted at the discretion of individual state funding agencies.

### Funding

The regional state funding shares for the program elements are defined using a formula agreed to by the state funding agencies. Funding agencies for the programs listed in this document include the District Department of Transportation, Maryland Department of Transportation, and the Virginia Department of Transportation. The Maryland Transit Administration and the Virginia Department of Rail and Public Transportation provide direct funding to their local jurisdictions for transportation demand management activities that support the regional Commuter Connections program. The costs of the jurisdictional activities are allocated directly to the jurisdiction or jurisdictions that choose to conduct them. This ensures that the regional activities upon which all other activities depend will be conducted regionally, and that the costs are allocated to the participating funding agencies according to the agreed upon funding formula. At the same time, considerable flexibility is available to the state funding agencies and other agencies to define and fund discretionary activities that respond to their individual policy and funding priorities.

The FY 2014 Commuter Connections program elements are classified as follows:

<b>REGIONAL PROGRAMS</b>	<b>JURISDICTIONAL PROGRAMS</b>
Commuter Operations Center	Employer Outreach*
Guaranteed Ride Home	GRH Baltimore
Marketing	
Monitoring and Evaluation	

*\*Includes both a Regional and Jurisdictional Component*

The CCWP was re-structured and streamlined in FY 2006 to clarify and simplify funding responsibilities. The FY 2014 CCWP continues this effort aimed at streamlining the administration and oversight processes for the program. Commuter Connections has expanded incrementally since its inception in 1974 as the Commuter Club, with different program elements having different jurisdictional participation and funding shares. As the program became more complex, it became increasingly difficult to track how much each state funding agency was participating in and paying for each program element. Therefore, a funding formula was devised.

### Planning Process Requirements

The TPB is required by federal regulations to approve a congestion management process which includes travel demand management as part of the metropolitan transportation plan. Commuter Connections constitutes the major demand management component of the congestion

management process to be approved by the TPB. Commuter Connections also provides transportation emission reduction measure benefits for inclusion in the air quality conformity determination, which must be approved by the TPB as part of the annual update of the Constrained Long Range Plan and Transportation Improvement Program. In addition, Commuter Connections programs may be needed to meet future Climate Change and Green House Gas emission targets that may be set for the transportation sector in the region.

### Description of Commuter Connections Committees

The increasing complexity of the program prompted the creation of a working group to provide administrative and programmatic oversight of the core program cost elements. An agreement was signed in FY 2011 between COG and the state funding agencies for the support of the Commuter Connections TDM program in the Washington metropolitan region. COG and the state funding agencies have an established working group; the State TDM (STDM) Work Group, which meets monthly (except for the month of August) and consists of representatives of the state transportation funding agencies in the District of Columbia, Maryland and Virginia. The State TDM Work Group helps to define the program content and budget for each fiscal year and helps to develop a detailed annual Work Program in collaboration with COG/TPB staff and the Commuter Connections Subcommittee. The draft work program is reviewed by program stakeholders and the Commuter Connections Subcommittee. The final Work Program is reviewed by the TPB Technical Committee and approved by the TPB. Program developments and/or significant changes to the CCWP made by the State TDM Work Group will be reviewed with the TPB's Technical Committee and in some cases the TPB's Steering Committee in the event the items or information will be presented to the TPB.

The State TDM Work Group also review's all RFP's and RFQ's as part of the work program and will identify selection committee members for individual contract solicitations. The State TDM Work Group will review and approve all CCWP work products with input from the Commuter Connections Subcommittee. Upon request, COG/TPB staff can provide additional details for projects being implemented under each program area.

As shown in Figure 2 on Page 9, the Commuter Connections Subcommittee will continue to provide overall technical review of the regional program elements in this Work Program and meet every other month. The Subcommittee will also review, provide comments, and endorse reports and other products for release. The Bike To Work Day Steering Committee will meet every other month from September to May to organize the regional Bike To Work Day event. The Car Free Day Steering Committee will meet every other month from March until September to organize the regional Car Free Day event. The Commuter Connections Ridematching Committee will continue to meet quarterly on technical issues regarding the regional TDM software system. The TDM Evaluation Group will meet as needed to provide direction and review of the regional TDM evaluation project. The Employer Outreach Committee will meet quarterly to review and discuss Employer Outreach efforts. The Regional TDM Marketing Group will also meet quarterly to provide input and coordination of regional TDM advertising and marketing efforts. Oversight for jurisdictional program elements will be provided by the states and agencies that are funding them.

Specialized project work groups will continue to meet as needed to address particular implementation issues, such as the development of regional TDM marketing campaigns and the Employer Recognition Awards. A Strategic Plan was adopted in November 2007 and has been updated annually and most recently in January 2012 that serves as a framework regarding the roles and responsibilities of the Commuter Connections stakeholders. The Strategic Plan can be accessed at [www.commuterconnections.org](http://www.commuterconnections.org) under the 'About Us' Publications link and includes a mission statement, definition of Commuter Connections, overall program and operating objectives, network responsibilities for each program area that include objectives and acceptable performance levels, a committee structure, sample meeting calendar, and internal and external report deliverables.

### Key Elements and Highlights

The key elements and highlights of the FY 2014 Commuter Connections Work Program are summarized as follows:

- The Commuter Operations Center will provide ridematching services to commuters through a central toll free number "1-800-745-RIDE" and [www.commuterconnections.org](http://www.commuterconnections.org) web site, and support to commuter assistance programs operated by local jurisdiction, transportation management associations, and employer-based commuter assistance programs.
- Guaranteed Ride Home (GRH) will provide users of alternative commute modes up to four free rides home per year in a taxi or rental car in the event of an unexpected personal or family emergency or unscheduled overtime.
- Marketing will provide frequent regional promotion of alternative commute options, including; car/vanpooling, teleworking, mass transit, bicycling, walking; and support programs such as Guaranteed Ride Home, the Commuter Connections network ridematching services and Bike to Work Day. The Marketing program aims to raise awareness of alternative commute options, and support the Commuter Connections network in persuading commuters to switch to alternative commute modes from the use of single-occupant vehicles, and persuading commuters currently using alternative commute modes to continue to use those modes. The 'Pool Rewards will continue with the provision of a cash incentive to new carpoolers and vanpoolers. Commuter Connections will coordinate the region's Car-Free Day event as part of World Car Free Day. The Car-Free Day event will encourage commuters and the general population to leave their cars home or to use alternative forms of transportation such as carpools, vanpools, public transit, bicycles, or walking.
- Monitoring and Evaluation provides data collection and analysis activities as well as program tracking and monitoring reports for each program area. The 2013 State of the Commute Survey Technical Report will be finalized and a general public report will be prepared, an employer telework survey will be conducted, an analysis of the employer outreach regional database will be conducted to determine TERM impacts, a Bike To Work

Day survey will be administered, and the draft TERM Analysis Report will be prepared. Monitoring and evaluation activities are used extensively to determine the program's effectiveness. Evaluation results have been used in the past to make program adjustments; for example, the 'Pool Rewards program was expanded to include vanpools, the Telework program was streamlined due to increased participation by the private sector; changes have been made to the Guaranteed Ride Home program guidelines based on participant survey feedback; and target marketing for GRH was re-introduced in the region after it was found that there was a dramatic drop in registrations when the marketing for this measure was streamlined into the mass marketing program.

- Employer Outreach will support outreach and marketing to the region's employers to implement new or expanded employer-based alternative commute modes and incentives such as transit and vanpool benefits, telework, preferential parking for carpools and vanpools, carpool and vanpool formation and incentives, flexible work schedules, and bicycling amenities. The outreach program also encourages employees' use of alternative commute modes such as ridesharing, transit, telework, bicycling, and walking. The outreach program also provides assistance to employers to hold bicycling seminars for employees, maintaining an up-to-date regional Bicycling Guide, providing information on workforce housing programs to promote "Live Near Your Work," and offering car-sharing and bike-sharing information to lower employers' fleet management costs. Maryland jurisdictions will provide resources to employers on the benefits of teleworking and assist them in starting or expanding telework programs.
- GRH Baltimore will provide users of alternative commute modes in the Baltimore metropolitan region and St. Mary's county up to four free rides home per year in a taxi or rental car in the event of an unexpected personal or family emergency or unscheduled overtime. During FY 2013, the GRH Baltimore Applicant survey will be finalized.

Figure 1 on page 7 of this document illustrates that the Commuter Connections service area is much larger than the Washington 8-hour ozone nonattainment area for workers eligible for the GRH program and larger still for workers who can access the Commuter Connections ridematching services. The total Commuter Connections service area has approximately 10 million residents.

### **Program Background**

Commuter Connections is a continuing commuter assistance program for the Washington region which encourages commuters to use alternatives to driving alone in a private automobile, including ridesharing, transit, telecommuting, bicycling, and walking. The program has evolved and expanded over the past three and a half decades following its inception in 1974 as the Commuter Club. In the mid-1980s, in an effort to better share regional ridesharing information the Commuter Club was expanded into the Ride Finders Network, which included Alexandria, Fairfax County, Montgomery County, Prince William County and the Northern Virginia Transportation Commission. By 1996, after steady growth in both size and strength, the Ride Finders Network became Commuter Connections, the commuter transportation network serving the Washington

metropolitan region, encompassing twelve counties, four cities, and eight federal agencies. The Commuter Operations Center component of the current Commuter Connections Program represents the evolution of the earlier Commuter Club and Ride Finders Network programs.

In the mid-1990s, several new elements were added to the Commuter Connections Program as Transportation Emissions Reduction Measures (TERMs) to help meet regional air quality conformity requirements. All of these measures were designed to produce specific reductions in Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NOx) by reducing vehicle trips and vehicle miles of travel associated with commuting. The measures were developed by the Travel Management Subcommittee of the TPB Technical Committee, and adopted into the regional Transportation Improvement Program (TIP) by the Transportation Planning Board (TPB). These measures were funded jointly by the District of Columbia, Maryland, and Virginia Departments of Transportation, with some variation in funding shares for the different measures.

<u>Measure</u>	<u>Date Implemented</u>
Commuter Operations Center	1974
Metropolitan Washington Telework Resource Center	1996
Integrated Ridesharing	1996
Employer Outreach	1997
Guaranteed Ride Home	1997
Employer Outreach for Bicycling	1998
Mass Marketing of Alternative Commute Options	2003
GRH Baltimore	2010

As the program elements shown above were implemented, their performance was evaluated over time. In FY 2006, the measures were revised to focus resources on the most effective program components. The total daily impacts of the Commuter Connections program were calculated in FY 2011 to be:

<u>Daily Impacts</u>	
VT Reductions:	126,000
VMT Reductions:	2,400,000
NOx Reductions (Tons):	0.9
VOC Reductions (Tons):	0.5
<u>Annual Impacts</u>	
PM 2.5 Reductions (Tons)	7
PM 2.5 Precursor NOx Reductions (Tons)	246
CO2 Reductions (Tons)	282,000

Extensive monitoring and evaluation have been carried out for the Commuter Connections Program over the past several years, and comprehensive data sets are available for reviewing the performance of individual program elements and identifying areas for both strengthening the performance of the program and streamlining the oversight and management procedures. The Program has been shown through the FY 2009 – 2011 TERM Analysis Report to be a highly cost-

effective way to reduce vehicle trips (VT), vehicle miles of travel (VMT), and vehicle emissions associated with commuting. The following overall cost-effectiveness measures for the Commuter Connections Program are based on the results of the FY 2009 – 2011 TERM Analysis Report that was released on January 17, 2011:

**Daily Impacts**

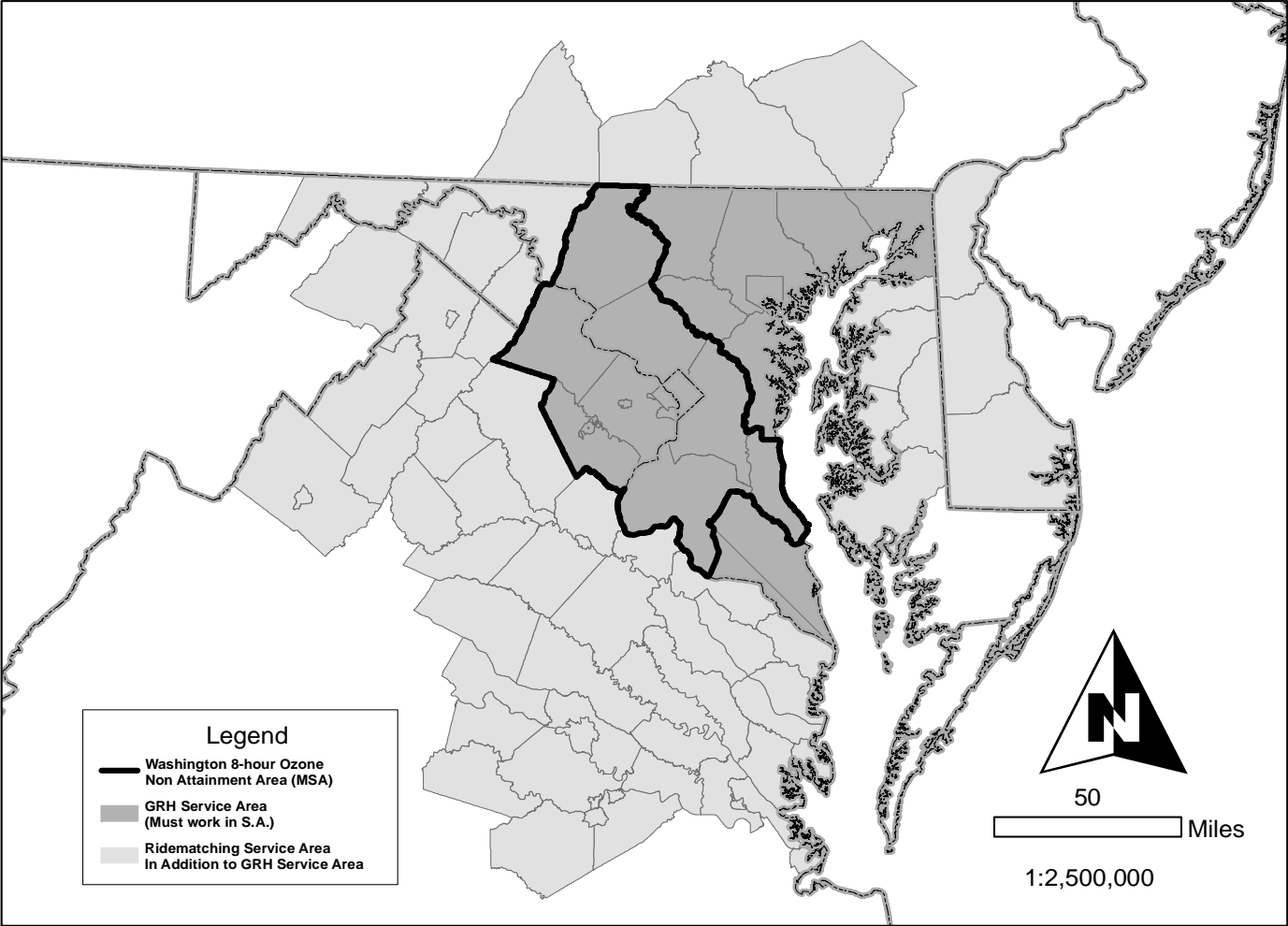
Cost per VT reduced:	\$0.14
Cost per VMT reduced:	\$0.01
Cost per ton of NOx reduced:	\$20,000
Cost per ton of VOC reduced:	\$33,000

**Annual Impacts**

Cost Per PM 2.5 Reduced	\$623,000
Cost per PM 2.5 Precursor NOx Reduced	\$ 18,000
Cost per CO2 Reduced	\$ 16

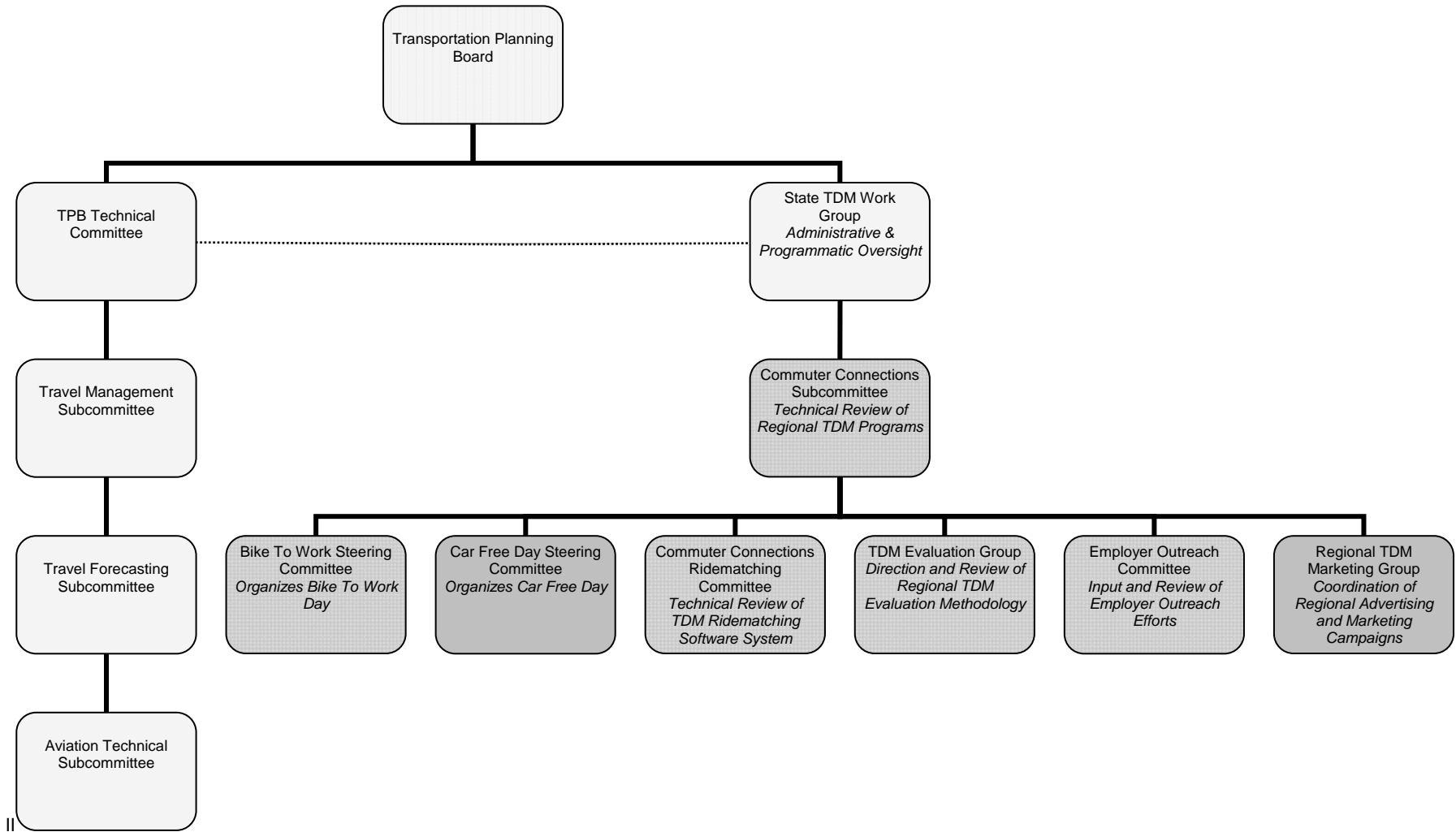
The Commuter Connections Program is generally regarded as among the most effective commuter assistance programs in the nation in terms of reductions effected in vehicle trips and vehicle miles of travel. Existing data collected on Commuter Connections program performance has been used to refine and enhance the program and to streamline procedures for program oversight and administration.

Figure 1: Geographic Areas Serviced by Commuter Connections





**FIGURE 2: COMMUTER CONNECTIONS STRUCTURE**



**Table 1  
FY 2014 COMMUTER CONNECTIONS BUDGET AND WORK PROGRAM EXPENDITURES**

<b>WORK ACTIVITY</b>	<b>DIRECT SALARIES STAFF</b>	<b>M&amp; A 23%</b>	<b>LEAVE BENEFITS 18%</b>	<b>FRINGE BENEFITS 26%</b>	<b>INDIRECT COSTS 37 %</b>	<b>DATA &amp; PC COSTS</b>	<b>CONTRACT SERVICES</b>	<b>DIRECT COSTS</b>	<b>TOTAL</b>
<b>Commuter Operations Center</b>	\$131,237	\$30,185	\$29,056	\$49,524	\$88,801	\$101,158	\$40,000	\$28,692	\$498,653
<b>Guaranteed Ride Home</b>	\$101,484	\$23,341	\$22,469	\$38,297	\$69,341	\$7,048	\$133,000	\$281,380	\$676,360
<b>Marketing</b>	\$174,323	\$40,094	\$37,875	\$64,556	\$117,234	\$3,500	\$635,000	\$1,597,412	\$2,669,994
<b>Monitoring and Evaluation</b>	\$131,412	\$30,225	\$29,095	\$49,590	\$88,919	\$0	\$110,020	\$5,739	\$445,000
<b>Employer Outreach</b>	\$42,723	\$9,826	\$9,459	\$16,122	\$28,908	\$15,000	\$0	\$487,810	\$609,848
<b>GRH Baltimore</b>	\$16,378	\$3,767	\$3,626	\$6,180	\$11,082	\$0	\$41,000	\$67,967	\$150,000
<b>TOTAL</b>	\$597,557	\$137,438	\$131,580	\$224,269	\$404,285	\$126,706	\$959,020	\$2,469,000	\$5,049,855



**Table 2**  
**COMMUTER CONNECTIONS FISCAL YEAR 2014 BUDGET**  
**BY STATE FUNDING AGENCY AND PROGRAM ELEMENT**

FUNDS SOURCE	Commuter Operations Center	Guaranteed Ride Home	Marketing	Monitoring & Evaluation	Employer Outreach*	GRH Baltimore	TOTALS
District of Columbia	\$50,503	\$79,113	\$312,390	\$52,065	\$16,294	\$0	\$510,365
State of Maryland	\$193,812	\$303,605	\$1,198,827	\$199,805	\$531,779	\$150,000	\$2,577,828
Commonwealth of Virginia	\$187,338	\$293,642	\$1,158,777	\$193,130	\$61,775	\$0	\$1,894,662
Other**	\$67,000						\$67,000
<b>TOTAL</b>	<b>\$498,653</b>	<b>\$676,360</b>	<b>\$2,669,994</b>	<b>\$445,000</b>	<b>\$609,848</b>	<b>\$150,000</b>	<b>\$5,049,855</b>

\* Virginia and the District of Columbia have allocated \$796,764 dollars to local jurisdictions and contractors to implement the TERM. DC has allocated \$251,153 and Virginia has allocated

\$545,610.

*\*\*Software User Fees*

## Detailed Task Descriptions and Cost Estimates for the FY 2014 Commuter Connections Work Program

### I. COMMUTER OPERATIONS CENTER

The Commuter Operations Center has been in existence since 1974 and provides local jurisdictions, Transportation Management Associations (TMAs), and federal government agencies a centralized database for commuting information. As part of the overall program, COG/TPB staff provides the following services:

- Ridematching coordination, training and technical assistance to local agencies;
- transportation information services to the general public;
- maintenance of the regional commuter database system hardware and software programming code; and
- data updates to software system.

The program is comprised the four project areas listed below. The total annual budget for the Commuter Operations Center regional program is \$498,653.

#### A. RIDEMATCHING COORDINATION AND TECHNICAL ASSISTANCE

Each month, COG receives several hundred applications for ridematching and transit information. More than 90% of these applications are received through the Commuter Connections Web site. COG/TPB staff reviews and processes all applications received through the Web site. Matchlists for carpool and vanpool information are sent daily by mail or email (depending on the applicant's preference). Each local Commuter Connections network member has access to the regional TDM on-line system and is notified through a customized queue when a commuter application has been entered through the Commuter Connections Web site from a commuter living in that network member's jurisdiction or in some cases; depending on the network member, it may be a commuter working in their service area. The queue serves as notification that the network member staff should take ownership of the record and follow up with the commuter to provide additional assistance, as needed. Applications received at COG through the mail and fax are forwarded to the network member serving the applicant's home jurisdiction or work jurisdiction for entry into the rideshare database.

The following local jurisdictions, transportation agencies, transportation management associations, and federal government agencies deliver ridematching and commuter assistance services through the Commuter Connections network to their residents and/or workers:

<b>District of Columbia</b>	<b>Maryland</b>	<b>Virginia</b>
-----------------------------	-----------------	-----------------

<b>District of Columbia</b>	<b>Maryland</b>	<b>Virginia</b>
COG/TPB	ARTMA	City of Alexandria
	Baltimore City	Arlington County
	The BWI Partnership	Army National Guard Readiness Center
	Baltimore Metropolitan Council	Dulles Area Transportation Association
	Bethesda Transportation Solutions	Fairfax County
	Food and Drug Administration	George Washington Regional Commission
	Frederick County	LINK – Reston Transportation Management Association
	Harford County	Loudoun County
	Howard County	Northern Neck Planning District Commission
	Maryland Transit Administration	Northern Shenandoah Regional Valley Commission
	Montgomery County	Potomac and Rappahannock Regional Commission
	National Institutes of Health	Rappahannock – Rapidan Regional Commission
	North Bethesda Transportation Center	
	Prince George's County	
	Tri-County Council for Southern Maryland	

COG/TPB staff administers ridematching services on behalf of the District of Columbia and Arlington County. The local jurisdiction commuter assistance programs listed in Maryland and Virginia receive separate grants from the Maryland Transit Administration and the Virginia Department of Rail and Public Transportation to provide local services and to help support regional TDM program activities.

The Commuter Connections web-based TDM system includes ridematching databases from two commuter assistance programs in southern Virginia and the entire state of Delaware and were incorporated into the TDM system's database to provide improved commuter ridematching through a single database for Virginia, Maryland and the District. These programs are: RideShare (serving the Charlottesville region), TRAFFIX (serving the Hampton Roads region), and Rideshare Delaware (serving the state of Delaware). The staffs from these programs and the commuters they serve have access

to the TDM system for matching in carpools and vanpools and have customized access to other modules in the system such as SchoolPool and Guaranteed Ride Home. COG/TPB staff provides technical assistance to these three programs.

During FY 2014, COG/TPB staff will continue to provide technical support and training to Commuter Connections network member agencies for the regional Commuter Connections TDM software system. Staff will continue to review and distribute ridematching applications received from employers and the general public. Matchlist and renewal notice generation and distribution services will also be provided through COG. COG/TPB staff will produce network member technical assistance reports from the Commuter Connections TDM system, and provide staff support and coordination to the Commuter Connections State TDM Work Group, the Commuter Connections Subcommittee, the Commuter Connections Ridematching Committee, and to the Federal ETC Advisory Group. COG/TPB staff will also fulfill daily network member data requests. Federal Agency Employee Transportation Coordinator training will be coordinated and in some instances given by COG/TPB staff. Staff will also produce an annual Commuter Connections Work Program for FY 2015.

COG/TPB staff will also work to expand the regional SchoolPool program and maintain the special events ridematching software module and monitor the trip tracking software module.

**Cost Estimate:** \$120,824

**Products:** Database documentation of specific technical actions implemented. *(COG/TPB staff)*

Documentation of Subcommittee and Ridematching Committee meetings. *(COG/TPB staff)*

Documentation of daily technical client member support given through COG's Help Desk. *(COG/TPB staff)*

Daily matchlist generation and distribution. *(COG/TPB staff)*

TDM Web Based System Training Manual updates, as needed. *(COG/TPB staff)*

Monthly commuter renewal notices as part of the purge process. *(COG/TPB staff)*



Update existing Emergency Management Continuity of Operations Plan for Commuter Connections program services. *(COG/TPB staff)*

Transportation Demand Management Resources Directory update twice yearly. *(COG/TPB staff)*

Federal ETC Web site updates. *(COG/TPB staff)*

FY 2015 Commuter Connections Work Program. *(COG/TPB staff)*

**Services:**

Software client Member Help Desk technical support. *(COG/TPB staff)*

Software and customer service training, as needed. *(COG/TPB staff)*

Federal agency ETC training and support to the Federal ETC Advisory Group. *(COG/TPB staff)*

Staff the Commuter Connections Subcommittee, Ridematching Committee, and STDM Work Group *(COG/TPB Staff)*

**Schedule:  
Oversight:**

July 1, 2013 - June 30, 2014

Ridematching Committee

- Communicate Technical Support Issues
- Share knowledge and experience on “Hot Topic” Issues
- Provide input and feedback on Software Technical Policies (i.e. purge process, Help Desk)
- Provide requests for software training

Commuter Connections Subcommittee

- Provide input and comments to FY 2015 CCWP
- Provide input and feedback on all programs and projects in CCWP

STDM Work Group

- Provide input and comments to FY 2015 CCWP

- Provide input, feedback and approval on all programs and projects in CCWP

**B. TRANSPORTATION INFORMATION SERVICES**

COG has provided transportation information services for 40 years in the Washington Metropolitan region. The Commuter Operations Center provides basic carpool/vanpool, transit, telecommuting, bicycling, and walking information. Specialized transportation information is also provided in support of Air Quality Action Days, Job Access Reverse Commute, SchoolPool, Special Events, Bulletin Board and other regional commuter service programs.

COG staffs the regional commute information telephone number 1-800-745-RIDE. Calls received at COG are transferred to the local Commuter Connections network member site (based on jurisdiction of residence or in some cases work location of the caller) where applicable. COG/TPB staff provides transportation information services to those commuters who cannot be assigned to a client member site, including residents of the District of Columbia. COG receives several hundred calls per week through the 800 number. COG staff also responds to daily requests and questions received by email.

During FY 2013, COG/TPB staff will continue to provide traveler information on alternatives to driving alone to the general public by telephone, Web site, electronically, and through printed information. Staff will continue processing applications from the general public and/or from Commuter Connections network members who request the service on a permanent or temporary basis based on information requests received. COG/TPB staff will answer the regional "800" telephone line, TDD line, and respond to e-mails on information requests from the Commuter Connections TDM system Web service.

**Cost Estimate:** \$81,664

**Products:** Provide commuter traveler information on alternatives to driving alone to the general public through the Web site, electronically, or through printed information.  
*(COG/TPB staff)*

**Services:** Provide commuter traveler information on alternatives to driving alone to the general public by telephone.  
*(COG/TPB staff)*

Process applications from the general public.  
*(COG/TPB staff)*

Answer and respond to commuter calls from the regional "800" Commuter Connections line and COG TDD line . (COG/TPB staff)

Respond to commuter e-mails from the Commuter Connections TDM Web service. (COG/TPB staff)

Provide general public customer service. (COG/TPB staff)

**Schedule:** July 1, 2013 - June 30, 2014

**Oversight:** Ridematching Committee

- Provide input and feedback to information services policies and procedures.

C. TRANSPORTATION INFORMATION SOFTWARE, HARDWARE, AND DATABASE MAINTENANCE

The regional Transportation Demand Management (TDM) software system is provided as a regional database resource with secure online access to nearly 30 commuter assistance programs that include local rideshare agencies, Transportation Management Associations, and federal government agencies. The commuter assistance programs use the TDM software system to service their local commuters' transportation needs for alternative commuting information.

This project includes the daily routine monitoring and maintenance of the TDM software system as well as the hosting of the on-line system through COG's data center. Tasks include: daily backup of the TDM database, maintenance of the TDM Web system servers, off-site hosting for second site for contingency management, Windows support to TDM Oracle database and to virtual web server, oracle database administration and support, documentation of system and system changes, Storage Area Network (SAN) connectivity and maintenance, and the maintenance and replacement of hardware as needed.

This project will also include ongoing software code upgrades to the Web-based TDM system. Changes made to the software code will be reflected in a responsive web design format in order to be displayed on smart phone devices such as Android, Blackberry, and iPhone.

<b>Cost Estimate:</b>	\$245,353
<b>Consultant Costs as Part of Estimate:</b>	\$ 89,000

*(Maintenance Contracts/Software)*

- Services:** Provide daily routine monitoring and maintenance of the TDM system and database for approximately 30 commuter assistance programs. *(COG/TPB staff)*
- Maintain and update TDM system servers, software programming code, and web hosting. *(COG/TPB staff in consultation with contractor).*
- Schedule:** July 1, 2013- June 30, 2014
- Oversight:** Ridematching Committee
- Provide input and feedback to TDM system maintenance policies.
  - Provide recommendations for TDM Web based system software code upgrades.

**D. COMMUTER INFORMATION SYSTEM**

The Commuter Information System project provides the TDM system with a GIS based information system that includes transit stop data, telework center locations, park and ride lot locations, and bicycling information as part of the ridematching functionality.

During FY 2014, COG/TPB staff will continue integration activities of new transit, telework center, park and ride lot, and bicycle route data into the TDM system server. Staff will also continue to obtain updated transit data, street centerline information and park-and-ride lot data from local jurisdictions and transit properties and reformat this data as necessary to the proper GIS format for use on the regional TDM system. Updates to the park-and-ride and telework center datasets for use on the TDM system will continue as will updates to the interactive GIS-based Web site application to include updated local and regional information for 11,000 plus transit, telework center, park-and-ride lots, and bicycle lanes/paths records. The bicycle routing module will also be updated to reflect any new and/or expanded bicycle paths and/or trails.

- Cost Estimate:** \$50,812
- Services:** Update local and regional information for transit, telework center locations, park and ride lots, and bicycle route information which will be used in the TDM Web system. *(COG/TPB staff)*
- Schedule:** July 1, 2012 - June 30, 2013

**Oversight:**

Ridematching Committee

- Provide input into data source updates for TDM web based system.

## II. REGIONAL GUARANTEED RIDE HOME PROGRAM

The regional Guaranteed Ride Home (GRH) program eliminates a major barrier to using transit, carpooling, vanpooling, bicycling or walking to work. Studies have shown that a commuter's fear of being "stranded" at work if they or a family member become ill, or if they must work unexpected overtime, is one of the most compelling reasons commuters do not rideshare or use transit to travel to work. The regional GRH program eliminates this barrier by providing a free ride home in the event of an unexpected personal emergency or unscheduled overtime. The GRH program's free ride home is offered only to commuters that carpool, vanpool, use transit, bicycle, or walk to work at least two days per work week. As a result of the GRH program, some single occupant vehicle drivers will switch to a ridesharing or transit commuting alternative, and current ridesharing and transit users will increase the usage of these alternative commute modes. The GRH program is an insurance program for those commuters who do not drive alone to their worksite.

The Guaranteed Ride Home program is a regional program and consists of the project area previously outlined in Figure 1. The annual budget for the Guaranteed Ride Home program for the two project areas outlined below is \$676,360.

### A. GENERAL OPERATIONS AND MAINTENANCE

COG/TPB staff processes all GRH applications received through the Commuter Connections web-based TDM software system, or by mail or fax. Using the web based TDM system, COG/TPB staff registers qualifying applicants, produces GRH registration ID cards, and sends ID card and participation guidelines to new registrants. Commuters can obtain information about the GRH program and complete an application on the Commuter Connections Web site, [www.commuterconnections.org](http://www.commuterconnections.org). Commuters may also call COG's Commuter Connections 800 telephone number, 1-800-745-RIDE, to ask questions about the GRH program and/or request information and an application. The 800 number is equipped with a menu so that callers can choose the menu item that best fits their needs. All GRH questions and requests for information and applications are taken by COG/TPB staff.

COG/TPB staff also mails GRH applications to GRH users who have used the GRH program without formally registering. GRH guidelines permit a commuter to use the GRH service one time as a "one-time exception" before they register. Also, COG/TPB

staff mails transit vouchers to GRH users who used transit as part of their GRH trip. All vouchers and invoices from transportation service providers are processed by COG/TPB staff.

In the event the commuter has not supplied an e-mail address, COG/TPB staff mails a re-registration notice to commuters who could not be contacted by telephone. The notice contains an application which the commuter can complete and send to COG to re-register. The commuter can also call Commuter Connections or visit the Commuter Connections Web site to re-register.

During FY 2014, staff will assist the Commuter Connections Subcommittee in reviewing the GRH participation guidelines for any recommended changes. These recommendations will be presented to the Commuter Connections Subcommittee for their final review and approval. In the past, recommendations have been made to modify and add participation guidelines to better convey the GRH trip authorization, GRH re-registration, and one-time exception rules and restrictions.

COG/TPB staff will continue to respond to the general public and to GRH applicants for registrations and re-registrations to the program. Registered commuters will be notified when their GRH registration is about to expire. Staff will continue to prepare and send new and re-registration GRH ID cards, registration letters, and participation guidelines on a weekly basis. Staff will also continue to monitor and maintain the GRH applicant database and server. COG/TPB staff will continue to update and maintain program participation guidelines, and provide annual customer service training to the daily operations contractor and COG/TPB staff assigned to the project.

**Cost Estimate:** \$206,118

**Direct Costs (Telephone, Copies, etc) as Part of Estimate: \$27,071**

**Products:** GRH new and re-registration ID cards and registration letters  
(COG/TPB staff)

GRH Program participation guidelines. (COG/TPB staff)

**Services:** Process application requests from the general public for registration and re-registration to the program. (COG/TPB staff)

Notify commuters when registration is about to expire.  
(COG/TPB staff)

Monitor and update GRH applicant database. (COG/TPB staff)

staff)

**Schedule:** July 1, 2013 - June 30, 2014

**Oversight:** Commuter Connections Subcommittee

- Provide input and feedback on GRH program participation guidelines and policies.

B. PROCESS TRIP REQUESTS AND PROVIDE TRIPS

GRH transportation service is provided by several taxi companies, a rental car company, and a paratransit company, all under contract with COG. Commuters make their GRH trip request through a menu option provided on COG's Commuter Connections 800 telephone number. This menu option transfers calls for GRH trips directly to an operations contractor. This contractor reviews and assesses the trip request and approves or denies the request based on the GRH Participation Guidelines. The contractor then arranges the approved trips with the appropriate transportation providers. If a trip request is denied, the commuter is offered an arranged trip at their own expense.

During FY 2014, COG/TPB staff will continue management and monitoring of contract services for day-to-day operations services. Day to day operations include confirming ride request eligibility; dispatching rides through the ten ride service providers; tracking ride requests in the GRH database; and processing invoices for payment for ride service providers, the daily operations contractor and for the general public for transit vouchers.

Customer service training will be provided to all Guaranteed Ride Home call center agents.

**Cost Estimate:** \$470,062

***Consultant/Contractor Costs as Part of Estimate:***

*(Daily Operations)* \$133,000

*(Cab and Car Rental Companies)* \$251,530

**Services:** Process GRH trip requests, approve/deny requests, and arrange rides. *(Daily Operations Contractor)*

Management and monitoring of contract services for day-to-day operations and ten cab and car rental ride service providers. This includes processing invoices for payment for contractors and for the general public

for transit vouchers. (COG/TPB staff)

Customer service training for GRH call center agents.  
(COG/TPB Staff)

Provide GRH Rides (Cab and Car Rental Companies)

**Schedule:** July 1, 2013 - June 30, 2014

**Oversight:** Commuter Connections Subcommittee

- Provide input and feedback on GRH program operations.

### III. MARKETING

The Marketing program delivers a “brand promise” for Commuter Connections as an umbrella solution for commuters seeking alternative commuting options within the region through regional marketing campaigns and special events and initiatives. The use of media and other forms of communication at high reach and frequency levels are used to communicate the benefits of alternative commute methods to Single Occupant Vehicle (SOV) commuters most likely to shift to non-SOV travel.

Marketing is a regional program and consists of five project areas listed below. The total annual project cost for the program tasks is \$2,669,994.

#### A. TDM MARKETING AND ADVERTISING

Regional TDM marketing campaigns aim to encourage both current SOV and non-SOV populations to either start or to continue using alternative transportation modes for commuting. Regional TDM marketing campaigns complement other on-going Commuter Connections program services that have been implemented in the region by increasing their overall efficiency and effectiveness.

Commuter Connections regional marketing campaigns may include, but is not limited in the use of direct mail to households and employers, radio, television, Web site advertisements and banner ads, phone book advertising, keyword search engine sponsorships, bus and rail advertising, and special event advertising. COG/TPB staff and its network members may also participate in promotions at employment sites and special events.

The overall objective of the project will be to continue to brand Commuter Connections and to meet the Mass Marketing TERM impact goals. A marketing/advertising/public relations contractor will be used to produce and execute the creative, copywriting, and



earned media (public relations) plan.

The marketing/advertising/public relations contractor provides expertise to develop the regional marketing campaign. The program builds upon current regional TDM marketing efforts by local, state, and regional agencies to establish a coordinated and continuous year round marketing effort for regional TDM programs. Partnerships between COG and area transit agencies have been established and are maintained to enable the promotion of incentives such as the GRH program to transit riders. COG has also partnered with local jurisdictions to promote various program services through value added media opportunities.

A Marketing Communications Plan and Schedule is issued within the first quarter of the fiscal year that will outline the overall marketing strategy to be used for marketing campaign. Input on this plan will be provided by the state funding agencies and the Regional TDM Marketing Group members. A Marketing Planning Workgroup will then be formed provide input to the detailed creative development of the regional marketing campaigns. Campaign summary documents will be produced that will outline campaign specifics such as direct mail distribution points (i.e. zip codes), radio stations used, etc.

COG/TPB staff will update and implement a public relations plan and continuously update the SharePoint site for posting marketing and advertising materials for review by the regional Marketing Planning Workgroup members. An outbound email box has also been established at [docomments@mwkog.org](mailto:docomments@mwkog.org) for communications on reports and other work program products that require feedback by Commuter Connections committee groups.

A regional commute alternatives newsletter, *Commuter Connections*, will be published quarterly and distributed to several thousand employers. The focus of the newsletter is on federal, state, regional and local information and/or ideas employers can use to either start, expand or maintain employer-based commute benefit programs. In addition, COG/TPB staff works with the General Services Administration to produce a quarterly Employee Transportation Coordinator (ETC) newsletter insertion into the Commuter Connections newsletter, for distribution to more than 100 Federal ETC's.

COG/TPB staff will continue to maintain and update all Commuter Connections collateral materials and Web based information. The regional Resource Guide and Strategic Marketing Plan will also be updated with input from member agencies. Part of the marketing and advertising plan will include the 40 year commemoration of the start of Commuter Connections (originally founded as the Commuter Club).

**Cost Estimate:** \$2,029,780

***Consultant/Contractor Costs as Part of Estimate:***

<i>(Advertising and Marketing Contractor)</i>	\$475,000
<i>(Media Buy)</i>	\$935,000

(Postage/Printing)

\$227,000

**Products:**

SharePoint postings for marketing and advertising materials for review by workgroup members and all other Commuter Connections committees. *(COG/TPB staff)*

Earned media plan. *(COG/TPB staff in conjunction with consultant)*

Quarterly employer newsletter and Federal agency Employee Transportation Coordinator newsletter. *(COG/TPB staff in conjunction with consultant)*

Mass Marketing material updates and re-prints. *(COG/TPB staff in conjunction with consultant)*

Commuter Connections Web Site updates. *(COG/TPB staff in consultation with consultant as needed)*

Creative materials for regional TDM marketing campaigns. *(COG/TPB staff in conjunction with consultant)*

Bus and rail advertising development and placement. *(COG/TPB staff in conjunction with consultant)*

Special event advertising development and placement. *(COG/TPB staff in conjunction with consultant)*

Marketing Communications Plan and schedule. *(COG/TPB staff in conjunction with consultant)*

2013 Strategic Marketing Plan and Resource Guide. *(COG/TPB staff in conjunction with consultant)*

1<sup>st</sup> Half of the Fiscal Year Regional TDM Marketing Campaign Summary Document. *(COG/TPB staff in conjunction with consultant)*

2<sup>nd</sup> Half of the Fiscal Year Regional TDM Marketing Campaign Summary Document. *(COG/TPB staff in conjunction with consultant)*

<b>Services:</b>	<p>Placement of advertisements including, but not limited to: Web site advertisement through banner ads, placement of keyword search engine sponsorships, radio, print, and television, as needed. <i>(Consultant)</i></p> <p>Placement of advertisements in printed and electronic telephone directories. <i>(COG/TPB staff)</i></p> <p>Staff the Regional TDM Marketing Group. <i>(COG/TPB staff)</i></p> <p>Track the effectiveness of advertising campaigns through call volumes and internet hits. <i>(COG/TPB staff)</i></p> <p>Process media placement invoices. <i>(COG/TPB staff)</i></p> <p>Monitor and adjust the implementation of regional marketing campaigns. <i>(COG/TPB staff)</i></p> <p>Attend and participate in commuter promotional events and special events, as needed. <i>(COG/TPB staff)</i></p> <p>Management and oversight of marketing contract. <i>(COG/TPB staff)</i></p>
<b>Schedule:</b>	<p>July 1, 2013 - June 30, 2014</p> <p>Marketing Communications Plan and Schedule: September 2013</p> <p>2013 Strategic Marketing Plan and Resource Guide: December 2013</p> <p>1<sup>st</sup> Half of the Fiscal Year Regional TDM Marketing Campaign Summary Document: December 2013</p> <p>2<sup>nd</sup> Half of the Fiscal Year Regional TDM Marketing Campaign Summary Document: June 2014</p>
<b>Oversight:</b>	<p>Regional TDM Marketing Group</p>

- Provide input and feedback on marketing plan, collateral materials, and recommendations made by the Marketing Planning Work Group.
- Provide information on current regional TDM marketing efforts by local, state, and regional agencies to establish and coordinate continuous year round marketing for regional TDM.

**B. BIKE TO WORK DAY**

A major marketing activity is the annual Bike to Work day event. Participation in this event has grown steadily each year and includes bicyclists from all jurisdictions in the region. This event is co-sponsored by the Washington Area Bicyclists Association (WABA) and is supported by COG/TPB staff, the state funding agencies and local jurisdictions, and individual sponsoring companies and organizations. Some of the costs of the event are off-set by business and interest-group sponsors who receive publicity for their financial support.

Commuter Connections participation in Bike to Work day includes support for the planning and promotion of the event, the maintenance and management of the event web sites, and assistance at the various “pit stops” on the day of the event, development of promotional materials and advertising, and earned media. An “Employer Challenge” is also held which identifies the top five employers with the most registered participants in the event. A drawing is then held with the five employers to select a winner. The winning employers’ registered participants receive a free lunch event sponsored by Commuter Connections.

COG/TPB staff will continue to support and implement a regional Bike To Work Day event and promote the event to employers. This will be accomplished through management and oversight of the event web site, media placements and marketing coordination activities with the marketing/advertising/public relations contractor.

**Cost Estimate:** \$134,219

***Consultant/Contractor Costs as Part of Estimate:***

<i>(Advertising and Marketing Contractor)</i>	\$ 60,000
<i>(Media Buy)</i>	\$ 35,000
<i>(Postage/Printing)</i>	\$ 8,400

**Products:** Earned media plan. *(COG/TPB staff in conjunction with consultant)*

Creative materials for Bike To Work Day Event which may include, but is not limited to logo update, poster, take-away brochure, transit signage, t-shirts, custom banners for each pit stop, radio ad, writing copy for live radio reads, print ad, internet ads, HTML e-mail blasts, and public service announcements. *(COG/TPB staff in conjunction with consultant)*

Regional Proclamation. *(COG/TPB staff)*

**Services:**

Coordinate regional pit stops for Bike To Work Day event in May 2014. *(COG/TPB staff)*

Coordination and management of event web site *(COG/TPB staff in conjunction with WABA staff and consultant)*

Design and distribute event collateral materials to employers and the general public. *(COG/TPB staff in conjunction with consultant).*

Placement of advertisements; including, but not limited to: Web site advertisement through banner ads, placement of keyword search engine sponsorships, radio, and print, as needed. Activities include negotiation of value-added media. *(Consultant)*

Solicitation of corporate sponsors. *(COG/TPB staff in conjunction with consultant).*

Media outreach and coordination of interviews. *(COG/TPB staff in conjunction with consultant)*

Coordination of Employer Challenge. *(COG/TPB staff)*

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

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

Staff regional Bike To Work Day Steering Committee. *(COG/TPB staff)*

**Schedule:** July 1, 2013 - June 30, 2014

**Oversight:** Bike To Work Day

- Provide input and feedback on marketing collateral materials, radio advertisements and event logistics.

C. EMPLOYER RECOGNITION AWARDS

COG/TPB staff will coordinate the annual Commuter Connections Employer Recognition Awards for employers showing commitment towards voluntarily implementing commute alternative programs and telecommuting at their respective worksite(s). COG/TPB staff will also explore additional public relations opportunities for the award winning agencies to be profiled or highlighted. During FY 2009, a review of the program occurred and recommended changes that were adopted were implemented during FY 2010. An Employer Recognition Awards work group will continue to provide input to the collateral material developed for the award.

Coordination activities will include developing and distributing an awards nomination packet and soliciting nominations from employers through local jurisdictions, Chambers of Commerce and from the employers themselves. Staff will also work with the marketing contractor to review and classify the award submissions. A selection committee of objective transportation industry professionals will be recruited for the awards selection committee. The selection committee will be chaired by a member of the TPB.

The marketing contractor will work with COG/TPB staff to validate nomination entries and obtain and clarification needed from nominees. The marketing contractor will facilitate the selection committee process. Once the selection committee makes its recommendations, the award winners will be notified and a short video will be produced on each winning category. An awards booklet, giveaway, and short video briefs of each of the award winners will be produced for the awards ceremony. The awards ceremony will be held towards the end of the fiscal year. Staff will coordinate all logistics for the event including, but not limited to: securing speakers, writing remarks, securing event venue, and staffing the event. Additionally, COG's Office of Public Affairs along with the marketing contractor will identify media opportunities to highlight the winners.

**Cost Estimate:** \$98,750

***Consultant/Contractor Costs as Part of Estimate:***

<i>(Advertising and Marketing Contractor)</i>	\$60,000
<i>(Media Buy)</i>	\$ 5,500
<i>(Postage/Printing/Video)</i>	\$19,500

**Products:**

Awards nomination packet. *(COG/TPB staff in conjunction with consultant).*

Awards invitations *(COG/TPB staff in conjunction with consultant).*

Awards Booklet. *(COG/TPB staff in conjunction with consultant).*

Award Trophies. *(COG/TPB staff)*

Giveaway Item. *(COG/TPB staff in conjunction with consultant).*

Video Briefs. *(COG/TPB staff in conjunction with consultant).*

Event Photos. *(Consultant)*

Print Ad. *(Consultant in conjunction with COG/TPB staff)*

**Services:**

Coordinate award submissions with local jurisdictions. *(COG/TPB staff)*

Coordinate logistics for awards selection committee. *(COG/TPB staff in conjunction with consultant)*

Facilitate selection committee meeting *(Consultant)*

Identify and coordinate earned media opportunities. *(COG/TPB staff in conjunction with consultant)*

Placement of print ad. *(Consultant)*

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

Coordinate event logistics including recruitment of speakers, writing speaker remarks, securing event venue, and staffing the event. *(COG/TPB staff)*

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

<b>Schedule:</b>	July 1, 2013 - June 30, 2014
<b>Oversight:</b>	Commuter Connections Subcommittee <ul style="list-style-type: none"> <li>• Provide input and feedback on project and recommendations made by Employer Recognition Awards work group.</li> </ul>

#### D. 'POOL REWARDS

During FY 2009 COG/TPB staff issued a report on the feasibility of conducting a carpool incentive demonstration project called 'Pool Rewards. The carpool incentive demonstration project was launched in FY 2010 and was evaluated. The purpose of the carpool incentive demonstration project was to recruit and retain commuters in a carpool through cash or other incentives. Similar programs are in operation in major metropolitan areas such as Los Angeles and Atlanta. Research has shown that commuters who are paid to carpool tend to stay in a carpooling arrangement longer than those carpoolers who are not paid. Commuters who currently take transit or a vanpool to work are eligible to receive \$125 per month under the IRS Qualified Transportation Fringe benefit provisions. Carpoolers are not eligible to participate. This type of a program has been used in a limited fashion in the Washington metropolitan region during large-scale construction projects such as the Wilson Bridge where the program was named "Bridge Bucks." The program proved to be extremely successful in convincing commuters to use an alternative form of transportation other than driving alone during the construction period.

During FY 2009, COG/TPB staff and a volunteer committee of Commuter Connections network members reviewed the top ten congested areas in the MSA with the goal of choosing corridors for implementing a carpool incentive and recommending the feasibility of implementing a demonstration program. The following final recommendations were made to the Subcommittee regarding the three corridors where the demonstration program would operate: 1) The I-495 corridor from Bethesda to Tyson's Corner, 2) the I-495 corridor from MD-295 (BW Parkway) to I-270; and 3) I-395 from Washington DC into Northern Virginia. The program guidelines and implementation plans for each of these corridors were developed by a work group in FY 2009 and were deployed as part of the pilot project. The duration of the financial incentive for the three recommended corridors was for three months for participating commuters. During the course of the demonstration project in FY 2010, the corridor restrictions were lifted in March 2010 due to low participation rates. At that point there were only 12 participants and once the restrictions were lifted there were approximately 185 new participants that joined the program. There were 102 participants that completed logging their trips, had supervisor verification, and completed an on-line survey.

An evaluation report was developed under the guidance of the State TDM Work Group and the TDM Evaluation Group. Based on the demonstration project results, the STDM Work



Group determined the program's continuation beginning in FY 2011 along with changes to program guidelines and the 'Pool Rewards software module. After measuring the benefits produced from the carpool financial incentive program, comparisons were made from the expected outcomes to the actual outcomes in terms of auto occupancy and vehicle miles of travel, vehicle trips reduced and emission impacts. A follow-up survey conducted in FY 2011 of the original demonstration project participants showed a 93% carpool retention rate of all participants. A survey of new participants was conducted in FY 2011 and showed that 98% of the program participants planned to carpool after the incentive had ended. Continued evaluation will be conducted in order to adjust program guidelines and documentation of program participation from the user's end.

In FY 2012 the 'Pool Rewards program was expanded to include vanpools. Newly formed vanpools that originate in either the District of Columbia or in Maryland whose destination is in the Washington DC non-attainment region will be eligible to participate. Third-party vanpool providers on contract with COG/TPB will provide the vanpool service. COG/TPB staff worked with WMATA to develop a monthly mileage reporting system for the Federal Transit Administration's (FTA's) National Transit Database. There will also be continued coordination with Virginia's new incentive vanpool program.

In FY 2014, advertising materials will be updated along with on-line advertising as a way to entice additional project participants.

**Cost Estimate:** \$322,129

***Consultant/Incentive Costs as Part of Estimate:***

<i>(Advertising and Marketing Contractor)</i>	\$ 10,000
<i>(Media Buy)</i>	\$ 35,000
<i>('Pool Rewards Incentive Payments)</i>	\$110,000 (carpools)
	\$120,000 (vanpools)

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

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

Media Placements. *(Consultant)*

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

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

**Schedule:** July 1, 2013 - June 30, 2014

**Oversight:** Commuter Connections Subcommittee

- Provide input and feedback on project recommendations for program continuation and/or expansion.

#### E. CAR-FREE DAY

During FY 2014, COG/TPB staff will coordinate with local jurisdictions to implement the regional Car Free Day campaign that will encourage residents to leave their cars behind or to take alternative forms of transportation such as public transit, carpools, vanpools, telework, bicycling or walking.

Car Free Day was first held in FY 2009. In FY 2012, evaluation results showed that there were over 11,700 individuals that pledged to go “car-free” for this event, a 70% increase over the previous year. In addition, there were approximately 5,500 vehicle trips reduced and 272,000 vehicle miles of travel reduced as a result of participation in this event. During FY 2013, the event was held on a Saturday and the participation rate was about half of that in FY 2012 (6,572 pledges).

This event will be held on September 22<sup>nd</sup> and is in tandem with the World Car Free Day event. Because the event falls on a Sunday, the Car Free Day Steering Committee will look to promote the event over a Friday, Saturday, Sunday time period in order to attract additional participation. A marketing campaign along with public outreach efforts will be developed to coincide with this worldwide celebrated event. Given that the event will be held on a Saturday, the event message may need to be modified.

<b>Cost Estimate:</b>	\$85,116
<b><i>Consultant/Contractor Costs as Part of Estimate:</i></b>	
<i>(Advertising and Marketing Contractor)</i>	\$ 25,000
<i>(Media Buy)</i>	\$ 40,000
<i>(Postage/Printing)</i>	\$ 12,000

**Products:** Marketing collateral which can include, but is not limited to development and printing of posters, transit signage, bus shelter signage and other related advertising collateral that will need to be printed. *(COG/TPB staff in conjunction with consultant)*

Development and production of radio ad, internet ads, and text messages, and HTML e-mail blasts. *(COG/TPB staff in conjunction with consultant)*

Earned media plan development and implementation.  
*(COG/TPB staff in conjunction with consultant)*

Update of Web site and social media. *(COG/TPB staff in conjunction with consultant)*

**Services:**

Implement regional Car Free Day event prior to and after Sunday, September 22, 2013 and promote event to the general public, employers and to the media.  
*(COG/TPB staff in conjunction with consultant )*.

Media Placements, including the negotiation of value-added placements. *(Consultant)*

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

Staff regional Car Free Day Steering Committee.  
*(COG/TPB staff)*

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

**Schedule:**

July 1, 2013 - June 30, 2014

**Oversight:**

Car Free Day Steering Committee

- Provide input and feedback on marketing collateral materials, radio advertisements and event logistics.

## **IV. MONITORING AND EVALUATION**

The Monitoring and Evaluation program will provide overall program and individual project results when appropriate for the various projects in the CCWP that will be used to track progress for the regionally adopted Transportation Emission Reduction Measures (TERMS). One project will solely focus on those activities directly related to data collection and analysis for the TERMS. Data collection and analysis for the TERMS occurs over a three year period. Results from this project will directly impact the FY 2012 – FY 2014 TERM Analysis report for Commuter Connections and the final results will be used to update the regional TERM Tracking Sheet. Cost effectiveness results are also calculated every three years. Impact and cost effectiveness results will also be

used by the State TDM Work Group to make any necessary recommendations for changes to the TERMS being operated through Commuter Connections.

The second project area will include the ongoing tracking and monitoring activities for each of the CCWP program areas, including the Commuter Operations Center, Guaranteed Ride Home, Employer Outreach, Marketing, and GRH Baltimore. A direct customer satisfaction survey will be performed to gauge the level of satisfaction for Guaranteed Ride Home. Monthly data collection and quarterly progress reports and an annual progress report will also be produced by COG/TPB staff.

The Monitoring and Evaluation program is a regional program and consists of the two project areas outlined below. The total annual project cost for the program tasks is \$445,000.

A. TERM DATA COLLECTION AND ANALYSIS

Data collection analysis for the Commuter Connections TERMS occurs over a three year period. The current cycle began in FY 2012 (July 1, 2012) and will conclude in FY 2014 (June 30, 2014). During FY 2012, the previous data collection cycle's TERM Analysis Report was finalized and published and the Placement Rate Study for the new data collection period was completed. In FY 2013, the Framework Methodology Document was updated and published, and data collection activities occurred for the 2013 State of the Commute Report and 2013 GRH Applicant Survey. Draft Technical reports were produced for both data collection activities.

During FY 2014, the final year in the data collection cycle, COG/TPB staff will conduct an evaluation of the regional Employer Outreach database as specified in the FY 2012 – 2014 TDM Evaluation Framework Methodology Document. An employer telework survey will also be conducted with Maryland employers to gauge the effectiveness of assistance provided to employers to start and expand a telework program. A Bike To Work Day survey of the FY 2013 program participants will be conducted and the 2013 State of the Commute Survey Technical Report will be finalized and a general public report will be prepared for printing. The 2013 Guaranteed Ride Home Applicant Survey Report will be finalized. The draft FY 2014 TERM Analysis report will also be prepared.

Various presentations on the data collection instruments and reports will be prepared and given to the Commuter Connections TDM Evaluation Group, the Commuter Connections Subcommittee, the TPB Technical Committee, and the TPB, if warranted. The evaluation contractor will also be fulfilling data requests that are received or needed by COG/TPB staff during the course of the fiscal year.

COG/TPB staff will also provide day to day management and monitoring of evaluation contract services and will report results through monthly data collection activities and quarterly progress reports and an annual progress report.

During FY 2014, data collection activities from local sales territories will continue as will the review of employer database records and the classification of employer records into levels of participation. Quarterly level of effort verification statements will be produced by COG/TPB staff.

<b>Cost Estimate:</b>	<b>\$219,101</b>
<b>Consultant Costs as Part of Estimate:</b>	
<i>(TDM Evaluation Project Consultant)</i>	<i>\$80,000</i>

**Products:**

2013 State of the Commute Final Technical Report and preparation of general public report for printing. *(COG/TPB staff in conjunction with consultant )*.

Final 2013 GRH Applicant Survey Report. *(COG/TPB staff in conjunction with consultant )*.

Regional evaluation of Employer Outreach database for FY 2012 – FY 2014 TERM Analysis Report. *(COG/TPB staff in conjunction with consultant )*.

FY 2013 Bike To Work Day participant data collection and Report. *(COG/TPB staff in conjunction with consultant )*.

Employer Telework Survey data collection. *(COG/TPB staff in conjunction with consultant )*.

Quarterly level of effort Employer Outreach TERM verification statements. *(COG/TPB Staff)*

**Services:**

Fulfillment of data requests. *(COG TPB Staff)*

Data documentation from monthly activity reports from ten local sales territories. *(COG TPB Staff)*

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

**Schedule:**

July 1, 2013 - June 30, 2014

2013 State of the Commute Survey Final Technical Report: November 2013

2013 GRH Applicant Final Survey Report: November 2013

2013 Bike To Work Day Participant Survey Report: January 2014

Employer Outreach Database Analysis: April 2014

Employer Telework Data Collection: April 2014

2013 State of the Commute Survey General Public Report: Preparation for Printing - June 2014

2014 Draft TERM Analysis Report: June 2014

**Oversight:**

TDM Evaluation Group

- Provide input and feedback on data collection activities, survey methodology, and draft reports.

**B. PROGRAM MONITORING AND TRACKING ACTIVITIES**

COG/TPB staff will collect monthly program statistics, produce quarterly progress reports, monthly Executive Summary reports, and produce a FY 2013 annual summary of program statistics of the number and type of commuter traveler requests filled by COG and other client member program sites. Staff will collect and analyze data from the monthly customer satisfaction survey for all GRH program users, and produce a customer satisfaction survey report based on the findings. Survey results will be used to change program guidelines and/or policies as needed.

COG/TPB staff will assist local Employer Outreach sales representatives to conduct employer site surveys. A contractor will be used to provide technical assistance for the electronic surveying process and analysis of results, and data entry assistance for those employers using a paper copy of the survey. Survey tabulation and reporting will be provided by COG/TPB staff. Results from the employer database tabulated surveys are used to estimate the participation rates and impacts for employer-based TDM programs reported from the local sales jurisdictions. COG/TPB staff will also maintain and update the archived Employer Commute Survey database.

COG/TPB staff will also monitor monthly progress for local Employer Outreach sales jurisdictions based on their approved Scopes of Work and contract project goals. Quarterly progress reports and level of effort tracking sheets listing results of each local sales jurisdiction will be prepared. An annual detailed snapshot of overall progress will be provided to appropriate state funding agencies for their respective jurisdictions.

COG/TPB staff will conduct the annual Employer Customer Satisfaction Survey and report.

COG/TPB staff will oversee a regional monitoring and evaluation program for Employer Outreach which includes data collection activities from local employer outreach sales territories. Local jurisdiction contract performance monitoring for Employer Outreach goals will also be a part of this activity.

Results from local employer telework sales calls and outreach services will be documented in terms of level of effort and progress and shown in quarterly progress reports. Quarterly documentation will also be provided on level of participation and effectiveness and results from sales and outreach activities for employer-based telework programs. Overall monitoring and evaluating employer-based telework programs throughout the region will continue.

Staff will also evaluate effectiveness of advertising campaigns through call volumes, internet hits, and the annual placement rate study. Marketing campaigns will be monitored through lead analysis and detailed campaign summary results. An event summary report will also be produced for the FY 2013 regional Bike To Work Day event.

Monthly program statistics will be collected and quarterly progress reports will be provided for all program areas in the FY 2014 CCWP and an annual progress report for FY 2013 will be produced.

<b>Cost Estimate:</b>	<b>\$225,899</b>
<b><i>Consultant Costs as Part of Estimate:</i></b>	
<i>(Employer Survey Project Consultant)</i>	\$ 20,000
<i>(TDM Evaluation Project Consultant)</i>	\$ 10,000

<b>Products:</b>	Collect monthly program data and produce quarterly progress reports and monthly Executive Summary reports for the Commuter Operations Center, Guaranteed Ride Home, Employer Outreach, Marketing, Evaluation, and GRH Baltimore programs. <i>(COG/TPB staff)</i>
	Produce FY 2013 annual progress report. <i>(COG/TPB staff)</i>
	Collect and analyze data from monthly GRH customer satisfaction survey for FY 2013 program users, and produce a report showing results. <i>(COG/TPB staff)</i>
	Quarterly Employer Outreach verification report.

*(COG/TPB staff)*

Marketing lead analysis and campaign summary report. *(COG/TPB staff)*

FY 2013 Bike to Work Day Event Report *(COG/TPB staff)*

Employer Outreach Customer Satisfaction Survey *(COG/TPB staff and Contractor)*

Survey reports to Employer Outreach representatives from Employer Commute Survey results. *(COG/TPB staff)*

**Services:**

Updating and Maintaining Employer Commute Survey archived database. *(COG/TPB staff)*

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

Staff the TDM Evaluation Group *(COG/TPB staff)*

**Schedule:**

July 1, 2013 - June 30, 2014

FY 2013 4<sup>th</sup> Quarterly Progress Report: July 2013

FY 2014 Marketing Campaign Lead Analysis and Results: September 2013

FY 2013 Annual Progress Report: September 2013

FY 2014 1st Quarter Progress Report: October 2013

FY 2014 2<sup>nd</sup> Quarter Progress Report: January 2014

FY 2014 3<sup>rd</sup> Quarter Progress Report: April 2014

FY 2014 Marketing Campaign Lead Analysis and Results: March 2014

**Oversight:**

Commuter Connections Subcommittee

- Provide input and feedback on data collection activities for GRH customer



satisfaction survey, monthly, quarterly, and annual progress reports.

Regional TDM Marketing Group

- Provide input and feedback on campaign lead analysis reports.

Employer Outreach Committee

- Provide input and feedback on quarterly employer outreach verification reports and Employer commute survey process, reports and survey result archives.

## V. EMPLOYER OUTREACH

The Employer Outreach program provides and supports outreach efforts in ten jurisdictions located in the region’s MSA. This program contains regional and jurisdictional components. COG/TPB’s Commuter Connections staff provides overall administration and arranges for sales training and support for the jurisdictional components of the program and technical training on the regional sales contact management database. The local jurisdictions provide outreach to employers and work with employers to develop and implement new, or expand existing employer-based alternative commute programs.

The following local jurisdictions provide employer outreach services:

District of Columbia
Frederick County
Montgomery County
Tri-County Council for Southern Maryland
Prince George’s County
City of Alexandria
Arlington County
Fairfax County
Loudoun County
Prince William County

Most employers who promote commute alternatives do so for practical reasons associated with the operation of their businesses. But the community as a whole benefits from commute alternatives programs, which improve air quality, reduce traffic congestion, and support economic development. For this reason, many local governments in the region continue to offer programs that encourage commute options at the employment site. These programs range from marketing efforts and incentive programs conducted through ridesharing programs

to “adequate public facilities ordinances” that have trip reduction requirements for affected employers. Additionally, the Virginia Department of Transportation administers funds directly to the local jurisdictions in Northern Virginia to implement the Employer Outreach TERM and has also allocated funding to the Telework!VA program for employers to either start or expand a telework program. The District Department of Transportation is using the pass-thru dollars for the TERM to hire a contractor directly. Results from these activities are reported and analyzed under the regional Monitoring and Evaluation program.

The Commuter Connections program’s ongoing goal has been to weave existing local employer and government programs into a coherent, voluntary regional network, and to promote ways in which worksite commute alternatives programs may grow, without imposing burdensome mandates upon employers.

Regional Components of the Employer Outreach Program include:

- 1) Maintaining and updating a web-based regional employer/employee sales contact database to facilitate local efforts and avoid duplication.
- 2) Coordination with WMATA’s SmartBenefits program sales staff, and/or their assigned consultant(s).
- 3) Review of individual local sales contact databases on a continuing basis to ensure quality control.
- 4) Providing bicycling information to area employers to help and support bicycling to work by their employees.
- 5) Coordinating technical training for the regional sales database on an as needed basis.
- 6) Supporting the Employer Outreach Committee of the Commuter Connections Subcommittee which provides guidance to the program.
- 7) COG/TPB staff support for updating and printing customized sales materials and employer case studies both in hard copy and for inclusion on the Commuter Connections Web site.
- 8) Providing coordinated marketing materials for the program including; but not limited to, customized sales portfolio’s, employer case studies, Live Near Your Work, Alternative Work Schedule, Climate Change Carbon Footprint, LEED, and Emergency Commute Preparedness information.
- 9) Providing customized information on voluntary commuting actions that can be taken by employers and the general public to reduce mobile source emissions, particularly on Air Quality Action days, through the Clean Air Partners program.

- 10) Offering sales training for the sales and service representatives in each of the participating jurisdictions.

The regional components of the program are listed in the two project tasks below. The total annual cost for the regional components of the Employer Outreach program is \$80,650.

Jurisdictional Components of the Employer Outreach Program include:

- 1) Contacting individual employers in each locality, (carried out by the local sales and service representatives) through the regional contact sales database which Commuter Connections maintains and updates.
- 2) Accomplishing local program goals in Maryland jurisdictions via staff, contractors, TMA's, or other entities. A scope of work is submitted to COG to expedite an annual program contract for each locality, and funding is allocated to localities based upon guidance to COG from the state funding agencies.
- 3) COG/TPB support for overseeing pass-thru funding to local sales jurisdictions for the implementation of voluntary transportation demand management strategies at private sector employment sites.
- 4) Providing sales support for the sales and service representatives in DC and Maryland.

The jurisdictional components of the program are outlined in the two project tasks below. The total annual costs for the jurisdictional components of the Employer Outreach program are \$529,197.

**Regional Component Project Tasks**

A. **REGIONAL EMPLOYER DATABASE MANAGEMENT AND TRAINING**

During FY 2014, COG/TPB staff will continue to maintain and update the hardware and software for the computerized regional employer outreach database and monitor the regional web-based database upgrade installed during FY 2013. In addition, COG/TPB staff will coordinate training and provide technical assistance to local sales jurisdictions upon request.

**Cost Estimate:** \$65,650

**Services:** Management and monitoring of Employer Outreach regional database and provision of sales representative database training as needed.  
(COG/TPB staff)

Maintenance and update of regional contact management database. (COG/TPB staff)

**Schedule:** July 1, 2013 - June 30, 2014

**Oversight:** Employer Outreach Committee

- Provide input and feedback on technical issues regarding the regional Employer Outreach database/

**B. EMPLOYER OUTREACH FOR BICYCLING**

The Employer Outreach for Bicycling program provides information to area employers to help support and encourage bicycling to work by their employees. This information is included in the Employer Outreach materials provided to employers under the Employer Outreach Program.

Specific activities under the Employer Outreach for Bicycling Program include the update of a guide on biking to work ("Biking to Work in the Washington Area: A Guide for Employers and Employees), and incorporation of WABA bike mentors into the ridematching database. (WABA's Web site now provides users with 24-hour matching to WABA bike mentors, automating a service that previously consumed considerable staff time, and which was available only during office hours).

COG/TPB staff also provides support and facilitation for other bike-to-work outreach activities including lunch time seminars, association meetings and strategic mailings.

**Cost Estimate:** \$15,000

**Printing as Part of Estimate** \$4,713

**Products:** Regional Bicycling to Work Guide updates.  
(COG/TPB staff)

**Services:** Employer assistance and seminars. (COG/TPB staff)

**Schedule:** July 1, 2013 - June 30, 2014

**Oversight:** Employer Outreach Committee

- Provide input and feedback on bicycling issues or outreach activities at employment sites.

## Jurisdictional Component Project Tasks

### A. MARYLAND LOCAL AGENCY FUNDING AND SUPPORT

Local jurisdictions work with employers to develop and implement new, or expand existing employer-based commuter benefit programs such as transit and vanpool benefits, preferential parking for carpools and vanpools, carpool and vanpool formation, and telework and flexible work schedules. Results from these efforts are recorded in the regional employer database.

Maryland jurisdictions will also provide general telework information to the general public, local agencies, and employers. Employer Outreach representatives will also work with employers in Maryland to establish new or expand existing telework programs.

<b>Cost Estimate:</b>	Pass-thru to Local Jurisdictions:	\$433,304
<b>Telework component of pass-thru:</b>		\$81,063

<b>Total Project Budget:</b>	<b>\$433,304</b>
------------------------------	------------------

<b>Services:</b>	New or expanded employer-based TDM programs in Maryland. ( <i>local jurisdictions</i> ).
	New or expanded employer telework programs in Maryland. ( <i>local jurisdictions</i> ).

<b>Schedule:</b>	July 1, 2013 - June 30, 2014
------------------	------------------------------

### B. DC, MARYLAND, AND VIRGINIA PROGRAM ADMINISTRATION

This project task includes the management and monitoring of pass-thru funding by COG/TPB staff to local sales jurisdictions in DC and Maryland for contract compliance. It also includes support to DC and Maryland jurisdictions, consultants, or TMA staff in implementing voluntary transportation demand management strategies at private and/or non-profit sector employment sites. This task involves the review and approval of an annual Scope of Work by COG/TPB staff for each of the Maryland sales jurisdictions and day to day contract management. This task also includes COG/TPB staff support for updating and printing employer specific regional employer-based marketing materials as well as providing training opportunities.

<b>Cost Estimate:</b>	\$95,893
-----------------------	----------

**Products:**

Electronic and printed updates of customized sales portfolio materials, employer specific regional marketing materials (General Commuter Connections brochure, Alternative Work Schedules brochure, Emergency Commute Preparedness brochure, Live Near Your Work brochure, LEED brochure, Climate Change brochure), and case studies. (COG/TPB staff)

**Services:**

Sales training offered for sales and service representatives in the region. (COG/TPB staff/sales training professionals).

Oversight to local sales jurisdictions in DC and Maryland to implement voluntary transportation demand management strategies at private sector employment sites. (COG/TPB staff)

Bi-annual sales support conference calls to DC and Maryland jurisdictions. Employer site visits by COG/TPB staff as requested or needed by DC and Maryland jurisdictions. (COG/TPB staff)

Staff the regional Employer Outreach Committee. (COG/TPB staff)

**Schedule:**

July 1, 2013 - June 30, 2014

**Oversight:**

Employer Outreach Committee

- Provide input and feedback on administrative items such as training, employer-based collateral materials, and case studies.

## **VI. GUARANTEED RIDE HOME BALTIMORE**

A regional Guaranteed Ride Home (GRH) program was implemented in the Baltimore metropolitan region and in St. Mary's County beginning in FY 2011. The GRH Baltimore program will help to eliminate a major barrier to using transit, carpooling, vanpooling, bicycling or walking to work. Studies have shown that a commuter's fear of being "stranded" at work if they or a family member become ill, or if they must work unexpected overtime, is one of the most compelling reasons commuters do not rideshare or use transit to travel to work. The GRH Baltimore program eliminates this barrier by providing a free ride home in the event of an

unexpected personal emergency or unscheduled overtime.

The GRH Baltimore is similar to the Washington metropolitan region's GRH program in offering a free ride home to commuters that carpool, vanpool, use transit, bicycle, or walk to work at least two days per work week. As a result of the GRH program, some single occupant vehicle drivers will switch to a ridesharing or transit commuting alternatives, and current ridesharing and transit users will increase the usage of these alternative commute modes. The program will be able to demonstrate both transportation and emission impacts that could be used as part of the Baltimore region's air quality conformity process. The GRH program is an insurance program for those commuters who do not drive alone to their worksite.

During FY 2014, COG/TPB staff will also be finalizing the in-depth Guaranteed Ride Home (GRH) Baltimore Applicant survey conducted in FY 2013.

The budget for the Guaranteed Ride Home program includes two project areas outlined below, and with a budget of \$150,000.

A. GENERAL OPERATIONS AND MAINTENANCE

Commuter Connections staff at the Metropolitan Washington Council of Governments (COG) will process all GRH applications received by mail, fax, and the Commuter Connections Web site. Using the GRH software system, COG registers qualifying applicants, produces GRH registration ID cards, and sends ID card and participation guidelines to new registrants. Commuters can obtain information about the GRH program and complete an application on the Commuter Connections Web site, [www.commuterconnections.org](http://www.commuterconnections.org). Commuters may also call COG's Commuter Connections 800 telephone number, 1-800-745-RIDE, to ask questions about the GRH program and/or request information and an application. The 800 number is equipped with a menu so that callers can choose the menu item that best fits their needs. All GRH questions and requests for information and applications are taken by COG/TPB staff.

COG staff also mails GRH applications to GRH users who have used the GRH program without formally registering. GRH guidelines permit a commuter to use the GRH service one time as a "one-time exception" before they register. Also, COG staff mails transit vouchers to GRH users who used transit as part of their GRH trip. All vouchers and invoices from transportation service providers are processed by COG staff.

In the event the commuter has not supplied their e-mail address, COG/TPB staff mails a re-registration notice to commuters who could not be contacted by telephone. The notice contains an application which the commuter can complete and send to COG to re-register. The commuter can also call Commuter Connections or visit the Commuter Connections Web site to re-register.

COG/TPB staff will assist the Commuter Connections Subcommittee in reviewing the

GRH participation guidelines for any recommended changes (Attachment A). These recommendations will be presented to the Commuter Connections Subcommittee for their final review and approval. In the past, recommendations have been made to modify and add participation guidelines to better convey the GRH trip authorization, GRH re-registration, and one-time exception rules and restrictions.

COG/TPB staff will respond to the general public and to GRH applicants for registrations and re-registrations to the program. Registered commuters will be notified when their GRH registration is about to expire. Staff will continue to prepare and send new and re-registration GRH ID cards, registration letters, and participation guidelines on a weekly basis. Staff will also continue to monitor and maintain the GRH applicant database and server. COG/TPB staff will continue to update and maintain program participation guidelines, and provide annual customer service training to the daily operations contractor and COG/TPB staff assigned to the project.

During FY 2014, the GRH Baltimore in-depth Applicant Survey will be finalized and results will be shared with the Maryland Transit Authority and the Maryland Department of Transportation as well as the jurisdictions in the Baltimore metropolitan region and St. Mary's County.

**Cost Estimate:** **\$34,660**

**Direct Costs (Telephone, Copies, etc) as part Of Estimate:** **\$ 5,000**

**Products:** GRH new and re-registration ID cards and registration letters  
*(COG/TPB staff)*

GRH Participation Guidelines *(COG/TPB Staff)*

Final 2013 GRH Applicant Survey Report. *(COG/TPB staff in conjunction with consultant ).*

**Services:** Process application requests from the general public for registration and re-registration to the program. *(COG/TPB Staff)*

Notify commuters when registration is about to expire. *(COG/TPB staff)*

Monitor and update GRH applicant database. *(COG/TPB staff)*



**Schedule:** July 1, 2012 – June 30, 2013

2013 GRH Applicant Final Survey Report: November 2013

**Oversight:** Commuter Connections Subcommittee

- Provide input and feedback on GRH program participation guidelines and policies.

**B. PROCESS TRIP REQUESTS AND PROVIDE TRIPS**

GRH transportation service will be provided by several taxi companies, a rental car company, and a paratransit company, all under contract with COG. Commuters make their GRH trip request through a menu option provided on COG's Commuter Connections 800 telephone number. This menu option transfers calls for GRH trips directly to an operations contractor. This contractor reviews and assesses the trip request and approves or denies the request based on the GRH Participation Guidelines. The contractor then arranges the approved trips with the appropriate transportation contractor.

The operations contractor contacts, by telephone, GRH registrants without e-mail addresses whose registration is near expiration and re-registers the qualifying commuters. While the system of calling commuters has been successful, many messages left on commuters' voice mail are not returned. In such cases, re-registration is facilitated by COG staff as described in the previous section.

COG/TPB staff will continue management and monitoring of contract services for day-to-day operations services. Day to day operations include confirming ride request eligibility, dispatching rides through the ride service providers, tracking ride requests in the GRH database, processing invoices for payment for ride service providers, the daily operations contractor and for the general public for transit vouchers.

Customer service training will be provided to all Guaranteed Ride Home call center agents.

**Cost Estimate: \$115,340**

***Consultant/ Contractor Costs as Part of Estimate:***

(Daily Operations):	\$41,000
(Cab and Car Rental Companies)	\$62,626

- Services:** Process GRH trip requests, approve/deny requests, and arrange rides. (*Daily Operations Contractor*)
- Management and monitoring of contract services for day-to-day operations, and ride service providers. This includes processing invoices for payment for contractors and for the general public for transit vouchers. (*COG/TPB staff*)
- Provide GRH Rides (*Cab and Car rental Companies*)
- Schedule:** July 1, 2013 – June 30, 2014
- Oversight:** Commuter Connections Subcommittee
- Provide input and feedback on GRH program participation guidelines and policies.

## **ITEM 13- Information**

February 20, 2013

### Review of the Draft FY 2014 Unified Planning Work Program (UPWP)

#### **Staff**

**Recommendation:** Receive briefing on the enclosed draft of the Unified Planning Work Program (UPWP) for FY 2014 (July 1, 2013 through June 30, 2014).

**Issues:** None

**Background:** The Board will be asked to approve the FY 2014 UPWP at its March 20 meeting. The TPB Technical Committee reviewed this draft at its February 1 meeting.

**NATIONAL CAPITAL REGION  
TRANSPORTATION PLANNING BOARD**

**FY 2014**

**UNIFIED PLANNING WORK PROGRAM  
FOR TRANSPORTATION PLANNING  
FOR THE  
WASHINGTON METROPOLITAN REGION**

**DRAFT**

**February 20, 2013**

The preparation of this program was financially aided through grants from the District of Columbia Department of Transportation; Maryland Department of Transportation; Virginia Department of Transportation; U.S. Department of Transportation, Federal Highway Administration; and the U.S. Department of Transportation, Federal Transit Administration, under the Federal Transit Act.

## TABLE OF CONTENTS

I.	INTRODUCTION	
	Purpose .....	1
	Planning Requirements.....	1
	Regional Planning Goals .....	2
	Addressing Changing Planning Priorities.....	3
	Responsibilities for Transportation Planning.....	4
	FY 2014 Regional Planning Priorities .....	5
	Total Proposed Funding By Federal Sources for FY 2013.....	15
II.	PROPOSED FY 2014 TPB WORK PROGRAM AND BUDGET	
	Program Structure .....	19
	Work Activity Budgets.....	20
III.	Major Work Activities	
	1. Plan Support.....	27
	2. Coordination and Programs .....	42
	3. Forecasting Applications.....	55
	4. Development of Networks and Models .....	62
	5. Travel Monitoring .....	67
	6. Technical Assistance .....	71
	District of Columbia .....	71
	Maryland .....	72
	Virginia .....	72
	WMATA.....	72
	7. Continuous Airport Systems Planning Program .....	74

8. Service/Special Projects .....	75
IV. Proposed FY 2014 State Transportation Agency State Planning and Research Programs (SPR) .....	
District of Columbia.....	
Maryland .....	
Virginia.....	
V. Appendix .....	
1. FY2014 TPB Proposed Funding by State and Local Sources .....	17
2. TPB FY 2014 Work Program by Funding Sources .....	23
3. TPB FY 2014 Budget and Work Program by Expenditure Category .....	24

**LIST OF FIGURES**

1. Organizations Represented on the TPB and/or its Technical Committees.....	7
2. Membership of the National Capital Region Transportation Planning Board .....	8
3. Transportation Planning and Programming Responsibilities .....	9
4. Transportation Planning Studies Within the Washington Metropolitan Area 2014.....	10
5. Overview of Planning Products and Supporting Activities .....	21
6. Visual Representation of UPWP Work Activity Relationships.....	22
7. TPB Committee Structure.....	25

## I. INTRODUCTION

### Purpose

The **FY 2014 Unified Planning Work Program (UPWP) for Transportation Planning for the Washington Metropolitan Region** incorporates in one document all federally assisted state, regional, and local transportation planning activities proposed to be undertaken in the region from July 1, 2013 through June 30, 2014. The UPWP provides a mechanism for the coordination of transportation planning activities in the region, and is required as a basis and condition for all federal funding assistance for transportation planning by the joint planning regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

This work program describes all transportation planning activities utilizing federal funding, including Title I Section 112 metropolitan planning funds, Title III Section 5303 metropolitan planning funds, and Federal Aviation Administration Continuing Airport System Planning (CASP) funds. It identifies state and local matching dollars for these federal planning programs, as well as other closely related planning projects utilizing state and local funds.

### Planning Requirements

The planning activities outlined in this work program respond to a variety of regulatory requirements. The Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) of 2005 defines the structure of the metropolitan planning process. On February 14, 2007, the FHWA and FTA issued final regulations regarding metropolitan planning in response to SAFETEA-LU. The Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Act, which became law on July 6, 2012, made some important modifications to the metropolitan planning process, primarily requiring metropolitan planning organizations (MPOs) to establish and use a performance-based approach to transportation decision making and development of transportation plans. This work program has been developed to comply with the new MAP-21 requirements regarding metropolitan planning.

On November 17, 2010, the TPB approved the 2010 Financially Constrained Long Range Transportation Plan (CLRP) for the National Capital Region. On May 5, 2011, FHWA and FTA transmitted their final Certification Report on the TPB planning process which found that “the metropolitan planning process of the Washington, DC-VA-MD TMA, conducted by the MWCOG Transportation Planning Board and the Fredericksburg Metropolitan Area Metropolitan Planning Organization, conditionally meets the requirements of the Metropolitan Planning Rule at 23 CFR Part 450 Subpart C and 49 CFR Part 613. The FHWA and the FTA are, therefore, jointly certifying the transportation planning process, subject to implementation of the Recommendations and Corrective Actions within the next 18 months.” The report included 11 TPB recommendations and 3 FAMPO recommendations. The report also had 4 corrective actions that FAMPO must address. All of the recommendations and corrective actions have been addressed and a report on their implementation was submitted to FTA and FHWA on July 18, 2012.

On November 16, 2011, the TPB approved the 2011 CLRP. In a February 17, 2012 letter, FHWA and FTA found that the 2011 CLRP conforms to the region’s State Implementation

Plans. On July 18, 2012, the TPB approved the 2012 CLRP and FY 2013-2018 TIP. In a September 28, 2012 letter, FHWA and FTA found that the 2012 CLRP and FY 2013-2018 TIP conform to the region's State Implementation Plans.

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

## **Regional Planning Goals**

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

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

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



of the TPB Vision goals, objectives and strategies, except for security, which is implicitly addressed in the TPB Vision.

## **Addressing Changing Planning Priorities**

### MAP-21 New Requirements

MAP-21 calls for metropolitan planning organizations, public transportation providers and states **to establish and use a performance-based approach to transportation decision making to support seven national goals**. The USDOT must establish performance measures related to seven goal areas for the federal-aid highway system by April 1, 2014. The goal areas include: safety, infrastructure, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays. The goal areas for public transportation address transit safety and transit asset management.

The states then have a year (April 1, 2015) to establish performance targets in support of those measures; and the MPO subsequently has 180 days (October 1, 2015) to establish performance targets coordinated with those of the states and public transportation providers. After these targets are set, the metropolitan transportation plan and the transportation improvement program (TIP) are required to include a description of the performance measures and targets used in assessing the performance of the transportation system. The metropolitan transportation plan will also have to include a system performance report evaluating the condition and performance of the transportation system with respect to the established targets. The TIP is also required to include a description of the anticipated effect of the TIP toward achieving the performance targets set in the plan.

MAP-21 establishes two new programs administered by the state DOTs to fund a variety of projects. The TPB will have an important supporting role in the planning and selection of the projects funded under the new Transportation Alternatives Program and the new Section 5310 Enhanced Mobility Program.

In addition to the changing federal context, other factors that influence activities in this work plan are regional in scope. For example, the TPB established a task force to determine a scope and process for developing a regional transportation priorities plan that will enhance the implementation of regional priorities. In Spring 2011, the TPB approved the scope that guided this plan development process as specified in the FY2012 and FY2013 UPWPs. In FY 2014, policy actions, funding strategies and potential projects will be further assessed and specified for potential incorporation into the 2014 financially constrained long-range transportation plan (CLRP).

Regional and federal factors that are non-regulatory may evolve from one year to the next, but are nonetheless influential in the planning activities that are conducted and described in this work program. As these factors continue to evolve, the UPWP is adjusted annually to focus on new and emerging priorities. This UPWP builds upon the previous UPWP, and is the result of close cooperation among the transportation agencies in the region. This UPWP was prepared with the involvement of these agencies, acting through the TPB, the TPB Technical Committee and its subcommittees. This UPWP details the planning activities that

must be accomplished to address the annual planning requirements such as preparing the TIP and a Congestion Management System. It also describes the tasks required to meet the approval dates for the region's CLRP and the TIPs, and outlines the activities for the subsequent years.

## **Responsibilities for Transportation Planning**

The National Capital Region Transportation Planning Board (TPB) is the organization responsible for conducting the continuing, cooperative, comprehensive (3-C) transportation planning process for the Metropolitan Washington Region in accordance with requirements of MAP-21. The TPB is the official Metropolitan Planning Organization (MPO) for transportation planning for the Washington metropolitan region, designated by the Governors of Maryland and Virginia and the Mayor of the District of Columbia.

The TPB is composed of representatives from the 20 cities and counties, including the District of Columbia, that are members of the Metropolitan Washington Council of Governments (COG), the two state and the District transportation agencies, the Washington Metropolitan Area Transit Authority (WMATA), the Metropolitan Washington Airports Authority (MWAA), four federal agencies, the General Assemblies of Maryland and Virginia, and private transportation service providers. When matters of particular importance are before the TPB, a special voting procedure may be invoked that weights the votes of local jurisdiction members according to population.

Figure 1 lists the organizations represented on the TPB and its Technical Committees. Figure 2 shows the geographical location of each of the participating local jurisdictions. The TPB also serves as the transportation policy committee of COG. This relationship serves to ensure that transportation planning is integrated with comprehensive metropolitan planning and development, and is responsive to the needs of the local governments in the area.

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

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

In the Washington Metropolitan region, the roles and responsibilities involving the TPB, the three state DOTs, the local government transportation agencies, WMATA, and the local government public transportation operators for cooperatively carrying out state transportation planning and programming have been established over several years. As required under the final planning regulations, the TPB, the state DOTs and the public transportation operators have documented their transportation planning roles and responsibilities in the Washington Metropolitan Region in a Memorandum of Understanding (MOU) that was executed by all parties on January 16, 2008. The MOU is included in the Appendix and the responsibilities for the primary planning and programming activities are indicated in Figure 3.

Also in the Appendix is 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.

Included in the Appendix is the 2004 agreement between the TPB and the Fredericksburg Area MPO (FAMPO) in Virginia in which FAMPO committed to be 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.

Each year, the TPB Call for Projects document is transmitted to FAMPO 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 is also requested updated information on the Congestion Management System (CMS) for this portion of Stafford County. FAMPO transmits this information to TPB on the schedule included in the TPB Call for Projects document.

### **FY 2014 Regional Planning Priorities**

During FY 2014, a priority will be to complete the four-year update of the CLRP as required by MAP-21. A significant effort will be to examine potential regional performance measures in coordination with the three state DOTs, WMATA and the local government public transportation operators to address the new MAP-21 performance management requirements for MPOs. With the completion of the two-year process to develop a regional transportation priorities plan that will enhance the implementation of regional priorities, the focus will turn to specifying policy actions, funding strategies and potential projects for inclusion in the CLRP. Efforts will continue to improve the coordination between land use and transportation planning. The TPB public participation process and technical planning procedures will also continue to be strengthened. In addition to these activities directly involving the TPB, a number of corridor studies and other planning studies and programs are underway throughout the region (see Figure 4).

## Figure 1

### ORGANIZATIONS REPRESENTED ON THE TPB AND/OR ITS TECHNICAL COMMITTEES

#### VIRGINIA

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

#### MARYLAND

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

#### DISTRICT OF COLUMBIA

D.C. Council  
D.C. Department of Transportation  
D.C. Office of Planning

#### REGIONAL, FEDERAL AND PRIVATE SECTOR

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

**Figure 2:  
Membership of the  
National Capital Region  
Transportation Planning Board**



**Figure 3**

**TRANSPORTATION PLANNING AND PROGRAMMING RESPONSIBILITIES**

<b>RESPONSIBILITY</b>	<b>AGENCIES</b>
<b>UPWP Development</b>	TPB, DOTs, WMATA, Local Gov'ts
<b>Planning Certification</b>	TPB, DOTs
<b>Performance-based Planning</b>	TPB, DOTs, WMATA
Performance targets	TPB, DOTs, WMATA,
Performance monitoring	TPB, DOTs, WMATA,
<b>CLRP Development</b>	
Transportation/Land-Use Planning	TPB, MDPC, Local Gov'ts
Plan Inputs/Update	DOTs, WMATA, Local Gov'ts, NVTA, PRTC, FAMPO
Project Selection	TPB, DOTs, WMATA, and Local Gov'ts
Air Quality Conformity	TPB, FAMPO
Financial Plan	TPB, DOTs, WMATA
Congestion Management Process	TPB, DOTs, Local Gov'ts, FAMPO
Safety Element	TPB, DOTs, Local Gov'ts,
Participation Plan	TPB
Freight Planning	TPB, DOTs, Local Gov'ts.
<b>TIP Development</b>	
TIP Inputs	DOTs, WMATA, Local Gov'ts, NVTA, PRTC,
Project Selection	TPB, DOTs, WMATA
Air Quality Conformity	TPB, FAMPO
Financial Plan	TPB, DOTs, WMATA, Local Gov't., NVTA, PRTC
Human Service Transportation	
Coordination Planning	TPB, WMATA, human services agencies
Private Enterprise Participation	TPB, WMATA, Local Gov'ts, NVTC/PRTC
Public Involvement Plan	TPB
Listing of Projects with Federal	
Funding Obligations	TPB, DOTs, WMATA
<b>Air Quality 2010 Attainment Plan</b>	MWAQC, TPB, DOTs
CO <sub>2</sub> Mobile Emissions Reduction	WMATA, state AQ agencies
<b>Climate Change Adaptation</b>	TPB, DOTs, WMATA, Local Gov'ts
<b>Corridor Studies</b>	DOTs, WMATA, TPB
<b>Travel Demand Forecasting</b>	TPB
<b>Travel Monitoring</b>	TPB, DOTs, WMATA, Local Gov'ts

**Figure 4****TRANSPORTATION PLANNING STUDIES WITHIN THE WASHINGTON METROPOLITAN AREA 2013**

Name	Primary Agencies	Schedule	Products
<b>Regional</b>			
Update of Constrained Long-Range Plan	TPB, state DOTs, WMATA, local govts.	2013	CLRP
Regional Transportation Priorities Plan	TPB, state DOTs, WMATA, local govts.	2013	Report
Station Area Plans (multiple stations)	WMATA	on-going	Plans
Station Access Studies (multiple stations)	WMATA	on-going	Plans
Gallery Place Metro Station Capacity Enhancement	WMATA	2013	Report
Priority Corridor Dev. Plans (multiple corridors)	WMATA	on-going	Plans
Bus Service Eval. Studies	WMATA	on-going	Studies
Bicycle and Pedestrian Phase IV	WMATA	2014	Report
2040 Regional Transit System Plan	WMATA	2013	Report
LRT/ Streetcar Interoperability	WMATA	on-going	Report
Metrorail Passenger Survey	WMATA	2014	Dataset, Report
Late-Night Bus Service	WMATA	2013	Report
Metrorail Yard/Maintenance Facility Study	WMATA	2013	Report, Plans
L'Enfant Metro Station Capacity Enhancement	WMATA	2013	Report

**Figure 4 PLANNING STUDIES 2013 (Continued)**

Name	Primary Agencies	Schedule	Products
Metrobus Network Effectiveness Study	WMATA	2013	Report
Core Capacity Alternatives: SW approach	WMATA	2013	Report
<b>Virginia</b>			
<b>To be updated</b>			
I-66 Corridor (inside The Beltway)	VDOT	2012	Report
I-66 Corridor Study (Tier 1) (Outside the Beltway)	VDOT	TBD	Report
Tri-County Parkway	VDOT	2012	FEIS
TransAction 2040	NVTA	2012	Report
VRE Extension to Gainesville	VRE	2012	PE/ EIS
Columbia Pike Multi-modal Transportation Study	Arlington Co.	TBD	Prelim. Des.
Columbia Pike Transit Initiative	Arlington Co. Fairfax Co.	TBD	NEPA
Vanpool Incentive Design	NVTC / FAMPO	2012	Report
<b>Maryland</b>			
Capital Beltway Study	MDOT, VDOT, Montgomery & Prince George's Counties	On-hold	DEIS
I-270 Multi-Modal Corridor Study - Highway	MDOT/SHA, Montgomery & Frederick Counties	On-hold	FEIS
Corridor Cities Transitway Study	MDOT/MTA	2013	AA/EA
Purple Line (Bethesda to Silver Spring/ Silver Spring to New Carrollton)	MDOT/MTA	2013	AA/DEIS



<b>Figure 4 PLANNING STUDIES 2013 (Continued)</b>			
<b>Name</b>	<b>Primary Agencies</b>	<b>Schedule</b>	<b>Products</b>
MD 5 Transportation Study( I-495 to US 301)	MDOT/SHA	2014	DEIS
US 301 Waldorf Study (US 301from T.B. to south of Waldorf)	MDOT/SHA	On-hold	DEIS
US 301 Governor Harry W. Nice Bridge	MD Transportation Authority	Completed	EA/FONSI 11/27/2012
MD 223 Corridor Study (Steed Road to MD 4)	MDOT/SHA	2014	Report
MD 97 Safety Accessibility Study (16th Street to Forest Glen Road)	MDOT/SHA/MTA	2015	Not Determined
MD 97 (BRT) (Glenmont Metro to Montgomery General Hospital – Olney)	MDOT/SHA/MTA	2014	Not Determined
MD 586 Viers Mill BRT	MDOT/SHA/MTA	2015	DEIS
MD Route 295/Baltimore-Washington Parkway Widening Feasibility Study	FHWA/MDOT	2012	Report Completed 11/2012
US 301 Planning for Operations Study (US 50 to Potomac River)	MDOT/SHA	2015	Report
I-270 Planning for Operations Study (I-495 To MD 109)	MDOT/SHA	2015	Report
Region-wide Bus on Shoulder Feasibility	MDOT/MTA/SHA WMATA/VDOT/ Counties	2013	Report

**Figure 4 PLANNING STUDIES 2013 (Continued)**

<u>Name</u>	<u>Primary Agencies</u>	<u>Schedule</u>	<u>Products</u>
<b>District of Columbia</b>			
<b>To be updated</b>			
14th Street Bridge Feasibility Study	FHWA, DDOT, VDOT	on-going	EIS
White House Area Transportation Study	US DOT	on-going	Report
South Capitol Street (EIS)/AWI	DDOT	on-going	EIS
First Place and Galloway NE Redesign (Fort Totten Metrorail Station)	DDOT/WMATA	on-going	Report/Design
Citywide Travel Demand	DDOT	on-going	Travel Model
Great Streets Program	DDOT	on-going	Design/Construct
16 <sup>th</sup> Street Corridor Study	DDOT	2012	Plan/Design
Saint Elizabeth's Campus Master Plan & EIS	GSA	2012	EIS
Climate Change Adaptation Plan	DDOT	2012	Plan
Saint Elizabeth's East Campus Transportation Network EA	DDOT	2012	EA
Managed Lane Study	DDOT	2012	Study
DC Streetcar- Anacostia Ext EA And Section 106	DDOT/FTA/FHWA	2012	EA & Sec 106
Union Station to Georgetown Waterfront Alternatives Analysis	DDOT/FTA	2012	Study
DC Streetcar- Benning Rd Ext Feasibility Study	DDOT	2012	Study

<b>Figure 4 PLANNING STUDIES 2013 (Continued)</b>			
<u>Name</u>	<u>Primary Agencies</u>	<u>Schedule</u>	<u>Products</u>
DC Streetcar- Benning Rd EA	DDOT/FTA/FHWA	2012/2013	EA
DC Streetcar- M Street Ext Virginia Avenue Tunnel	DDOT CSX/FHWA/DDOT	2012/2013 2012	Study EA
Long Bridge Integrity and Capacity Study	DDOT	2015	Study
C Street N.E. Implementation Study	DDOT	2014	Study
M Street S.W. Study	DDOT	2012	Study
Long Range Multi Modal Plan	DDOT	2012	Study



## **Total Proposed Funding by Federal Source for FY 2014**

Proposed federal funding for the transportation planning activities in this UPWP relies upon five sources: FTA Section 5303, FHWA Section 112, FAA Continuous Airport System Planning (CASP), FHWA State Planning and Research (SPR) and special federal funding. The proposed funding amounts (including state and local matching funds) for the TPB work program are shown in Table 1 on page 17.

The new FY 2014 funding level in Table 1 under the "FTA Section 5303" column is assumed to be the same as the FY 2013 level, and new funding under the "FHWA Section 112" column is assumed to be the same as the FY 2013. The total FY 2014 budget for the Basic Program with unobligated funding from FY 2012 is assumed to be the same as the FY 2013 total.



**TABLE 1**  
**FY 2014 TPB PROPOSED FUNDING BY FEDERAL STATE AND LOCAL SOURCES**  
**(July 1, 2013 to June 30, 2014)**

	FTA SECT 5303 80% FED & 20% STA/ LOC	FHWA SECT 112 80% FED & 20% STA/ LOC	FAA CASP 90% FED & 10% LOC	TOTALS
<b>ALLOTMENTS PROVIDED BY DDOT</b>				
NEW FY 2014	468,172	1,773,583		2,241,755
UNOBLIGATED FY 2012				234,763
CARRYOVER FY 2013				0
<b>SUBTOTAL</b>	<b>468,172</b>	<b>1,773,583</b>		<b>2,476,518</b>
<b>ALLOTMENTS PROVIDED BY MDOT</b>				
NEW FY 2014	1,134,371	3,295,338		4,429,709
UNOBLIGATED FY 2012				716,558
CARRYOVER FY 2013				0
<b>SUBTOTAL</b>	<b>1,134,371</b>	<b>3,295,338</b>		<b>5,146,267</b>
<b>ALLOTMENTS PROVIDED BY VDRPT &amp; VDOT</b>				
NEW FY 2014	912,243	3,007,926		3,920,169
UNOBLIGATED FY 2012				476,950
CARRYOVER FY 2013				0
<b>SUBTOTAL</b>	<b>912,243</b>	<b>3,007,926</b>		<b>4,397,119</b>
<b>TPB BASIC PROGRAM</b>				
TOTAL NEW FY 2014	2,514,786	8,076,847		10,591,633
TOTAL UNOBLIGATED FY 2012	0	0		1,428,271
<b>SUBTOTAL</b>	<b>2,514,786</b>	<b>8,076,847</b>		<b>12,019,904</b>
TOTAL CARRYOVER FY 2013	0	0		0
<b>TOTAL BASIC PROGRAM</b>	<b>2,514,786</b>	<b>8,076,847</b>		<b>12,019,904</b>
<b>GRAND TOTAL</b>	<b>2,514,786</b>	<b>8,076,847</b>		<b>12,019,904</b>

"New FY2014 funds" are newly authorized funds for the FY2013 UPWP

"Unobligated FY2012 funds" are unexpended funds from the completed FY2012 UPWP

"Carryover FY2013 funds" are programmed from the FY2013 UPWP to complete specific work tasks in the FY2014 UPWP





## II. PROPOSED FY 2014 TPB WORK PROGRAM AND BUDGET

### Program Structure

The TPB is responsible for the federally required planning process, serves as a forum for regional coordination, and provides technical resources for decision-making. This work program presents the work activities that support the TPB responsibilities. This work program comprises seven major activities and follows the structure in the FY 2013 program. These work activities include: (1) Plan Support; (2) Coordination and Programs; (3) Forecasting Applications; (4) Development of Networks/Models; (5) Travel Monitoring; (6) Technical Assistance; and (7) Continuous Airport System Planning. The tasks to be completed under each of the work activities are described in the following sections. The staff of the COG Department of Transportation Planning will carry out these activities, with the assistance of staff in other COG departments and supplementary consultant support.

The work program has been structured to clearly identify the specific work products to be developed, the linkages between them, and the TPB entity responsible for oversight of the products. Figures 5 and 6 on pages 21-22 illustrates the relationship between and among the TPB work activities.

The first major activity, **Plan Support** includes the preparation and coordination of the policy and planning products necessary for conducting an effective transportation planning process for the region. The UPWP, the transportation improvement program (TIP) and the financially-constrained long-range plan (CLRP) are required by federal law and regulations. The development of the CLRP and TIP will comply with the new requirements in MAP-21.

The second major activity, **Coordination and Programs**, includes related activities such as the regional congestion management process (CMP), safety planning, management, operations and technology, emergency preparedness, freight planning, regional bus planning, and bicycle and pedestrian planning. These activities will address the development of new performance measures and targets required in MAP-21. Public participation applies to all of the policy products. Human services transportation coordination planning incorporates the MPO role in the new MAP-21 FTA Section 5310 Enhanced Mobility program for elderly persons and persons with disabilities. The Transportation /Land Use Connection (TLC) Program supports the improvement of coordination between land use and transportation planning and incorporates the MPO role in the new MAP-21 Transportation Alternatives Program.

The third major activity, **Forecasting Applications**, includes forecasting applications such as air quality conformity and regional studies to provide the substantive inputs for the policy products.

The fourth major activity, **Development of Networks and Models** interacts with **Travel Monitoring**, the fifth major activity. Together, these activities provide empirical travel information from congestion monitoring and survey and analysis activities. Both products and methods activities provide input for the technical products.

The sixth major activity, **Technical Assistance**, activity responds to requests from state and local governments and transit operating agencies for applying TPB methods and data

to support corridor, project, and sub-area transportation and land use studies related to regional transportation planning priorities.

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

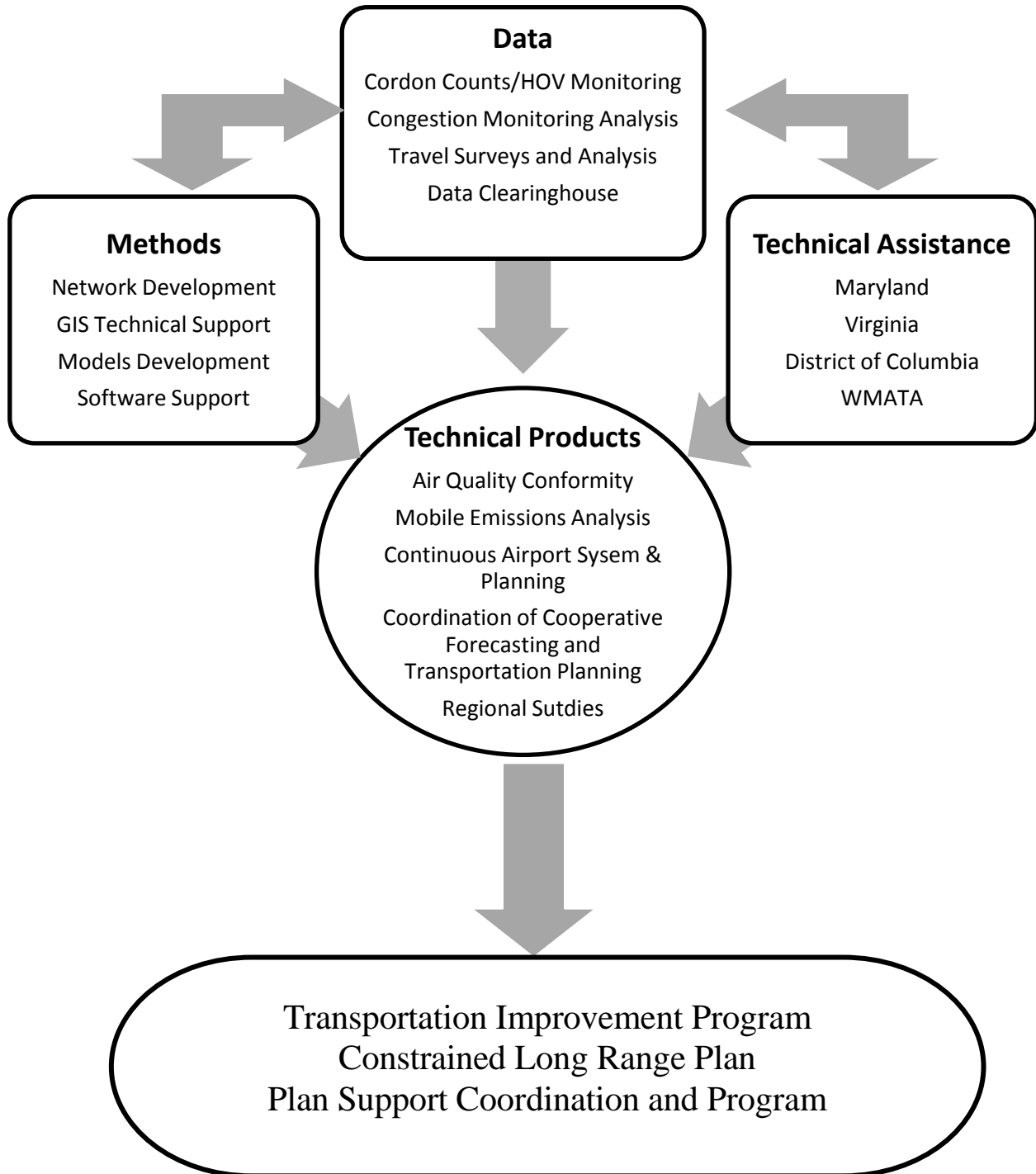
### **Work Activity Budgets**

The proposed budget levels by funding source, which include FTA and FHWA funds together with state and local match, are shown in Table 2 on page 23. The TPB committee structure is shown in Figure 6 on page 25. The TPB committee or sub-committee responsible for the specific work activities listed in Table 2 are shown under the descriptions for each task starting on page 27. A detailed breakdown of staffing, consultant costs and other budgetary requirements is provided in Table 3 on page 24.

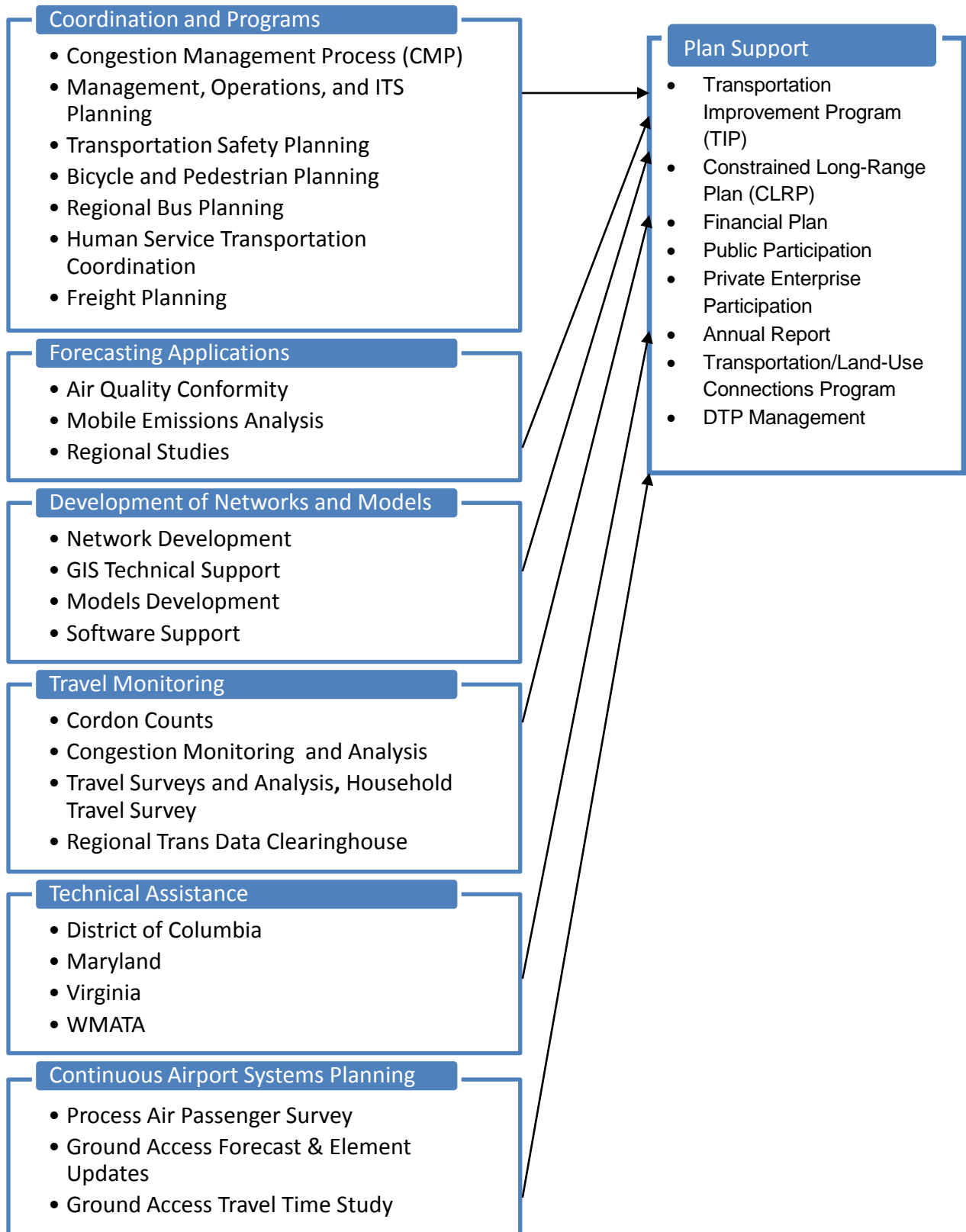
Funding for the TPB Basic Work Program is similar to the FY 2013 level. The FY 2014 UPWP continues and modifies several work activities in the FY 2013 UPWP to address MAP-21 requirements. The structure and content of this work program are summarized as follows:

- **Under Section 1 - Plan Support**, all of the activities have been conducted on an annual basis in previous years. The development of the CLRP and TIP will comply with the requirements in MAP-21.
- **Under Section 2 - Coordination Planning**, all of the activities have been conducted on an annual basis in previous years and will address the development of new performance measures and targets required in MAP-21.
- **Under Section 3 - Forecasting Applications**, the development of the Regional Transportation Priorities Plan began in FY 2012 and the other activities have been conducted on an annual basis in previous years.
- **Under Section 4 - Development of Networks/Models**, all of the activities have been conducted on an annual basis in previous years.
- **Under Section 5 - Travel Monitoring**, all of the activities have been conducted on an annual basis in previous years.
- **Section 6 - Technical Assistance and Section 7 - Continuous Airport System Planning (CASP)** are conducted each year.
- **Section 8 - Service/Special Projects**, service work or special technical studies as specified in contracts between the transportation agencies and COG may be included in the UPWP. Services or special projects are authorized and funded separately by the transportation agencies.

**Figure 5: Overview of Planning Products and Supporting Activities**



**Figure 6: Visual Representation of UPWP Work Activity Relationships**



**TABLE 2 DRAFT  
TPB FY 2014 WORK PROGRAM BY FUNDING SOURCES**

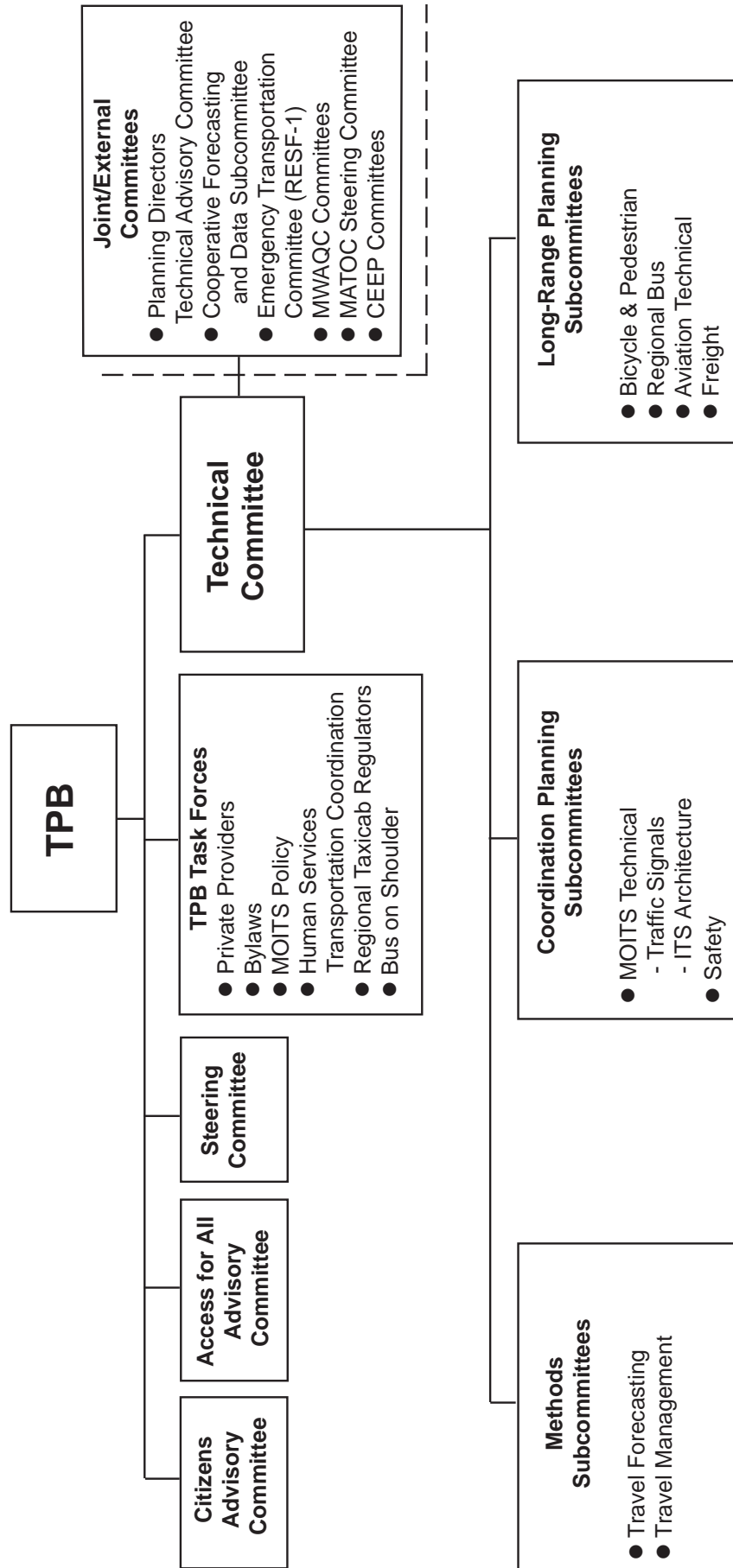
2.1.2013

WORK ACTIVITY	TOTAL COST	FTA/STATE/ LOCAL	FHWA/STATE/ LOCAL	OTHER FUND
<b>1. PLANS SUPPORT</b>				
A. Unified Planning Work Program (UPWP)	70,700	15,568	55,132	
B. Transp Improvement Program (TIP)	240,600	52,980	187,620	
C. Constrained Long-Range Plan	588,400	129,567	458,833	
D. Financial Plan	64,000	14,093	49,907	
E. Public Participation	421,900	92,903	328,997	
F. Private Enterprise Participation	18,300	18,300	0	
G. Annual Report	80,100	17,638	62,462	
H. Transportation/Land Use Connection Program	395,000	86,980	308,020	
I. DTP Management	450,600	99,223	351,377	
Subtotal	2,329,600	527,252	1,802,348	
<b>2. COORDINATION PLANNING</b>				
A. Congestion Management Process (CMP)	205,000	45,141	159,859	
B. Management, Operations, and ITS Planning	340,300	74,935	265,365	
C. Transportation Emergency Preparedness Planning	75,400	16,603	58,797	
D. Transportation Safety Planning	125,000	27,525	97,475	
E. Bicycle and Pedestrian Planning	108,700	23,936	84,764	
F. Regional Bus Planning	100,000	22,020	77,980	
G. Human Services Transportation Coordination	114,800	25,279	89,521	
H. Freight Planning	150,000	33,030	116,970	
I. MATOC Program Planning & Support	120,000	26,424	93,576	
Subtotal	1,339,200	294,894	1,044,306	
<b>3. FORECASTING APPLICATIONS</b>				
A. Air Quality Conformity	563,200	124,017	439,183	
B. Mobile Emission Analysis	640,100	140,951	499,149	
C. Regional Studies	516,300	113,690	402,610	
D. Coord Coop Forecasting & Transportation Planning	806,800	177,659	629,141	
Subtotal	2,526,400	556,317	1,970,083	
<b>4. DEVELOPMENT OF NETWORKS/MODELS</b>				
A. Network Development	769,700	169,489	600,211	
B. GIS Technical Support	548,800	120,847	427,953	
C. Models Development	1,071,200	235,880	835,320	
D. Software Support	178,900	39,394	139,506	
Subtotal	2,568,600	565,609	2,002,991	
<b>5. TRAVEL MONITORING</b>				
A. Cordon Counts	250,800	55,227	195,573	
B. Congestion Monitoring and Analysis	350,000	77,071	272,929	
C. Travel Survey and Analysis				
Household Travel Survey	706,300	155,528	550,772	
D. Regional Transportation Clearinghouse	317,900	70,002	247,898	
Subtotal	1,625,000	357,827	1,267,173	
<b>Core Program Total (1 to 5)</b>	<b>10,388,800</b>	<b>2,301,899</b>	<b>8,086,901</b>	
<b>6. TECHNICAL ASSISTANCE</b>				
A. District of Columbia	302,600	67,411	235,189	
B. Maryland	598,000	133,218	464,782	
C. Virginia	529,200	117,892	411,308	
D. WMATA	201,200	201,200	0	
Subtotal	1,631,000	519,721	1,111,279	
<b>Total, Basic Program</b>	<b>12,019,800</b>	<b>2,821,620</b>	<b>9,198,180</b>	
<b>7. CONTINUOUS AIRPORT SYSTEM PLANNING</b>				
A. Update Ground Access Forecasts - Phase 2	60,000			60,000
B. Ground Access Element Update - Phase 1	93,000			93,000
C. Process 2013 Air Passenger Survey - Phase 1	120,000			120,000
Subtotal	273,000			273,000
<b>8. SERVICE/SPECIAL PROJECTS</b>				
<b>GRAND TOTAL</b>	<b>12,292,800</b>	<b>2,821,620</b>	<b>9,198,180</b>	<b>273,000</b>

TABLE 3  
TPB FY 2014 BUDGET AND WORK PROGRAM BY EXPENDITURE CATEGORY

WORK ACTIVITY	DIRECT SALARIES DTP STAFF	DIRECT SALARIES OTHER COG STAFF	M & A 24%	LEAVE BENEFITS 19%	FRINGE BENEFITS 24%	INDIRECT COSTS 37%	DATA & PC COSTS	CONSULTANT	DIRECT COSTS	TOTAL
<b>1. PLANS SUPPORT</b>										
A. Unified Planning Work Program	28,164	0	6,759	6,635	9,974	19,067	100	0	0	70,700
B. Transportation Improvement Program	75,955	0	18,229	17,895	26,899	51,422	200	50,000	0	240,600
C. Constrained Long-Range Plan	208,776	15,000	53,706	52,722	79,249	151,497	1,250	25,000	1,200	588,400
D. Financial Plan	25,531	0	6,127	6,015	9,042	17,285	0	0	0	64,000
E. Public Participation	133,998	0	32,160	31,570	47,455	90,718	0	85,000	1,000	421,900
F. Private Enterprise Participation	7,300	0	1,752	1,720	2,585	4,942	0	0	0	18,300
G. Annual Report	21,881	0	5,251	5,155	7,749	14,814	0	5,000	20,250	80,100
H. Transportation/Landuse Connection Program	41,887	0	10,053	9,869	14,834	28,358	0	290,000	0	395,000
I. DTP Management	96,779	0	23,227	22,801	34,274	65,520	0	10,000	199,500	452,100
<b>Subtotal</b>	<b>640,271</b>	<b>15,000</b>	<b>157,265</b>	<b>154,382</b>	<b>232,060</b>	<b>443,622</b>	<b>1,550</b>	<b>465,000</b>	<b>221,950</b>	<b>2,331,100</b>
<b>2.COORDINATION PLANNING</b>										
A. Congestion Management Process	81,779	0	19,627	19,267	28,962	55,365	0	0	0	205,000
B. Management, Operations, & ITS Planning	115,807	0	27,794	27,284	41,012	78,402	0	50,000	0	340,300
C. Trans. Emergency/Security Planning	0	30,079	7,219	7,087	10,652	20,364	0	0	0	75,400
D. Transportation Safety Planning	39,892	0	9,574	9,399	14,128	27,007	0	25,000	0	125,000
E. Bicycle and Pedestrian Planning	43,363	0	10,407	10,216	15,357	29,357	0	0	0	108,700
F. Regional Bus Planning	39,892	0	9,574	9,399	14,128	27,007	0	0	0	100,000
G. Human Service Transportation Coordination	45,808	0	10,994	10,792	16,222	31,012	0	0	0	114,828
H. Freight Planning	59,838	0	14,361	14,098	21,191	40,511	0	0	0	150,000
I. MATOC Program Planning & Support	47,871	0	11,489	11,278	16,953	32,409	0	0	0	120,000
<b>Subtotal</b>	<b>474,251</b>	<b>30,079</b>	<b>121,039</b>	<b>118,820</b>	<b>178,605</b>	<b>341,434</b>	<b>0</b>	<b>75,000</b>	<b>0</b>	<b>1,339,228</b>
<b>3. FORECASTING APPLICATIONS</b>										
A. Air Quality Conformity	204,887	17,792	53,443	52,463	78,860	150,755	0	0	5,000	563,200
B. Mobile Emissions Analysis	206,116	47,240	60,805	59,691	89,725	171,523	0	0	5,000	640,100
C. Regional Studies	118,408	51,900	40,874	40,125	60,314	115,300	25,481	60,000	3,899	516,300
D. Coordination Cooperative Forecasting and Transportation Planning	131,214	167,500	71,691	70,377	105,788	202,231	55,500	0	2,500	806,800
<b>Subtotal</b>	<b>660,625</b>	<b>284,432</b>	<b>226,814</b>	<b>222,655</b>	<b>334,686</b>	<b>639,808</b>	<b>80,981</b>	<b>60,000</b>	<b>16,399</b>	<b>2,526,400</b>
<b>4. DEVELOPMENT OF NETWORKS/MODELS</b>										
A. Network Development	295,682	0	70,964	69,663	104,714	200,178	0	25,000	3,500	769,700
B. GIS Technical Support	185,020	0	44,405	43,591	65,524	125,260	75,000	0	10,000	548,800
C. Models Development	341,678	0	82,003	80,499	121,003	231,318	0	200,000	14,700	1,071,200
D. Software Support	70,569	0	16,937	16,626	24,992	47,776	0	0	2,000	178,900
<b>Subtotal</b>	<b>892,949</b>	<b>0</b>	<b>214,308</b>	<b>210,379</b>	<b>316,233</b>	<b>604,531</b>	<b>75,000</b>	<b>225,000</b>	<b>30,200</b>	<b>2,568,600</b>
<b>5. TRAVEL MONITORING</b>										
A. Cordon Counts	62,431	0	14,984	14,709	22,110	42,266	0	0	94,300	250,800
B. Congestion Monitoring and Analysis	110,602	0	26,544	26,058	39,169	74,878	0	50,000	22,749	350,000
C. Travel Surveys and Analysis	106,193	0	25,486	25,019	37,608	71,893	16,500	400,000	23,600	706,300
D. Regional Transportation Clearinghouse	106,871	0	25,649	25,179	37,848	72,353	50,000	0	0	317,900
<b>Subtotal</b>	<b>386,098</b>	<b>0</b>	<b>92,664</b>	<b>90,965</b>	<b>136,734</b>	<b>261,390</b>	<b>66,500</b>	<b>450,000</b>	<b>140,649</b>	<b>1,625,000</b>
<b>Core Program Total (1 to 5)</b>	<b>3,054,194</b>	<b>329,511</b>	<b>812,089</b>	<b>797,201</b>	<b>1,198,319</b>	<b>2,290,786</b>	<b>224,031</b>	<b>1,275,000</b>	<b>409,198</b>	<b>10,390,328</b>
<b>6. TECHNICAL ASSISTANCE</b>										
A. District of Columbia	132,283	0	31,748	31,166	46,847	89,556	0	0	40,000	371,600
B. Maryland	323,327	0	77,599	76,176	114,504	218,894	0	190,000	2,500	1,003,000
C. Virginia	340,556	0	81,733	80,235	120,606	230,558	0	0	0	853,689
D. WMATA	31,595	0	7,583	7,444	11,189	21,390	0	16,000	0	195,200
<b>Subtotal</b>	<b>827,761</b>	<b>0</b>	<b>198,663</b>	<b>195,020</b>	<b>293,147</b>	<b>560,398</b>	<b>0</b>	<b>306,000</b>	<b>42,500</b>	<b>2,423,489</b>
<b>TOTAL BASIC PROGRAM</b>	<b>3,881,954</b>	<b>329,511</b>	<b>1,010,752</b>	<b>992,221</b>	<b>1,491,465</b>	<b>2,851,184</b>	<b>224,031</b>	<b>1,581,000</b>	<b>451,698</b>	<b>12,813,817</b>
<b>7. CONTINUOUS AIRPORT SYSTEM PLANNING</b>										
CASP TOTAL	137,948	0	33,107	32,500	48,853	93,391	0	0	0	345,800
<b>8. SERVICE/SPECIAL PROJECTS</b>										
<b>GRAND TOTAL</b>	<b>4,019,902</b>	<b>329,511</b>	<b>1,043,859</b>	<b>1,024,722</b>	<b>1,540,319</b>	<b>2,944,576</b>	<b>224,031</b>	<b>1,581,000</b>	<b>451,698</b>	<b>13,159,617</b>

Figure 7  
**TPB Committee Structure**



Blank page



### **III. MAJOR WORK ACTIVITIES**

#### **1. PLAN SUPPORT**

##### **A. THE UNIFIED PLANNING WORK PROGRAM (UPWP)**

The Unified Planning Work Program (UPWP) for the Metropolitan Washington Region describes all transportation planning activities utilizing federal funding, including Title I Section 134 metropolitan planning funds, Title III Section 8 metropolitan planning funds, and Federal Aviation Administration Continuing Airport System Planning (CASP) funds. The UPWP identifies state and local matching dollars for these federal planning programs, as well as other closely related planning projects utilizing state and local funds.

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Clean Air Act Amendments of 1990 (CAAA) created a number of planning requirements. The Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU), which became law on August 11, 2005, reaffirmed the structure of the metropolitan planning process, and increased federal financial support for it. On February 14, 2007, FHWA and FTA issued the final regulations regarding metropolitan planning in response to SAFETEA-LU. The Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Act, which became law on July 6, 2012, made some important modifications to the metropolitan planning process, primarily requiring metropolitan planning organizations (MPOs) to establish and use a performance-based approach to transportation decision making and development of transportation plans. This work program has been developed to comply with the new MAP-21 requirements regarding metropolitan planning.

In 1994, the TPB developed and adopted the first financially-constrained Long Range Transportation Plan for the National Capital Region (CLRP). In July 1997, the first three-year update of the CLRP was approved by the TPB, the second update was approved in October 2000, and the third update was approved in December 2003. The fourth update was approved by the TPB in October 2006. On November 17, 2010, the TPB approved the fifth update. In July 2014, the TPB will be asked to approve the sixth update.

The Environmental Protection Agency (EPA) issued regulations on November 24, 1993, followed with a succession of guidance documents, and on July 1, 2004 published the 8-hour ozone standard conformity guidance, which taken together provide criteria and procedures for determining air quality conformity of transportation plans, programs and projects funded or approved by the FHWA and FTA. These conformity requirements are addressed in this document. Under these regulations, the State Implementation Plans (SIP) for improving air quality for the region must be adopted by the states and submitted to EPA by specified dates.

The FY 2014 UPWP defined by this document details the planning activities to be accomplished between July 2013 and June 2014 to address the annual planning requirements such as preparing the Transportation Improvement Program, addressing federal environmental justice requirements, and assessing Air Quality Conformity. It describes the tasks required to meet approval dates for the region's SIPs, and outlines the activities for the subsequent years.

In addition, this document describes the integration of program activities and responsibilities of the TPB Technical Committee and its subcommittees for various aspects of the work program. It provides an overview of the regional planning priorities and describes the major transportation planning and air quality planning studies being conducted throughout the region over the next two years.

During FY 2014, certain amendments may be necessary to reflect changes in planning priorities and inclusion of new planning projects. Under this task, Department of Transportation Planning (DTP) staff will identify and detail such amendments for consideration by the TPB as appropriate during the year.

In the second half of FY 2013, staff will prepare the FY 2015 UPWP. The document will incorporate suggestions from the federal funding agencies, state transportation agencies, transit operating agencies, local governments participating in TPB, and the public through the TPB's public involvement process. The new UPWP will be presented in outline to the TPB Technical Committee and the TPB in January 2014, as a draft to the Technical Committee in February and as a final document for adoption by the Technical Committee and the TPB in March 2014. The approved UPWP will be distributed to the TPB and the Technical Committee, and made available to the public on the TPB web site.

This task will also include the preparation of monthly progress reports for each of the state agencies administering the planning funding, and the preparation of all necessary federal grant submission materials.

Oversight:	Technical Committee
Cost Estimate:	\$70,700
Products:	UPWP for FY 2015, amendments to FY 2014 UPWP, monthly progress reports and state invoice information, federal grant materials
Schedule:	Draft: February 2014    Final: March 2014

#### B. THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The Transportation Improvement Program (TIP) for the Metropolitan Washington Area is a six year program of highway, transit, bicycle and pedestrian, congestion mitigation/air quality, safety and transportation enhancement projects. The TIP will be updated every two years and amended as necessary between updates. Up-to-date information on project amendments and modifications in the TIP is available in the on-line TIP database. A printed TIP document will now be produced every two years. The TIP must be approved by the TPB and the governors of Maryland and Virginia and the mayor of the District of Columbia, and is required as a condition for all federal funding assistance for transportation improvements within the Washington Metropolitan Statistical Area.

TIP documentation describes major projects from the previous TIP that have been implemented and identifies significant delays in the implementation of major projects. The Program Development Process and Project Development Process sections of the TIP explain the TPB's actions during the project selection process, including:

- Reviewing project inputs for consistency with the Air Quality Conformity Analysis;
- Producing a financial summary of all funding sources proposed by an agency;
- Development of priority project lists by the Bicycle and Pedestrian, Freight, and Regional Bus Subcommittees, for inclusion on the TIP, and;
- TIGER, JARC and New Freedom project development.

Citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, freight shippers, users of public transit, and all other interested parties will be given an opportunity to review and comment on the FY 2015-2020 TIP and any subsequent amendments to the TIP as described under the TPB's public participation plan which was adopted in December 2007. To facilitate public review, project information from the TIP and CLRP will be made accessible through an online, searchable database. Visual representation of the projects will be enhanced with a GIS system for displaying projects. A summary guide that highlights the funding and projects in the TIP will be prepared and will guide users to the online database.

The database application for submitting TIP project data, CLRP projects, and air quality conformity data will continue to be improved to facilitate reviewing the TIP and CLRP information. Interactive means of sharing the information in the TIP and CLRP such as querying capabilities and specialized maps or graphs will be available.

#### The TIP Schedule and Project Selection

The 2012 CLRP and the FY 2013-2018 TIP were adopted by the TPB in July 2012. In October 2012, the TPB issued the Call for Projects document requesting project submissions for the 2013 CLRP and the FY 2013-2018 TIP. Amendments to the FY 2013-2018 TIP that accompany updates to the 2013 CLRP will be prepared for review by the TPB Technical Committee, the TPB, and the public between January and June 2013. The 2013 CLRP and any related TIP amendments are scheduled to be approved on July 17, 2013.

During the year administrative modifications and amendments will likely need to be made to the FY 2013-2018 TIP to revise funding information or reflect changes in priorities or the introduction of new project elements. Such modifications and amendments will follow the procedures adopted by the TPB on January 16, 2008.

In October 2013, the TPB will issue the Call for Projects document requesting project submissions for the 2014 CLRP and the FY 2015-2020 TIP. The FY 2015-2020 TIP will be prepared between January and May 2014 with the assistance of and in cooperation with the transportation implementing agencies in the region, including the state departments of transportation, the District of Columbia Department of Transportation, the National Park Service, the Washington Metropolitan Area Transit Authority (WMATA) and

other public transit operators, and local government agencies. Approval of the TIP is scheduled for July 2014.

Projects included in the TIP will be reviewed for consistency with the policies and facilities delineated in the adopted financially-constrained Long Range Transportation Plan (CLRP) for the region. Only projects or phases of projects that have full funding anticipated to be available within the time period contemplated for completion are included in the TIP. A financial plan will be prepared to demonstrate how the TIP can be implemented, and indicate the sources of public, private and innovative funding. Documentation of the FY 2015-2020 TIP will also include a summary brochure and expanded content online with additional analysis and visual aids such as graphs and charts.

### Performance Management and the TIP

MAP-21 calls for MPOs, states, and public transportation providers to establish and use a performance-based approach to transportation decision making to support seven national goals. The USDOT must establish performance measures related to seven areas by April 1, 2014. The states then have a year (April 1, 2015) to establish performance targets in support of those measures; and the MPO subsequently has 180 days (October 1, 2015) to establish performance targets coordinated with those of the states and public transportation providers. After these targets are set, the CLRP and TIP are required to include a description of the performance measures and targets used in assessing the performance of the transportation system. The CLRP will also have to include a system performance report evaluating the condition and performance of the transportation system with respect to the established targets. The TIP is also required to include a description of the anticipated effect of the TIP toward achieving the performance targets set in the CLRP.

Once the USDOT has established performance measures for the seven areas, TPB staff will coordinate with DDOT, MDOT and VDOT staff on their setting of the state performance targets in support of the measures. States may set different targets for urbanized and rural areas. TPB staff will coordinate with the planning area. TPB staff will also coordinate with the DOT staffs to develop the specific performance targets in relation to the applicable performance measures for the TPB planning area. Similarly, TPB staff will coordinate with WMATA and other public transportation providers on their setting of performance targets for USDOT established performance measures.

The 2014 CLRP and new TIP will include a description of the performance measures and targets under development or to be used in assessing the performance of the transportation system. Once the targets are developed in coordination with the State DOTs and public transportation providers, the CLRP will also include a system performance report evaluating the condition and performance of the transportation system with respect to the established targets. The TIP also will include a description of the anticipated effect of the TIP toward achieving the performance targets set in the CLRP.

## Annual Listing of TIP Projects that Have Federal Funding Obligated

TPB must 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, TPB will prepare a listing of projects for which federal funds have been obligated in FY 2013.

Oversight:	Technical Committee
Cost Estimate:	\$240,600
Products:	Amendments and administrative modifications to the FY 2013-2018 TIP, Draft FY 2015-2020 TIP
Schedule:	June 2014

### C. CONSTRAINED LONG-RANGE TRANSPORTATION PLAN (CLRP)

The financially Constrained Long-Range Plan (CLRP) includes all “regionally significant” highway, transit and High-Occupancy Vehicle (HOV), bicycle and pedestrian projects, and studies that the TPB realistically anticipates can be funded and implemented by 2040. Some of these projects are scheduled for completion in the next few years; others will be completed much later. Each year the plan is updated to include new projects and programs, and analyzed to ensure that it meets federal requirements relating to air quality and funding.

Under SAFETEA-LU, the last four-year update of the CLRP was approved by the TPB on November 17, 2010 and included an expanded financial analysis of transportation revenues expected to be available through 2040.. As required by MAP-21, the next four-year update of the CLRP will be in 2014. The 2014 CLRP will address the new MAP-21 long-range transportation plan requirement to incorporate a performance-based approach to transportation decision making to support seven national goals. 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.

#### New Performance-Based Approach

MAP-21 calls for MPOs and state DOTs to establish and use a performance-based approach to transportation decision making to support seven national goals. The USDOT must establish performance measures related to seven areas by April 1, 2014. The states then have a year (April 1, 2015) to establish performance targets in support of those measures; and the MPO subsequently has 180 days (October 1, 2015) to establish performance targets coordinated with those of the states and public transportation providers. After these targets are set, the CLRP and TIP are required to include a description of the performance measures and targets used in assessing the

performance of the transportation system. The CLRP will also have to include a system performance report evaluating the condition and performance of the transportation system with respect to the established targets. The TIP is also required to include a description of the anticipated effect of the TIP toward achieving the performance targets set in the CLRP.

Once the USDOT has established performance measures for the seven areas, TPB staff will coordinate with DDOT, MDOT and VDOT staff on their setting of the state performance targets in support of the measures. States may set different targets for urbanized and rural areas. TPB staff will coordinate with the DOT efforts to ensure consistent state measures that are relevant for the TPB planning area. TPB staff will also coordinate with the DOT staffs to develop the specific performance targets in relation to the applicable performance measures for the TPB planning area. Similarly, TPB staff will coordinate with WMATA and other public transportation providers on their setting of performance targets for USDOT established performance measures.

The Transportation Vision, which was adopted by the TPB in October 1998, contains a vision statement, long-range goals, objectives, and strategies to guide transportation planning, decision-making and implementation in the region. It addresses the planning factors in MAP-21. The Vision is the TPB Policy Element of the CLRP. The CLRP website ([www.mwcog.org/clrp](http://www.mwcog.org/clrp)) describes how the plan performs related to MAP-21 planning factors as reflected by the goals of the TPB Vision. The goals from COG's Region Forward efforts are reflected in the TPB Vision, which includes a broader set of policy goals for transportation than Region Forward.

The TPB's Regional Transportation Priorities Plan(RTPP) to be completed in early FY 2014 will identify near-term, on-going and long term strategies that address the most pressing challenges that the region faces in meeting the TPB's regional Vision goals. The challenges and high-pay off strategies with wide regional support identified in RTPP can inform the identification of new projects and programs for inclusion in the 2014 CLRP.

The CLRP will be documented in several ways and public materials will be provided during plan development and after plan approval. The CLRP website will be utilized to document the plan update by describing the development process, related planning activities, major projects, performance of the plan and how the public can get involved. The website also makes CLRP-related process and technical documentation readily accessible. The TPB will continue to make the plan information more accessible and visual. Projects in the plan will be accessible through an online database that the public can easily search. Projects will be mapped using GIS where possible and displayed along with project descriptions and in an interactive map. These maps will also be used in printed media, such as the CLRP and TIP summary brochure. The TPB will also continue to improve the quality of public materials about the plan during its development and after approval so that the materials are more useful to a wide variety of audiences, using less technical jargon and more "public friendly" language.

## The 2013 CLRP

In October 2012, the TPB issued a "Call for Projects" document requesting projects, programs or strategies for inclusion in the update to the CLRP, the 2013 CLRP. Project updates were due in December 2012. Materials describing the draft 2012 CLRP were developed in the spring of 2013, including maps, major project descriptions, and analysis from the previous year's CLRP.

Documentation of the plan will include an analysis of how the plan performs in regard to transit and auto trips made, vehicle miles of travel, lane miles of congestion and accessibility to jobs. The performance analysis is done after every CLRP update and is documented on the CLRP website. The analysis will be used to describe how the CLRP performs based on regional goals and MAP-21 planning factors and will also examine connectivity between the Regional Activity Centers. The development of the 2013 CLRP will include two opportunities for the public to comment on the Plan.

In June 2013, the 2013 CLRP will be released for a final public comment period and the accompanying air quality conformity analysis. The TPB is scheduled to adopt the 2013 CLRP in July 2013.

## The 2014 CLRP

In October 2013, the TPB will issue its "Call for Projects" document for the 2014 CLRP, which is a major four-year update to the plan. The "Call for Projects" document will request new projects programs and strategies, and updated information to be included in the 2014 CLRP. Materials describing the draft 2014 CLRP will be developed in the spring of 2013, including maps, major project descriptions, and analysis from the previous year's CLRP. The development of the 2014 CLRP will include two opportunities for the public to comment on the Plan. The 2014 CLRP and FY2015-2020 TIP will be prepared and reviewed between January and June 2014 with approval scheduled for July 2014.

A description of the performance measures and targets under development or to be used in assessing the performance of the transportation system will be drafted. Once the targets are developed in coordination with the State DOT's, the CLRP will include a system performance report evaluating the condition and performance of the transportation system with respect to the established targets. The TIP also will include a description of the anticipated effect of the TIP toward achieving the performance targets set in the CLRP. After the TPB approves the 2014 CLRP, anticipated for July 2014, a performance analysis of the CLRP to 2040 will be conducted utilizing the established performance measures. The 2014 CLRP will be also be evaluated for disproportionately high and adverse effects on low-income and minority population groups.

## Environmental Consultation

During the development of the CLRP the TPB will continue to consult with the federal, state and local agencies responsible for natural resources, wildlife, land management environmental protection, conservation and historic preservation as necessary in the District of Columbia, Maryland and Virginia on potential environmental mitigation

activities. To aid in the integration of projects for the CLRP with natural and historic resources, maps of transportation and historic resources will be updated with the latest available GIS data from District of Columbia and the States and forwarded to federal, state and local agencies for comments.

### Climate Change Adaption

The environmental consultation activities described above also provide an opportunity to engage environmental and transportation agencies on the topic of climate change adaptation. Local, state and national practices will be monitored for potential applicability to the region.

Oversight:	Technical Committee
Cost Estimate:	\$588,400
Products:	Documentation of the 2013 CLRP, Call for Projects for the 2014 CLRP, draft 2014 CLRP and documentation
Schedule:	July 2014

### D. FINANCIAL PLAN

#### The Financially Constrained Long-Range Transportation Plan (CLRP)

The CLRP must be updated every four years as required by MAP-21. 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. The 2010 CLRP was the last major update of the plan and includes an expanded financial analysis of transportation revenues expected to be available for the years 2011 to 2040.

As required under MAP-21 and federal planning regulations, both the TIP and the CLRP must have a financial plan that demonstrates how they can be implemented and show the sources of funding expected to be made available to carry them out. The financial analysis for the 2010 CLRP, which was completed by a consultant in October 2010, includes federal and state revenue projections, cost estimates for new system expansion projects, and cost estimates for system maintenance and rehabilitation. All revenue and cost estimates are in year of expenditure dollars as well as constant dollars through 2040.

In Spring 2013, the financial analysis for the 2010 CLRP was reviewed to ensure that it conforms with MAP-21 requirements and initially updated for the 2014 CLRP. The expected revenues and expenditures for the 2010 CLRP for the years 2011 to 2040, were updated to reflect new state revenue sources and expenditure estimates in consultation with the state and local DOTs and public transportation operators to produce an initial analysis for the 2014 CLRP for the years 2015 to 2040.



In Fall 2013, in consultation with the state and local DOTs and public transportation operators, the initial analysis will be finalized with the estimated revenues reasonably expected to be available and the projected expenditures determined for use in preparing project submissions for the draft 2014 CLRP.

### The Transportation Improvement Program

A financial plan for the FY 2015-2018 TIP will be prepared. Since federal funding is apportioned to states, financial summaries for all TIP projects from agencies in the District of Columbia, Maryland and Virginia as well as WMATA and other transit agencies will be prepared. All projects submitted by these agencies will be grouped by the proposed federal funding categories under Surface Transportation (Title I) and Transit (Title III).

The funds programmed in the TIP for each state by federal program category will be compared with the information provided by the states and transit operators on the estimated available Federal and State funds for the program period. The funds programmed in the TIP for each state by federal program category in the first and second years will be compared with the trends of the annual funding programmed in previous TIPs and with the funding reported in the annual listings of TIP projects that have federal funding obligated. Comparisons that indicate significant changes from past trends will be reviewed with the implementing agency to clarify the change. Implementing agencies will ensure that only projects for which construction and operating funds can reasonably be expected to be available will be included in the TIP. In the case of new funding sources, strategies for ensuring their availability will be identified by the implementing agency and included in the TIP. The product will be a financial summary that focuses on the first two years of the six-year period of the TIP, and it will be incorporated as a main section of the TIP for review by the public and approval by the Technical Committee and the TPB. The TIP will also summarize funding that the implementing agencies have programmed specifically for bicycle and pedestrian projects and identify projects that include bicycle and/or pedestrian accommodations.

Oversight:	Technical Committee
Cost Estimate:	\$64,000
Products:	Financial analysis for the draft 2014 CLRP and FY 2015-2020 TIP
Schedule:	January 2014

### E. PUBLIC PARTICIPATION

The TPB's *Participation Plan*, which was adopted in December 2007, will continue to guide all the TPB's public involvement activities.

- Provide public outreach support for the finalization of the Regional Transportation Priorities Plan (RTPP) as well as conducting outreach related to implementation of the RTPP. Through a variety of public outreach activities, citizens will discuss

the benefits, desirability and feasibility of potential RTPP components, including how priorities should be funded. These RTPP public involvement activities will see a variety of tools and media, including citizen forums, web-based outreach and surveys and innovative visualization techniques. RTPP outreach will seek to engage a variety of constituencies, including community leaders and ordinary citizens not normally involved in the TPB process, as well as citizen partners such as members of the Citizen Advisory Committee and Access for All Advisory Committee.

- Provide staff support for the TPB Citizens Advisory Committee (CAC), including organizing monthly meetings and outreach sessions, and drafting written materials for the committee.
- Ensure that the TPB's website, publications and official documents are timely, thorough and user-friendly.
- Enhance and maintain the National Capital Region Information Hub on Transportation Planning Activities, an online clearinghouse with information on public involvement activities among the TPB's member jurisdictions. The Hub is scheduled to be launched in the spring of 2013.
- Use social media or other forms of web-based communication (including the TPB *Weekly Report*, which is described below in Section G "Annual Report") to provide information to the public about regional transportation issues and engage the public in a dialogue about key topics.
- Conduct at least one session of *the Community Leadership Institute*, a two-day workshop designed to help community activists learn how to get more actively involved in transportation decision making in the Washington region. As appropriate, develop and conduct workshops or events – or participate in events organized by other parties -- to engage the public and community leaders on key regional transportation issues, including challenges reflected in the CLRP and TIP. Conduct webinars and use other web-based tools, as appropriate, to share information among stakeholders and the public.
- Provide staff support for the TPB Access For All Advisory (AFA) Committee that includes leaders of low-income, minority and disabled community groups.
- Prepare AFA Committee comments on key documents before the TPB, including the CLRP, that reflect concerns of people with disabilities as well as minority and low-income communities.
- Continue to implement public involvement procedures, including public comment sessions at the beginning of each TPB meeting and official public comment periods prior to the adoption of key TPB documents. Refine such procedures, as appropriate.

- Identify and implement methods for regular evaluation of the TPB's public involvement activities.
- Support implementation of other aspects of the TPB *Participation Plan*, not explicitly described above.

Oversight:	Transportation Planning Board
Cost Estimate:	\$421,900
Products:	TPB Participation Plan with a proactive public involvement process; CAC and AFA Committee Reports
Schedule:	On-going, with forums and meetings linked to preparation of CLRP and TIP

#### F. PRIVATE ENTERPRISE PARTICIPATION

In June 1987, the TPB adopted its Private Enterprise Participation Policy and Procedures designed to afford maximum opportunity to private providers to participate in the development and provision of mass transportation services in the region. In April 1994, the Federal Transit Administration (FTA) rescinded its private participation guidance and changed the federal requirements regarding private enterprise participation. During FY 1995, the TPB reviewed its policy and revised it in light of the new requirements. Under this task, DTP staff will conduct the activities as specified in the policy adopted on July 19, 1995 by the TPB.

The following activities are anticipated:

- The procedures for involving private transportation providers in urban mass transportation and the activities accomplished will be documented as a section of the Transportation Improvement Program (TIP).
- To facilitate early consultation, TPB will conduct an annual forum for key transit staff from the local jurisdictions and WMATA to meet with interested private providers to discuss in general terms their plans for major bus service changes and expansions.
- Private transit providers will be afforded the opportunity to present their views on the CLRP, the TIP, and the Unified Planning Work Program while these documents are in a draft stage.
- Support will be provided to the Private Providers Task Force. This group will be the vehicle through which the above tasks are accomplished, and will advise the TPB of the private provider perspective on transit service through its chairman, who is a non-voting member of the TPB. Minutes will be prepared for Task Force meetings, as well as other documentation as required.

- Through their representation on the TPB, private transit and taxicab providers will be encouraged to contribute to the shaping of policies and strategies for the CLRP that promote effective, competitive provision of transit services, particularly in growing suburban areas and activity centers.
- In July 2007, the TPB established the Taxicab Regulators Task Force to: 1) encourage close cooperation and sharing of information between municipal and county taxicab regulators in the National Capital region and to work to resolve common problems and 2) explore the possibility of developing standards to improve the quality of service for taxicab customers in their respective jurisdictions. TPB staff will support the task force meetings which are scheduled every quarter.

Oversight:	Transportation Planning Board
Cost Estimate:	\$18,300
Product:	Documentation on Private Provider Involvement
Schedule:	Annual Transit Forum - May 2014 Draft in TIP – June 2014

#### G. TPB ANNUAL REPORT AND TPB NEWS

TPB staff annually produces *The Region* magazine, which provides a non-technical review and analysis of transportation issues in the Washington region. Elected officials and citizens are the primary target audience of this magazine, which has an annual circulation of approximately 1,100 and is distributed throughout the year as the TPB's flagship publication.

The TPB News is produced monthly to provide a timely update on the activities of the TPB, including decisions made at the TPB's monthly meeting. The TPB News has a circulation of approximately 1,100 paper copies, and an electronic distribution of approximately 500.

In January 2012, the TPB launched the new TPB Weekly Report, which is a web-based newsletter featuring a short article every week on a single topic of interest in regional transportation. This publication is distributed electronically, including notifications through social media sites, such as Twitter and Facebook.

- The new issue of *The Region* will describe the main activities completed in 2013.
- Produce the monthly newsletter *TPB News*.
- Write and distribute the *TPB Weekly Report*,

Oversight:	Transportation Planning Board
------------	-------------------------------

Cost Estimate: \$80,100

Products: *Region* magazine, *TPB News* and *TPB Weekly Report*

Schedule: June 2014

#### H. TRANSPORTATION/LAND USE CONNECTION (TLC) PROGRAM

The TLC Program provides support to local governments in the Metropolitan Washington region as they work to improve transportation/ land use coordination at the community level. Through the program, the TPB provides its jurisdictions with consultant-provided, short-term technical assistance to catalyze or enhance planning efforts. Begun as a pilot in November 2006, the program also provides a clearinghouse to document national best practices, as well as local and state experiences with land use and transportation coordination. By the end of FY2013, 62 TLC technical assistance projects will have been completed. These projects cover a range of subjects, including promoting “complete streets” improvements to ensure pedestrian and bicycle access to transit, identifying transportation and public realm improvements to facilitate transit-oriented development, and offering recommended changes in local government policies on issues such as urban road standards or parking policies.

The following activities are proposed for FY 2014:

- Fund at least six technical assistance planning projects at a level between \$20,000 and \$60,000 each. Fund at least one project for between \$80,000 and \$100,000 to perform project design to achieve 30% completion.
- Fund one pilot technical assistance project at up to \$80,000 to complete preliminary engineering and conceptual design work, enabling one previous TLC technical assistance planning project or other member jurisdiction planning project to move towards construction-readiness.
- Conduct the selection process for small capital improvement projects using funding sub-allocated to the Washington metropolitan region through the state DOTs from the new MAP-21 Transportation Alternatives Program (TAP). Coordinate program implementation with the state DOTs.
- Maintain and update the TLC Regional Clearinghouse and website
- Develop tools and activities to facilitate regional learning about TLC issues among TPB member jurisdictions through the Regional Peer Exchange Network. Organize at least one regional meeting to facilitate an exchange of information about lessons learned from past TLC projects.
- Identify recommended implementation action steps in each planning project report, such as further study needs, more stakeholder collaboration, suggested land use or local policy changes, and transportation investment opportunities and priorities.

- Provide staff support for TLC Technical Assistance Projects to be conducted as part of the MDOT Technical Assistance Program and for other projects where additional funding is provided by state or local agencies.

Oversight: TPB Technical Committee

Cost Estimate: \$395,000

Products: Updated web-based clearinghouse, technical assistance provided by consultant teams to six localities, and implementation toolkit.

Schedule: Technical assistance: September 2013-June 2014

### I. DTP MANAGEMENT

This activity includes all department-wide management activities not attributable to specific project tasks in the DTP work program. Examples include the following:

- Supervision of the preparation, negotiation, and approval of the annual work program and budget, involving the State Transportation Agencies, the Technical Committee, the Steering Committee, and the TPB.
- Day-to-day monitoring of all work program activities and expenditures by task.
- Day-to-day management and allocation of all staff and financial resources to insure that tasks are completed on schedule and within budget.
- Preparation for and participation in regular meetings of the TPB, the Steering Committee, the Technical Committee, and the State Technical Working Group.
- Attendance at meetings of other agencies whose programs and activities relate to and impact the TPB work program, such as local government departments.
- Response to periodic requests from TPB members, federal agencies, Congressional offices, media, and others for information or data of a general transportation nature.
- Review of transportation proposals of regional importance submitted to TPB through the intergovernmental review process. Where significant regional impacts are likely, staff will obtain Technical Committee and Board review and approval of comments prepared.

In addition to salaries, nominal amounts are utilized for travel related to non project specific meetings attended by the senior staff, data processing for financial monitoring and analysis, and conferences such as FTA and FHWA seminars on federal regulations and financial management. These activities represent three to four percent of the total amount allocated for DTP Management.

Oversight: Transportation Planning Board

Cost Estimate: \$450,600

Products: Materials for the meetings of the TPB, the Steering Committee, the Technical Committee, and the State Technical Working Group; responses to information requests from elected officials, federal agencies and media; and participation in external meetings related to TPB work program.

Schedule: Ongoing throughout the year

## 2. COORDINATION AND PROGRAMS

### A. CONGESTION MANAGEMENT PROCESS (CMP)

The regional Congestion Management Process (CMP) is a federally required component of the metropolitan transportation planning process. The CMP is to address the systematic management of traffic congestion and provision of information on transportation system performance. No single occupant vehicle (SOV) capacity expanding project can receive federal funds unless it is part of the regional CMP. The federal MAP-21 legislation continues the requirement for a CMP, with emphasis on congestion data as part of a performance measurement- based metropolitan planning process.

The CMP includes information from regional Travel Monitoring programs (see Section 5 of the UPWP) addressing recurring congestion, as well as information on non-recurring congestion as examined in the Management, Operations, and Intelligent Transportation Systems (MOITS) program (see also Task 2.B. below). Additionally, this task includes analysis of transportation systems condition data archives from private sector sources. A major source of this information is the speed data archive from the I-95 Corridor Coalition/INRIX, Inc. Vehicle Probe Project. As an affiliate member of the I-95 Corridor Coalition, TPB has gratis access to data archives on certain roadways in the region covered under the Coalition's Vehicle Probe Project. TPB also has gratis access to data from supplementary, expanded roadway coverage beyond the limited Coalition coverage, funded by the District of Columbia, Maryland, and Virginia Departments of Transportation.

The CMP also considers strategies that address congestion. Information from transportation strategy analysis from the Air Quality Conformity program (see also Task 3.A.) is examined. Demand management strategies considered and implemented through the regional Commuter Connections Program (see [www.commuterconnections.org](http://www.commuterconnections.org)) are important CMP components. Systems management, operations, and engineering strategies are examined in conjunction with the MOITS program.

Under this work task, TPB will compile information and undertake analysis for development on major aspects of the regional CMP:

- Undertake activities to address the federal requirement for a regional Congestion Management Process component of the metropolitan transportation planning process. Include information from regional Travel Monitoring programs (see Section 5 of the UPWP) addressing congestion and reliability, as well as information on non-recurring congestion as examined in the Management, Operations, and Intelligent Transportation Systems (MOITS) program (see also Task 2.B.).
- Identify and assess strategies that address congestion, in coordination with MOITS, the Metropolitan Area Transportation Operations Coordination Program (see also Task 2.I), the Air Quality Conformity program (see also Task 3.A.), the regional Commuter Connections Program(see [www.commuterconnections.org](http://www.commuterconnections.org)).



- Analyze transportation systems condition data archives from private sector sources, especially the speed data archive from the I-95 Corridor Coalition/INRIX, Inc. Vehicle Probe Project.
- Address MAP-21 requirements related to the CMP, including:
  - Analyze data from the above sources to support the “congestion reduction”, “System Reliability” and other relevant National Goals for Performance Management.
  - Develop regional congestion performance measures based on the available data; engage in the federal rulemaking process on performance measures for congestion reduction and system reliability.
  - Coordinate with member states on the establishment of congestion reduction and system reliability targets.
- Compile information and undertake analysis for development on four major aspects of the regional CMP:
  - CMP Components of the Constrained Long-Range Plan (CLRP), portions of the CLRP that specifically address CMP and its subtopics, in the form of interlinked web pages of the on-line CLRP, to be updated in conjunction with major updates of the CLRP;
  - CMP Documentation Form Information addresses federally-required CMP considerations associated with individual major projects, to be included with overall project information submitted by implementing agencies to the annual Call for Projects for the CLRP and Transportation Improvement Program (TIP) (see also Task 1.C), and incorporated into the regional CMP;
  - A CMP Technical Report, published on an as-needed basis, compiling and summarizing the results of monitoring and technical analysis undertaken in support of the regional CMP. A major update of the CMP Technical Report will be produced FY2014 (last published in 2012); and
  - National Capital Region Congestion Report, released quarterly on the TPB website, reviewing recent information on congestion and reliability on the region's transportation system and featured CMP strategies, with a "dashboard" of key performance indicators.

Oversight: Management, Operations, and Intelligent Transportation Systems (MOITS) Technical Subcommittee

Cost Estimate: \$205,000

Products: Updated CMP portions of the CLRP; CMP Documentation Form; National Capital Region Congestion Report; FY2014 CMP Technical Report; documentation as necessary supporting MAP-21 requirements of the CMP; summaries, outreach

materials, and white paper(s) on technical issues as needed; supporting data sets

Schedule: Monthly

B. MANAGEMENT, OPERATIONS, AND INTELLIGENT TRANSPORTATION SYSTEMS (ITS) PLANNING

MAP-21 defines "Regional Transportation Systems Management and Operations (RTSMO)" as:

*Integrated strategies to optimize the performance of existing infrastructure through the implementation of multimodal and intermodal, crossjurisdictional systems, services, and projects designed to preserve capacity and improve security, safety, and reliability of the transportation system.*

Under this work task, TPB will provide opportunities for coordination and collaborative enhancement of transportation technology and operations in the region, consistent with MAP-21 RTSMO requirements, and advised by its Management, Operations, and Intelligent Transportation Systems (MOITS) Policy Task Force and MOITS Technical Subcommittee.

A key focus of MOITS planning is the region's non-recurring congestion, due to incidents or other day-to-day factors. A MOITS Strategic Plan was completed in 2010 and provided updated guidance and direction to the program. The MOITS program includes planning activities to support the following major topics:

- MAP-21: Address MAP-21 requirements related to MOITS, including:
  - Compile and analyze data to support the "system reliability" National Goal for Performance Management
  - Monitor federal rulemaking on performance measures for system reliability
  - Coordinate with member states on the establishment of system reliability targets
- ITS Data: The collection/compilation, processing, warehousing, and sharing of transportation systems usage and condition data from Intelligent Transportation Systems (ITS) sources
- Regional Transportation Management: Particularly in conjunction with the Metropolitan Area Transportation Operations Coordination (MATOC) Program (see also Task 2.I.); support the MOITS Technical Subcommittee in its long-range planning advisory role for the MATOC Program
- Multi-modal Coordination: Examination of traffic and transit management interactions in daily operations
- Coordination of day-to-day transportation operations planning with emergency preparedness in conjunction with the COG Regional Emergency Support Function 1 – Emergency Transportation Committee (see also Task 2.C.)
- Traveler Information: Real-time traveler information made available to the public

- Congestion Management Process: Technology and operations strategies to address non-recurring congestion aspects of the regional Congestion Management Process (see also Task 2.A.)
- Maintenance and Construction Coordination: Regional sharing of available maintenance and construction information for coordination purposes, in conjunction with MATOC's ongoing development of a regional construction coordination system
- Intelligent Transportation Systems (ITS) Architecture: Maintain the regional ITS architecture in accordance with federal law and regulations
- Traffic Signals: Assist member agencies in the exchange and coordination of interjurisdictional traffic signal operations information and activities; examine traffic signal systems and operations from the regional perspective, including in conjunction with emergency planning needs
- Climate Change Adaptation: Monitor local and national practices regarding transportation operational procedures to adapt to climate change effects. Review the COG Regional Climate Adaption Plan to identify transportation operations-related climate change adaptation activities for the region's transportation agencies to consider
- MOITS Strategies: Analysis of strategies designed to reduce congestion, reduce emissions, and/or better utilize the existing transportation system.
- Member Agency Activities: Work as needed with the MOITS activities of the state and D.C. departments of transportation, the Washington Metropolitan Area Transit Authority, and other member agencies
- Coordinate with supra-regional management and operations activities of the Federal Highway Administration, the I-95 Corridor Coalition, and other relevant stakeholders
- Provide staff support to the MOITS Policy Task Force, MOITS Technical Subcommittee, MOITS Regional ITS Architecture Subcommittee, and MOITS Traffic Signals Subcommittee.

Oversight: Management, Operations, and Intelligent Transportation Systems (MOITS) Technical Subcommittee

Cost Estimate: \$340,300

Products: Agendas, minutes, summaries, outreach materials as needed; white paper(s) on technical issues as needed; revised regional ITS architecture; MOITS input to the CLRP as necessary; review and advice to MOITS planning activities around the region; documentation as necessary supporting MAP-21 requirements of MOITS planning

Schedule: Monthly

C. TRANSPORTATION EMERGENCY PREPAREDNESS PLANNING

Under this work task, TPB will provide support and coordination for the transportation sector's role in overall regional emergency preparedness planning, in conjunction with the Metropolitan Washington Council of Governments (COG) Board of Directors, the National Capital Region Emergency Preparedness Council, and other COG public safety committees and efforts. This task is the transportation planning component of a much larger regional emergency preparedness planning program primarily funded outside the UPWP by U.S. Department of Homeland Security and COG local funding. Here specialized needs for transportation sector involvement in Homeland Security-directed preparedness activities will be addressed. Efforts are advised by a Regional Emergency Support Function #1 - Transportation Committee in the COG public safety committee structure, with additional liaison and coordination with the TPB's Management, Operations, and Intelligent Transportation Systems (MOITS) Policy Task Force and MOITS Technical Subcommittee. MAP-21 requires the metropolitan planning to address the security of the transportation system for motorized and nonmotorized users. Major topics to be addressed under this task include the following:

- Liaison and coordination between emergency management and TPB, MOITS, and other transportation planning and operations activities.
- Planning for the role of transportation as a support agency to emergency management in catastrophic or declared emergencies, including:
  - Emergency coordination and response planning through the emergency management and Homeland Security Urban Area Security Initiative (UASI) processes
  - Emergency communications, technical interoperability, and capabilities
  - Public outreach for emergency preparedness
  - Coordination with regional critical infrastructure protection and related security planning
  - Emergency preparedness training and exercises
  - Conformance with U.S. Department of Homeland Security (DHS) directives and requirements
  - Applications for and management of UASI and other federal Homeland Security funding.

Oversight: Management, Operations, and Intelligent Transportation Systems (MOITS) Technical Subcommittee

Cost Estimate: \$75,400

Products: Agendas, minutes, summaries, outreach materials as needed; white paper(s) on technical issues as needed; regular briefings and reports to TPB and MOITS as necessary; materials responding to DHS and UASI requirements; documentation as necessary supporting MAP-21 requirements of transportation emergency preparedness planning

Schedule: Monthly

#### D. TRANSPORTATION SAFETY PLANNING

The Washington metropolitan area is a diverse and rapidly growing region, a major tourist destination, and a gateway for immigrants from all over the world. Growth has meant more people driving more miles and more people walking, especially in inner suburban areas where pedestrians were not common in years past. MAP-21 requires metropolitan planning to increase the safety of the transportation system for motorized and non-motorized users. These and other factors, along with heightened awareness of the safety problem, have demonstrated the need for the regional transportation safety planning program.

- Under this work task, TPB will provide opportunities for consideration, coordination, and collaboration planning for safety aspects of the region's transportation systems. Safety planning will be in coordination with the State Strategic Highway Safety Plan efforts of the District of Columbia, Maryland, and Virginia, as well as other state, regional, and local efforts. Coordination will be maintained with the regional Street Smart pedestrian and bicycle safety outreach campaign. Major topics to be addressed in the Transportation Safety Planning task include the following: Support of the Transportation Safety Subcommittee
- Address MAP-21 requirements related to the CMP, including:
  - Compile fatality and injury data to support the “safety” National Goal for Performance Management.
  - Engage in the federal rulemaking on performance measures for safety.
  - Coordinate with member states on the establishment of safety targets.
- Coordination on metropolitan transportation planning aspects of state, regional, and local safety efforts, and with transportation safety stakeholders
- Coordination with other TPB committees on the integration of safety considerations
- Maintenance of the safety element of region's long-range transportation plan.

Oversight: Transportation Safety Subcommittee

Cost Estimate: \$125,000

Products: Safety element of the CLRP; summaries, outreach materials, and white paper(s) on technical issues as

needed; documentation as necessary supporting MAP-21 requirements of transportation safety planning

Schedule: Quarterly

#### E. BICYCLE AND PEDESTRIAN PLANNING

Under this work task, TPB will provide opportunities for consideration, coordination, and collaborative enhancement of planning for pedestrian and bicycle safety, facilities, and activities in the region, advised by its Bicycle and Pedestrian Subcommittee. An updated Regional Bicycle and Pedestrian Plan was completed in FY2010, and provides guidance for continued regional planning activities. Major topics to be addressed include the following:

- Advise the TPB, TPB Technical Committee, and other TPB committees on bicycle and pedestrian considerations in overall regional transportation planning.
- Complete a major update of the Regional Bicycle and Pedestrian Plan.
- Maintain the Regional Bicycle and Pedestrian Plan and supporting Bicycle and Pedestrian Plan database on the TPB website for member agency and public access.
- Provide the TPB an annual report on progress on implementing projects from the Regional Bicycle and Pedestrian Plan. Provide the public with information on the status of bicycle and pedestrian facilities planning and construction in the Washington region.
- Monitor regional Complete Streets and Green Streets activities.
- Compile bicycle and pedestrian project recommendations for the Transportation Improvement Program (TIP).
- Coordinate with the annual "Street Smart" regional pedestrian and bicycle safety public outreach campaign (Street Smart is supported by funding outside the UPWP).
- Advise on the implementation and potential expansion of the regional bikesharing system and associated marketing materials.
- Examine regional bicycle and pedestrian safety issues, their relationship with overall transportation safety, and ensure their consideration in the overall metropolitan transportation planning process, in coordination with task 2.D above.
- Examine bicycle and pedestrian systems usage data needs for bicycle and pedestrian planning, and ensure their consideration in the overall metropolitan transportation planning process.
- Coordinate and host one or more regional bicycle and pedestrian planning or design training, outreach, or professional development opportunities for member agency staffs or other stakeholders.

- Provide staff support to the Bicycle and Pedestrian Subcommittee, supporting the regional forum for coordination and information exchange among member agency bicycle and pedestrian planning staffs and other stakeholders.

Oversight:	Regional Bicycle and Pedestrian Subcommittee
Cost Estimate:	\$108,700
Products:	Compilation of bicycle and pedestrian facilities for the TIP; completion of a new regional bicycle and pedestrian plan; maintenance of the regional bicycle and pedestrian plan on the TPB website; one or more regional outreach workshops; Subcommittee minutes, agendas, and supporting materials; white papers or other research and advisory materials as necessary
Schedule:	Bimonthly

#### F. REGIONAL BUS PLANNING

This work activity will provide support to the Regional Bus Subcommittee for the coordination of bus planning throughout the Washington region, and for incorporating regional bus plans into the CLRP and TIP. The Regional Bus Subcommittee is a forum for local and commuter bus, rail transit, and commuter rail operators and other agencies involved in bus operation and connecting transit services. The Subcommittee focuses on bus planning as well as regional transit issues, such as data sharing and technical projects.

The major topics to be addressed in FY 2014 include the following:

- Continued refinement of a priority list of regional projects to improve bus transit services.
- Provide a forum for discussion of the development of the performance measures and selection of performance targets required under MAP-21, in order to coordinate with relevant providers of public transportation to ensure consistency to the maximum extent practicable.
- Development and publication of useful operations, customer, and financial data on regional bus services for TPB and public utilization.
- Coordination and evaluation of CLRP and TIP proposals and amendments with regard to bus transit service plan implementation.
- Provide technical advice and input regarding regional transportation and land use coordination, including the development of transit assumptions for TPB planning studies.

- Facilitation of technology transfer and information sharing as it relates to regional, state and local bus transit services, including for Bus Rapid Transit (BRT) projects, customer information, and other common issues.
- Coordination with other regional committees regarding bus transit participation in planning and training activities, including but not limited to the Regional Emergency Support Function (RESF) #1 at COG, and the MATOC Transit Task Force.
- Coordination with the TPB Management, Operations, and Intelligent Transportation Systems (MOITS) Policy Task Force and MOITS Technical Subcommittee regarding integrated planning for bus services and street operations.
- Coordination with the TPB Access for All (AFA) Committee to enhance regional mobility for all populations.

Oversight:	Regional Bus Subcommittee
Cost Estimate:	\$100,000
Products:	Data compilation, reports on technical issues, and outreach materials
Schedule:	Monthly

#### G. HUMAN SERVICE TRANSPORTATION COORDINATION

Under the final USDOT planning requirements for SAFETEA-LU, a Coordinated Plan was required to guide funding decisions for three Federal Transit Administration (FTA) programs: 1) Formula Program for Elderly Persons and Persons with Disabilities (Section 5310); 2) Job Access and Reverse Commute for Low Income Individuals (JARC, Section 5316); and 3) New Freedom Program for Persons with Disabilities (Section 5317). In 2009, the TPB adopted an Update to the Coordinated Human Service Transportation Plan for the National Capital Region ("Coordinated Plan"). The TPB became the designated recipient of the SAFETEA-LU's JARC and New Freedom programs in 2006 for the Washington DC-VA-MD Urbanized Area.

MAP-21 eliminated the JARC program and consolidated the New Freedom and the Section 5310 Elderly and Individuals with Disabilities Program into a new program "Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities." In FY2013, TPB staff facilitated the designation of a recipient for the new Enhanced Mobility program in coordination with TPB staff, the D.C. Department of Transportation (DDOT), the Maryland Transit Administration (MTA), and the Virginia Department of Rail and Public Transportation (DRPT).

The Human Service Transportation Coordination Task Force ("Task Force") will assist



with the implementation of the new Enhanced Mobility Program in the Washington DC-VA-MD Urbanized Area. The TPB created the Task Force in 2006 to develop and help implement the Coordinated Human Service Transportation Plan which guided project selection for JARC and New Freedom under SAFETEA-LU. Under MAP-21, the Coordinated Plan will establish criteria to guide project selection for the new Section 5310 Enhanced Mobility program. The Task Force is comprised of human service and transportation agency representatives from each TPB jurisdiction as well as consumers and private providers. The Task Force establishes priorities for solicitations and assists with outreach. Proposed work activities include:

Support the activities of the TPB Human Service Transportation Coordination Task Force which will oversee the following work activities:

- Review and update the Coordinated Plan and the selection criteria as needed based on FTA guidance on MAP-21 for human service transportation coordination and the new Section 5310 Enhanced Mobility Program;
- Support the implementation of the new 5310 Enhanced Mobility Program for the Washington DC-VA-MD Urbanized Area under MAP-21, including:
  - In preparation for the solicitation of Enhanced Mobility program grant applications, identify priority projects that have the greatest potential for long-term benefits for persons with disabilities and older adults; and
  - Assist with project solicitation by notifying potential applicants of grant availability.

Coordinate the activities of the coordination task force with the TPB Access For All Advisory Committee and the Private Providers Task Force.

Oversight:	Transportation Planning Board
Cost Estimate:	\$114,800
Products:	Updated Coordinated Plan, Project Priorities for the New Enhanced Mobility Grant Solicitation, and Project Recommendations
Schedule:	June 2014

#### H. FREIGHT PLANNING

Under this work task, TPB will provide opportunities for consideration, coordination, and collaborative enhancement of planning for freight movement, safety, facilities, and activities in the region. An updated Regional Freight Plan was completed in FY2010, and provides guidance for continued regional planning activities. Major topics to be addressed include the following:

- Support the TPB Freight Subcommittee.
- Complete a new Regional Freight Plan.

- Maintain the Regional Freight Plan and supporting information on the TPB website for member agency and public access.
- Ensure consideration of freight planning issues in overall metropolitan transportation planning, including:
  - Work proactively with the private sector for consideration of private sector freight issues. Identify topics of interest to private sector, often competing trucking and freight stakeholders.
  - Continue following up on recommendations from the Regional Freight Forum held in FY2011.
  - Advise the TPB and other committees in general on regional freight planning considerations for overall metropolitan transportation planning.
  - Coordinate with federal, state, and local freight planning activities.
- Address MAP-21 requirements related to freight planning, including:
  - Analyze available freight movement data for the region including FHWA Freight Analysis Framework total tonnage and total value data for truck, rail, air cargo, and maritime movements in our region; this data may inform freight performance measures.
  - Monitor federal rulemaking on freight performance measures.
  - Coordinate with member states on the establishment of freight targets.
  - Coordinate with TPB travel monitoring and forecasting activities on freight considerations.
  - Examine truck safety issues.
  - Develop ongoing freight component input to the Constrained Long Range Plan (CLRP).
  - Keep abreast of regional, state, and national freight planning issues.
  - Undertake the "Freight Around the Region" project, to collect information and analyze each National Capital Region jurisdiction's role in goods movement and its contribution to the regional economy.
  - Undertake freight stakeholder outreach with representatives of the freight community, including carriers, shippers, and other stakeholders, to gain their input on regional freight movement, safety and other issues and to gauge their interest in state and MPO planning and programming processes.
  - Publish a periodic e-newsletter on regional freight planning issues.

Oversight: TPB Freight Subcommittee

Cost Estimate: \$150,000

Products: New Regional Freight Plan; data compilation and

outreach materials as needed; white paper(s) on technical issues as needed; structured interviews and summarized results; documentation as necessary supporting MAP-21 requirements of freight planning

Schedule: Bimonthly

## I. METROPOLITAN AREA TRANSPORTATION OPERATIONS COORDINATION PROGRAM PLANNING

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

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

- Committee Support: Provide administrative support of MATOC Steering Committee and subcommittee meetings, including preparation of agendas and summaries and tracking of action items.
- TPB Reports: Provide briefings to the TPB on MATOC Program progress.
- TPB Staff Participation: Provide input and advice to the MATOC Information Systems Subcommittee and Operations Subcommittee.
- Coordinate as necessary with the Management, Operations, and Intelligent Transportation Systems (MOITS) Technical Subcommittee
- Outreach: Coordinate the work of MATOC with other organizations, for example, with public safety or emergency management groups and media representatives; prepare articles, presentations and brochures to convey MATOC concepts, plans, and accomplishments. Also coordinate with the COG Regional Emergency Support Function # 1 - Emergency Transportation Committee.

- **Implementation Planning:** Prepare implementation plans describing the work required to reach defined stages of MATOC operating capability, including expert input from MATOC subcommittees.
- **Financial and Legal Analysis:** Support discussion of the identification of funding sources, estimation of funding needs, as well as preparation of legal agreement materials that provide for the long term sustainability of MATOC.
- **Performance Measurement:** Support MATOC committee discussions of assessing progress against MATOC's defined goals and objectives.
- **Supporting Materials:** Develop supporting or informational materials for the above activities as necessary.

Oversight: MATOC Steering Committee; MOITS Technical Subcommittee

Cost Estimate: \$120,000

Products: Agendas, minutes, summaries, and outreach materials as needed; white paper(s) on technical issues as needed; regular briefings and reports to the TPB, MATOC committees, and the MOITS Policy Task Force and Technical Subcommittee

Schedule: Monthly

### 3. FORECASTING APPLICATIONS

#### A. AIR QUALITY CONFORMITY

The objective of this work activity is to ensure that TPB plans, programs and projects meet air quality requirements. The 1990 Clean Air Act Amendments require that detailed systems level detailed technical analyses are conducted to assess air quality conformity of transportation plans and programs. Procedures and definitions for the analyses were originally issued as EPA regulations in the November 24, 1993 *Federal Register*, and subsequently amended and issued, most recently in a March 2010 EPA publication. In addition, federal guidance has also been published at various times by the EPA, FHWA and FTA.

The 2013 Constrained Long Range Plan (CLRP) and FY2013-18 Transportation Improvement Program (TIP) will address ozone, wintertime carbon monoxide, and fine particles (particulate matter, PM<sub>2.5</sub>) requirements, including differing geographical boundaries, inventory time periods, and evaluation criteria by pollutant. The schedule for adoption of the updated plan and TIP calls for most of the work to be completed in FY2013. As the Public Comment Period extends beyond the end of FY2013 and into the start of FY2014, it is anticipated that the final stages of the plan development consisting of incorporation of the public comments, development of the final report, adoption by the TPB and subsequent transmittals will take place in July 2013. Upon adoption of the 2013 CLRP, a new Air Quality Conformity cycle will begin for the 2014 CLRP and FY2015-19 TIP, which will run throughout FY2014.

The interagency and public consultation procedures of TPB are based on the November 24, 1993 EPA regulations, which were adopted by TPB in September 1994 and subsequently amended to reflect additional requirements in August 15, 1997 regulations, which were adopted by TPB in May 1998. These procedures address the preparation of the annual UPWP and TIP and any updates to the regional plan or programs. The procedures involve timely announcement of upcoming TPB activities relating to air quality conformity and distribution of relevant material for consultation purposes.

The FY2014 work program will include the following tasks:

- Completion of conformity analysis of the 2013 CLRP including addressing any emissions, mitigation needs, preparation of a final report to document procedures and results and to address comments and testimony received, and documenting and organizing all data files for use in subsequent regional and corridor/subarea planning studies.
- Preparation and execution of a work program for analysis of the 2014 CLRP & FY2015-20 TIP using the most up-to-date project inputs, planning assumptions, travel demand model, software and emissions factor model (MOVES); preparation of a draft report on the conformity assessment.
- TPB interagency and public consultation procedures; this includes funding for review and coordination work on the part of COG/DEP staff to reflect involvement

by the Metropolitan Washington Air Quality Committee (MWAQC) in the public and interagency consultation process.

- Coordination of project solicitation, documentation, and emissions reduction analysis associated with CMAQ projects. Perform incidental air quality conformity reviews (non-systems level), as required throughout the year.
- Keeping abreast of federal requirements – as they are updated throughout the year – on air quality conformity regulations and guidance; revision of work program elements as necessary.

Oversight:	Technical Committee in consultation with MWAQC committee
Cost Estimate:	\$563,200
Products:	Final report on 2013 CLRP Air Quality Conformity Assessment; Work Program for 2015 CLRP & FY2015-20 TIP Conformity Assessment
Schedule:	June 2014

#### B. MOBILE EMISSIONS ANALYSIS

The objective of this work activity is to conduct a broad range of analyses aiming to quantify emissions levels of various pollutants and ensure that TPB plans, programs and projects meet air quality requirements. A component of this work activity is the analysis, assessment and evaluation of the performance of Transportation Emissions Reduction Measures (TERMs) associated with PM2.5 and 8-hour ozone SIPs.

The FY2014 work program will include the following tasks:

- Development of input data for MOVES2013 model runs, review and evaluation of MOVES2013 inputs and outputs. Mobile emissions will also be developed for GHG pollutants using the MOVES2013 model once it becomes fully operational in support of strategic planning scenarios as part of the TPB's Scenario Task Force activities and the COG Board's Climate, Energy, and Environment Policy Committee (CEEPC).
- Execution of sensitivity tests (as necessary) assessing the likely impacts of input data changes in MOVES2013 model runs
- Measurement of the on road mobile emissions reductions attributable to current and future Transportation Emissions Reductions Measures (TERMs)
- Technical support to the Commuter Connections Program in support of developing implementation plans and evaluating current and future TERMS

- Funding for the COG Department of Environmental Programs (DEP) in support of its contributions towards provision of data from the state air agencies, and updates on federally-mandated issues related to mobile emissions as part of the annual air quality conformity determinations and development of budgets for updates to State Implementation Plans (SIPs).
- Response to requests for technical assistance by governmental entities and/or their consultants working on technical analyses or corridor/subarea transportation planning studies.
- Development of presentation material, rendering technical support and attendance of MWAQC and CEEPC meetings, policy discussions and public hearings.
- Monitoring of performance measures development associated with air quality as mandated by MAP-21

Oversight:	Technical Committee and Travel Management Subcommittee, in consultation with MWAQC committees
Cost Estimate:	\$640,100
Products:	Reports on TERM evaluation and on greenhouse gas emissions reduction strategies; Updated mobile source emissions inventories / reports as required addressing ozone and PM <sub>2.5</sub> standards and climate change requirements
Schedule:	June 2014

### C. REGIONAL STUDIES

#### Regional Transportation Priorities Plan

In July 2011, the TPB approved a work scope and process for developing the TPB Regional Transportation Priorities Plan (RTPP). Development of the two-year plan began in July 2011 in FY 2012 with completion anticipated by the beginning of FY 2014. The priority planning process will use a set of performance measures to quantify progress toward regional goals and to identify the near and long term challenges and ten to fifteen potential actions or strategies needed to address them. The process includes three tasks:

#### *Task 1: Reaffirm Regional Goals and Agree Upon Performance Measures*

In January 2012, the final Interim Report on Task 1 was presented to the TPB. The report reaffirmed regional goals, and presented possible performance measures, challenges, and strategies for addressing regional challenges.

Five listening sessions with citizen groups and regional stakeholders were held in January and February 2012 to get feedback on the possible performance measures, goals challenges, and strategies for addressing regional challenges. Based upon this feedback from the listening sessions, simpler, less technical performance measures, challenges, and strategies were developed for use in a Citizens Forum on June 2, 2012. During the 5-hour forum, the RTPP materials were presented to a representative sample of the persons in region. The feedback from the forum provided lessons for effectively communicating with the broader public about regional challenges and obtaining useful feedback on transportation priorities.

### *Task 2: Determine Regional Challenges and Strategies to Address Them*

In July 2012, the final Interim Report on Task 2 was presented to the TPB. This report documented the activities from January to June 2012 and presented a comprehensive and refined set of goals, challenges, and (near-term, ongoing, and long-term) strategies to be used in developing the plan. It also presented a proposed public involvement methodology to be utilized to obtain public input on the strategies for the plan.

### *Task 3: Develop Regional Priorities*

In the first half of FY 2013, content was developed for inclusion in a web-based community engagement tool to survey a large representative sample of the public to obtain their assessments of the strategies. Statements of the regional transportation challenges were crafted together with clear descriptions of strategies for addressing them. Potential funding methods are part of all of the strategies. The web-based tool was developed and tested and content loaded. In the second half of FY 2013, the web-based tool was utilized to survey a representative sample of about 600 persons to obtain their assessments about which strategies are the most feasible. In June 2014, the Interim Report on Task 3 on the ten to fifteen near-term, ongoing, and long-term prioritized strategies will be prepared. The final report incorporating the three interim reports on the regional transportation priorities plan will be produced in early FY 2014.

In FY 2014, the following activities are proposed:

- For the highest prioritized near-term, on-going, and long-term strategies identify policy actions and potential projects to be incorporated into the 2014 CLRP. Assess project benefits and costs and identify existing funding sources for near-term implementation. For the unfunded on-going high priority strategies, identify detailed funding needs and develop specific funding proposals.
- For the highest prioritized long-term transportation and land use strategies, develop more details on new projects' costs and implementation phasing for comparison to the adopted CLRP baseline. Support a comprehensive assessment of regional benefits and costs using performance measures and proposed funding sources for long-term implementation.

\



### Support for COG's Region Forward

Since FY 2011, TPB staff has provided support for the Metropolitan Washington Council of Government's (COG) Region Forward regional planning efforts involving transportation. Region Forward is supported by a voluntary compact signed by all of the COG member jurisdictions, and outlines a series of targets and indicators that measure progress towards creating and attaining a more accessible, sustainable, prosperous, and livable future. In FY 2014, TPB staff will continue to provide support for these regional planning efforts involving transportation.

### Prepare Grant Applications for US DOT Grant Funding Programs

In February 2010, the TPB was awarded \$58.8 million for a regional priority bus network under the TIGER I grant program. In September 2012, the TPB was awarded a \$200,000 Transportation, Community, and System Preservation (TCSP) Grant to identify strategic bicycle and pedestrian access improvements for rail station areas in the region. In FY 2014, TPB staff will respond to promising opportunities for submitting project grant applications for USDOT grant funding programs, as approved by the TPB.

Oversight:	Transportation Planning Board
Cost Estimate:	\$516,300
Products:	Final report on regional priorities plan- September 2013  Policy actions and potential projects to be incorporated into the 2014 CLRP- December 2013  Report on comprehensive assessment of long-term strategies – June 2014  Project grant applications for USDOT grant funding programs as approved by TPB

### D. COORDINATION OF COOPERATIVE FORECASTING AND TRANSPORTATION PLANNING PROCESSES

Under this work activity staff will support the Planning Directors Technical Advisory Committee (PDTAC) and the TPB Technical Committee in the coordination of local, state and federal planning activities and the integration of land use and transportation planning in the region.

The following work activities are proposed for FY 2014:

- Work with the Planning Directors Technical Advisory Committee (PDTAC) to update the map of Regional Activity Centers and refine the development of community investment typologies.

- Work with members of the Cooperative Forecasting Subcommittee to review and update the national and regional economic growth assumptions that are inputs into the top-down Cooperative Forecasting regional econometric model and analyze changes in regional economic, demographic and housing trends drawing on the results from the Census American Communities Survey (ACS) and from other available federal, state, local data sources.
- Work with members of the Cooperative Forecasting Subcommittee to enhance and improve the quality of small area (TAZ-level) employment data. This effort will involve the tabulation and analysis of state ES-202 employment data files for DC, MD and VA and collaboration with the National Capital Planning Commission (NCPC) and the General Services Administration (GSA) to obtain site specific employment totals for federal employment sites in the region.
- Work with the members of the Cooperative Forecasting Subcommittee, the region's Planning Directors, the Baltimore Metropolitan Council, the Tri-County Council for Southern Maryland, the George Washington Regional Planning Commission and the Planning Directors of Fauquier County- VA, Clarke County-VA and Jefferson County-WV to develop updates to the Round 8.2 Cooperative Forecasts by jurisdiction and reconcile these updated local jurisdiction forecasts with the regional econometric benchmark projections.
- Work with the Cooperative Forecasting Subcommittee and the region's Planning Directors to develop updated Round 8.3 Transportation Analysis Zone (TAZ)-level growth forecasts.
- Update and maintain Cooperative Forecasting land activity databases that are used as input into TPB travel demand-forecasting model. Prepare updated Round 8.3 TAZ-level population, household, and employment forecasts for both COG member and non-member jurisdictions in the TPB Modeled Area.
- Work with the Cooperative Forecasting Subcommittee and the region's Planning Directors to assess the effects of significant transportation system changes on the Cooperative Forecasting land activity forecasts. Document key land use and transportation assumptions used in making updates to the Cooperative Forecasting land activity forecasts
- Respond to public comments on updated Round 8.3 forecasts and the Cooperative Forecasting process.
- Develop and publish useful economic, demographic and housing-related information products including the Regional Economic Monitoring Reports (REMS) reports, the annual "Commercial Development Indicators" and economic and demographic data tables to be included in the Region Forward Baseline analysis.

Oversight:

Technical Committee

Estimated Cost: \$806,800

Products: Coordination of Land Use and Transportation Planning in the Region, Review and Update of Regional Econometric Model, Update of Regional Planning Databases, Mapping of Updated Regional Activity Centers, Development and Distribution of technical reports and information products.

Schedule: June 2014

## 4. DEVELOPMENT OF NETWORKS AND MODELS

### A. NETWORK DEVELOPMENT

This activity will involve the development of transportation network files which are primary inputs to the regional travel demand model and are used to reflect system improvements as specified in the evolving TIP and CLRP. During FY-2014, TPB staff will continue to develop network files that are compliant with the adopted Version 2.3 travel demand model (or its successor) to support regional and project planning needs. Staff will continue to serve network-related needs associated with long-term models development activities.

The following FY 2014 work activities are proposed:

- Update the TPB's base-year (2013) transit network to the most current operating conditions, in cooperation with the local transit providers in the Metropolitan Washington Region.
- Prepare base- and forecast-year highway and transit networks in accordance with the latest TIP and CLRP elements and in accordance with the Version 2.3 travel demand model requirements. The future-year networks will be subsequently developed over the updated base-year network. Provide guidance in the development of network inputs to other technical staff members in the department.
- Support the development of networks for special regional planning studies, and for other developmental work in the Models Development program.
- Continue to support technical refinements in the models development, including a multi-year migration in the transit network building software, from TRNBUILD to Public Transport (PT).
- Support the ongoing analysis of newly collected INRIX speed data and traffic ground count data for the evaluation of the regional travel model performance. Network analysis may also include the review of federal functional facility-type designations that have been established as part of the 2010 CTPP.
- Respond to technical data requests associated with network-related information, including transit line files, station files, and shape files associated with features of the regional highway or transit network.
- Further refine the TPB's existing ArcGIS-based system which is used to facilitate network coding and network file management.

Oversight: Travel Forecasting Subcommittee

Cost Estimate: \$769,700

Products: A series of highway and transit networks reflecting the latest TIP and Plan, and compliant with the Version 2.3 travel model. Technical documentation will be furnished.

Schedule: June 2014

## B. GIS TECHNICAL SUPPORT

Under this work activity staff will provide Geographic Information System (GIS) data and technical support to users of the COG/TPB GIS for many important TPB planning activities, including Regional Studies, the CLRP, the TIP, Congestion Monitoring and Analysis, Cooperative Forecasting, Regional Transportation Data Clearinghouse, Network and Models Development, and Bicycle Planning.

The following work activities are proposed for FY 2014:

- Provide data and technical support to staff using the COG/TPB GIS for development and distribution of data and information developed by the TPB planning activities, including Regional Studies, the CLRP, the TIP, Congestion Monitoring and Analysis, Cooperative Forecasting, Regional Transportation Data Clearinghouse, Network and Models Development, and Bicycle Planning.
- Provide ongoing maintenance and support of GIS-based transportation network management and editing tools.
- Enhance GIS-based transportation network management and editing tools based on user experience.
- Enhance the COG/TPB GIS Spatial Data Library with updated transportation and non-transportation features as these data become available.
- Add additional transportation attribute data, land use features and imagery data to the COG/TPB GIS Spatial Data Library.
- Update GIS Spatial Data Library documentation, GIS User Guides and technical documentation of various GIS software applications as required.
- Maintain and update an intranet-based GIS Project Information Center that lists and describes DTP GIS databases and applications currently being developed, as well as those that are currently available.
- Train staff on use of GIS databases for transportation planning.
- Continue to coordinate the regional GIS activities with state DOTs, WMATA, and the local governments through COG's GIS Committee and subcommittees.
- Maintain and update COG/TPB's GIS-related hardware and software.

- Respond to request for COG/TPB GIS metadata, databases, and applications.

Oversight: Technical Committee

Estimated Cost: \$548,800

Products: Updated GIS software, Databases, User Documentation and Training materials; Support of GIS transportation network management.

Schedule: June 2014

### C. MODELS DEVELOPMENT

The Models Development activity functions to maintain and advance the TPB's travel forecasting methods and practices, which are critical to ongoing transportation planning work. Models development activities are formulated around the areas of data collection, short- and long-term models development, research, and maintenance. During FY 2014, staff will continue to support the application and refinement of the currently adopted Version 2.3 travel model to serve regional and project planning needs. Staff will also maintain a consultant-assisted effort to evaluate existing forecasting practices and to provide advisement on longer-term improvements. All staff-proposed improvements to the regional travel model will be implemented in consultation with the TPB Travel Forecasting Subcommittee (TFS).

The following FY 2014 work activities are proposed:

- Support the application of the Version 2.3 travel model for air quality planning work and other planning studies conducted by TPB staff. This will include the update of travel modeling inputs as necessary (external trips and other exogenous trip tables), investigating technical problems that might arise during the course of application, and documenting refinements to the model. Staff will also support local project planning work on an "as needed" basis.
- Continue the consultant-assisted effort to improve the TPB travel model and to conduct focused research on selected technical aspects of travel modeling in order to keep abreast of best practices.
- Staff will work with state and local transportation agencies in identify ways in which the regional model might be used to formulate performance-based measures as required in MAP-21.
- Continue the investigation of refinements to the Version 2.3 model, drawing from recommendations compiled from past consultant-generated reviews of the regional travel model. These refinements will focus most immediately on enhancements to the existing traffic assignment process, the mode choice model, including the use of the PT transit building platform for building transit networks. Staff will also

continue efforts to reduce model computation times using distributed processing and high-end workstations.

- Continue with sensitivity testing with the Version 2.3 travel model, in consultation with the TFS.
- Supporting the integration of the travel demand model with the new EPA MOVES model for estimating mobile emissions. This work may involve the use of INRIX travel speed data as a way of refining speed-flow functions used to estimate hourly volumes and volume flows on network links.
- Continue the analysis of geographically focused household travel survey data that TPB staff has collected during FY 2012. This will include a comparison of surveyed data against modeled data as a way of assessing model performance and reasonability.
- Keep abreast of new developments in travel demand forecasting, both short-term developments (such as for trip-based, four-step models) and long-term developments (such as ABMs and airport choice and ground access mode choice models). Staff will also continue participation in the AMPO Travel Modeling Work Group, other organizations and activities, such as the Transportation Research Board (TRB), the Travel Modeling Improvement Program (TMIP), the Federal Transit Administration (FTA) guidelines on modeling for New Starts, the Institute of Transportation Engineers (ITE).
- Staff will keep abreast of hardware and software needs and opportunities, including the potential use of “cloud computing” and the use of versioning software as an efficient way of tracking model code as it evolves with model refinements over time.
- Provide staff support for the TPB Travel Forecasting Subcommittee which is the forum charged with overseeing technical practices and improvements to the TPB travel forecasting process. This will include organizing meetings, preparing regular presentations, and coordinating with internal and external meeting participants on presentation items.

Oversight:	Travel Forecasting Subcommittee
Cost Estimate:	\$1,071,200
Products:	Updated travel models; documentation of models development activities; and recommendations for continued updating of the travel demand modeling process, where applicable.
Schedule:	June 2014

#### D. SOFTWARE SUPPORT

This work element supports the infrastructure needs of the TPB microcomputer-based travel demand forecasting model and the emissions models used in air quality applications. It consists of software, hardware and knowledge-based maintenance of all the systems needed for successful model runs. Activities performed under this work activity include: (1) development and testing of revisions and upgrades of the software currently in use (2) tests of new software needed for the successful execution of model runs, file management and upkeep, data storage, retrieval and transfer systems etc. (3) training of TPB staff in use of models and adopted systems. Throughout FY2013 staff will closely monitor the performance of all software and hardware systems and it will research and evaluate potential system upgrades through testing and demonstration.

The FY2014 work program will include the following tasks:

- Continued support on executing CUBE / TP+ runs and migration to CUBE / Voyager in running TPB travel demand forecasting applications.
- Continued support on MOVES emissions model runs and supporting software applications.
- Training of DTP staff in various applications of CUBE/ TP+, CUBE / Voyager and MOVES.
- Monitoring of the performance of DTP desktop and laptop microcomputer hardware and software and make upgrades as appropriate.
- Coordination with the COG Office of Technology Programs and Services (OTPS) staff in this task and in applications under the Microsoft Windows operating system.
- Maintenance of the data storage systems for the back-up, archiving and retrieval of primary regional and project planning data files.
- Support development and execution of applications of micro simulation software as appropriate.

Oversight: TPB Technical Committee

Cost Estimate: \$178,900

Products: Operational travel demand forecasting process plus operational MOVES2010 Models; File transfer, storage and retrieval processes; DTP staff training in CUBE/ TP+, CUBE / Voyager, and MOVES2010 systems; and Microcomputer hardware to support CUBE/ TP+, CUBE / Voyager, MOVES2010, and other operations.

Schedule: June 2014



## 5. TRAVEL MONITORING

### A. CORDON COUNTS

Monitoring of the volume of period weekday travel entering the Central Employment Area of the region during the AM Peak Period and exiting the Central Employment Area during the PM Peak Period is performed on a 3 to 4-year cycle. In FY 2014 staff will process, tabulate and analyze the auto and transit count data collected in the spring 2013 Central Employment Area Cordon Count and prepare a technical report summarizing the key findings and changes from previous Central Employment Area Cordon Counts. Staff will also prepare a technical report appendix containing the detailed auto and transit count data for each 2013 Central Employment Area Cordon Count site.

Oversight:	Travel Forecasting Subcommittee
Estimated Cost:	\$250,800
Products:	2012 Central Area Cordon Count Technical Report and Appendix
Schedule:	January 2014

### B. CONGESTION MONITORING AND ANALYSIS

Congestion Monitoring supplies data for the Congestion Management Process (CMP - Item 2A) and Models Development (Item 4C). The program monitors congestion on both the freeway and the arterial highway systems, to understand both recurring and non-recurring congestion. Data collection methods include a combination of aerial surveys, field data collection, and/or data procured from private sources. Examples of emerging technologies include probe-based data and Bluetooth-based data. As part of three-year cycles since 1993, in spring 2014 an aerial survey of the region's freeway system will be conducted, results to be coordinated with other data sources under this task as well as the Congestion Management Process. Data collection methods and sources for both freeways and arterials will also be examined from the perspective of MAP-21 requirements, especially as related to the CMP.

Oversight:	MOITS Technical Subcommittee
Cost Estimate:	\$350,000
Products:	Transportation systems monitoring data sets and analysis reports from the aerial survey of the region's freeways; documentation as necessary supporting MAP-21 requirements of congestion monitoring and analysis

Schedule: June 2014

### C. TRAVEL SURVEYS AND ANALYSIS

#### Household Travel Survey

In FY 2012-2013, the 2007/2008 Regional Household Travel Survey data was supplemented with collection of household travel survey data from 4800 households in 14 focused geographic subareas of the region. This additional household travel survey data collection was in response to the need expressed by local jurisdiction users of the household travel survey to have additional household samples in smaller geographic subareas to analyze specific aspects of daily travel behavior in these smaller geographic areas. In FY 2014, staff will continue to support users of TPB household travel survey data, update user documentation and provide technical assistance to the users of these survey data and collect additional household travel survey data.

The following work activities are proposed for FY 2014:

- Provide data, documentation, and technical support to users of 2007/2008 Regional Household Travel Survey and the Geographically-Focused Household Surveys conducted in 2011-2013. Update of survey data files and user documentation as required.
- Continue to mine data collected in the 2007/2008 Regional Household Travel Survey the Geographically-Focused Household Surveys conducted in 2011-2013 support analysis of regional growth and transportation issues of topical interest to the members of the TPB. Prepare information reports on various aspects of daily household and vehicle travel in the TPB modeled area.
- Collect household travel survey data for 2,400 households in six focused geographic subareas of the region for more intensive analysis of specific growth and transportation issues. Examples of focused geographic subarea could include Metrorail station areas of a specific type, highway corridors with recent or planned major improvements, proposed light rail study area, or regional activity centers of with specific characteristics. *Proposed focused geographic subareas for FY 2014 include: (1) St Elizabeths/Anacostia (2) Fort Totten (3) Greenbelt (4) Kentlands (5) Tysons (6) Leesburg. The proposed geographic subareas will be reviewed and subject to refinement by the TPB Technical Committee and local jurisdiction planning staff.*

Oversight: Travel Forecasting Subcommittee

Estimated Cost: \$706,300

Product: Household Travel Survey Data Collection and Processing, Household Travel Survey Analyses, Information Reports and Technical Memorandum,

Maintenance of Travel Survey Data and Documentation

Schedule: June 2014

D. REGIONAL TRANSPORTATION DATA CLEARINGHOUSE

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

The following work activities are proposed for FY 2014:

- Update Clearinghouse data files with FY 2012-2013 highway and transit network data.
- Update Clearinghouse traffic volume data with AADT and AAWDT volume estimates, hourly directional traffic volume counts and vehicle classification counts received from state DOTs and participating local jurisdiction agencies.
- Update Clearinghouse transit ridership data with data received from WMATA, PRTC, VRE, MTA and local transit agencies including the Ride-On, The Bus, ART, DASH and the Fairfax Connector.
- Add newly collected and processed freeway and arterial road speed and level of service (LOS) data to the Regional Transportation Data Clearinghouse network.
- Add updated Cooperative Forecasting data to the Clearinghouse by TAZ.
- Update Regional Clearinghouse user manuals and documentation.
- Display Clearinghouse volume, speed and LOS data on a web-based application that utilizes satellite/aerial photography imagery with zooming user interface.
- Enhance an ArcGIS server-based application for distribution of Regional Transportation Clearinghouse Data to TPB participating agencies via web browser application.

Oversight: Technical Committee

Estimated Cost: \$317,900 total

Product: Updated Clearinghouse Database and Documentation;  
Web Interface to Access Clearinghouse Data

Schedule: June 2014

## 6. TECHNICAL ASSISTANCE

The TPB work program responds to requests for technical assistance from the state and local governments and transit operating agencies. This activity takes the form of individual technical projects in which the tools, techniques, and databases developed through the TPB program are utilized to support corridor, project, and sub-area transportation and land use studies related to regional transportation planning priorities. The funding level allocated to technical assistance is an agreed upon percentage of the total new FY 2014 funding in the basic work program. The funding level for each state is an agreed upon percentage of the total new FTA and FHWA planning funding passed through each state. The funding level for WMATA is an agreed upon percentage of the total new FTA funding. The specific activities and levels of effort are developed through consultation between the state and WMATA representatives and TPB staff.

Technical assistance projects anticipated in FY 2014 are described below. Total funds allocated to the District of Columbia, Maryland, Virginia, and WMATA for technical assistance are shown in Table 2. Work on each project is directed by staff from the respective state DOT or WMATA and is conducted by TPB staff or consultants as noted.

### A. DISTRICT OF COLUMBIA

#### 1. Program Development, Data Requests and Miscellaneous Services

This project is established to account for staff time spent in developing scopes of work for requested projects and in administering the resulting work program throughout the year. Work activities involve meeting with DDOT staff to discuss proposed projects, drafting and finalizing work statements and tasks, creating project accounts when authorized, and progress reporting throughout the projects.

Additionally, this project establishes an account to address requests from DDOT which are too small or too short-lived to warrant separate scopes of work. Requests may include staff time to participate in technical review committees and task forces and execution of small technical studies.

Cost Estimate:	\$10,000
Product:	specific scopes of work
Schedule:	on-going activity

The program for FY 2014 remains to be specified.

TOTAL DISTRICT OF COLUMBIA COST ESTIMATE: \$302,600

## B. MARYLAND

### 1. Program Development Management

This work task will account for DTP staff time associated with the administration of this Technical Assistance work program throughout the year. Work activities would involve meetings with participating agencies to discuss proposed/new projects, development of monthly progress reports, budgetary reporting and technical quality control. This work task also includes staff time needed for the development of the annual planning work program.

Cost Estimate:       \$30,000

Schedule:       On-going activity

The program for FY 2014 remains to be specified.

TOTAL MARYLAND COST ESTIMATE:   \$ 598,000

## C. VIRGINIA

### 1. Program Development And Data/Documentation Processing

This work element accounts for DTP staff time associated with the administration of this Technical Assistance work program throughout the year. Work activities would involve meetings with participating agencies to discuss proposed/new projects, development of monthly progress reports, budgetary reporting and technical quality control. This work task also includes staff time to process requests for data/documents from Northern Virginia as advised by VDOT throughout the year.

Cost Estimate:       \$25,000

Product:           Data, documentation, scopes of work, progress reports

Schedule:       On-going activity

The program for FY 2014 remains to be specified.

TOTAL VIRGINIA COST ESTIMATE:   \$529,200

## D. WMATA

### 1. Program Development

This project is established to account for DTP staff time spent in developing scopes of work for requested projects and for administering the resultant work program throughout the year. Work activities will involve meeting with WMATA staff to discuss projects, drafting and finalizing work statements and tasks, creating project accounts when authorized, and

reporting progress on projects throughout the year. In addition, this project will provide staff with resources to attend required meetings at WMATA.

Cost Estimate: \$10,000

Schedule: on-going activity

## 2. Miscellaneous Services

This miscellaneous account is a mechanism established to address requests which are too small or too short-lived to warrant separate work scopes. Past work has included requests for hard copy, plots, tape, or diskettes of data from any of the planning work activities at COG.

Cost Estimate: \$8,500

Schedule: on-going activity

The program for FY 2013 remains to be specified.

TOTAL WMATA COST ESTIMATE: \$201,200

## 7. CONTINUOUS AIRPORT SYSTEM PLANNING PROGRAM

The purpose of the CASP program is to provide a regional process that supports the planning, development and operation of airport and airport-serving facilities in a systematic framework for the Washington-Baltimore Region, which includes the region's three major commercial airports: Thurgood Marshall Baltimore Washington International Airport, Ronald Reagan Washington National Airport, and Washington Dulles International Airport. Oversight of the program is the responsibility of the TPB Aviation Technical Subcommittee. The elements of the multi-year CASP work program to be performed during FY 2014 are as follows:

### **Update Ground Access Forecasts – Phase 2**

The update of forecasts of ground access trips to the region's three commercial airports is an important step in the airport systems planning process. This project will use the results of the most recent (2011) regional air passenger survey together with the latest available airport terminal area forecasts and land activity forecasts of future growth in the Washington-Baltimore region to update forecasts of ground access trips from local area Aviation Analysis Zones (AAZ) to each of the region's three commercial airports. Phase 1 of this project will result in updated ground access trip generation rates by AAZ and will be completed during FY 2013. Phase 2 will result in updated forecasts of ground access trips by time of day and mode of arrival and will be completed during FY 2014.

In Phase 2, trip generation rates calculated in Phase 1 will be used to develop new forecasts of ground access trips from all local area aviation analysis zones to each of the region's three commercial airports by time of day and major mode of travel used to reach the airport.

Specific tasks to be completed in Phase 2 are: determination of the time of day distribution of base year and forecast weekday ground access trips to each airport from each AAZ, calculation of base year and forecast average weekday ground access trips to each airport from each AAZ by time of day and major arrival mode, determination of average vehicle occupancy for base year and forecast ground access auto trips and calculation of base year and forecast average weekday auto driver trips to each airport from each AAZ by time of day. The products of Phase 2 will be base year and forecast ground access trip tables and a report that summarizes the project results and documents the project methodology. These ground access forecasts will then be used as inputs for the update of the CLRP and will serve as the basis for revising the Ground Access Element of the Regional Airport System Plan during FY 2015.

Cost Estimate:                      \$ 93,000

### **Ground Access / Air Cargo Element Update – Phase 1**

The purpose of this project is to update the Ground Access/Air Cargo Element of the Regional Airport System Plan to examine ground accessibility for both air passengers and cargo. Maintaining ground access to the region's airports by both passengers and cargo provides significant benefits to the region's economy. However, ground access and



landside congestion problems are expected to increase in the future. These ground access problems could adversely impact airport use in the Washington-Baltimore region.

This update will provide an analysis of current and forecast ground access problems at DCA, IAD, and BWI. It will analyze how current and future traffic congestion affects access to the airports by passengers and cargo. It will also look at overall conditions and demand for air cargo facilities in the region. Further, this plan element will integrate airport system ground access and facility planning into the overall regional transportation planning process for the National Capital Region and include recommendations for improving ground access to the region's airports. Phase 1 entails preparation of the scope of work of the Ground Access/Air Cargo Element Update and completion of the supply analysis, which will entail identifying current and planned ground access facilities and services for passengers and cargo and identifying cargo facilities at these airports.

Specific tasks to be completed in this phase include: review and documentation of existing facilities and services providing ground access to the region's three major commercial airports; review and documentation of existing and proposed ground access projects and service improvements; review and documentation of other regionally-significant access studies; review and identification of major ground access issues and constraints; and, for cargo specifically, focus on the goods movement portion of airport access. This phase concludes with a final report of the supply analysis findings.

Cost Estimate: \$ 60,000

### **Process 2013 Air Passenger Survey – Phase 1**

The purpose of the APS is to collect information about travel patterns and user characteristics of air passengers using the three major commercial airports and to help determine airport terminal and groundside needs. Data from the air passenger surveys will provide the basis for analysis of major changes in airport use in the region and planning for future airport improvements. Phase 1 of this project will result in a final survey database for general analysis. Phase 2 will involve geocoding and further data analysis including preparation of summary findings and a full technical report. Survey design, sample generation and data collection for the 2013 APS will be jointly funded by MWAA and MAA. The processing of the data collected in the 2013 APS will be carried out in this CASP project. Specific tasks in Phase 1 of this project are: data editing and final database creation.

Cost Estimate: \$120,000

TOTAL CASP COST ESTIMATE: \$273,000

## **8. SERVICE/SPECIAL PROJECTS**

In addition to the TPB basic work program in the UPWP and the Continuous Airport System Planning (CASP) program, service work or special technical studies as specified in contracts between the transportation agencies and COG may be included in the UPWP. Services or special projects are authorized and funded separately by the transportation

agencies.

## **ITEM 14 – Notice**

February 20, 2013

### **Briefing on an Amendment to the Additional Air Quality Conformity Analysis Conducted to Respond to the EPA Redesignation of the Washington Region under the 2008 Ozone National Ambient Air Quality Standards (NAAQS)**

Notice is provided on an amendment to the recent 2015 forecast year air quality conformity analysis of the 2012 CLRP and FY2013-2018 TIP which was conducted to satisfy the redesignation requirements of the EPA 2008 Ozone National Ambient Air Quality Standards (NAAQS). After the TPB approved this new air quality conformity analysis on December 19, 2012, the EPA found adequate new mobile budgets on February 7, 2013, requiring their immediate use in air quality conformity analyses. Because this adequacy finding occurred prior to USDOT's approval of the recent conformity analysis, this analysis must be amended to show that mobile emissions in the 2012 CLRP and FY2013-2018 TIP are below the new EPA approved mobile budgets. On February 14<sup>th</sup>, the amended analysis was released for a 30-day public comment period that will end on March 16<sup>th</sup>. At the March 20<sup>th</sup> meeting, the Board will be asked to approve the amended air quality conformity assessment.

# National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202

---

February 20, 2013

## MEMORANDUM

TO: Transportation Planning Board

FROM: Jane A. Posey  
Senior Transportation Engineer

SUBJECT: Amendment to the December 19, 2012 Air Quality Conformity Update of the 2012 CLRP & FY2013-2018 TIP

On December 19, 2012 the Transportation Planning Board (TPB) approved an updated air quality conformity analysis of the 2012 Constrained Long Range Plan and FY2013-2018 Transportation Improvement Program (TIP). This update was performed to satisfy requirements associated with the Environmental Protection Agency's (EPA's) 2008 National Ambient Air Quality Standards (NAAQS). After the TPB approves any conformity analysis, the documents are forwarded to the United States Department of Transportation (USDOT) for final approval.

In 2007 the Metropolitan Washington Air Quality Committee (MWAQC) submitted mobile budgets to EPA for approval. These were for the 1997 8-Hour Ozone State Implementation Plan (SIP). This SIP included 2008 Reasonable Further Progress (RFP) budgets, 2009 Attainment budgets, and a 2010 Contingency budget. In 2009 EPA found adequate the 2008 RFP budgets for use in conformity analyses, but did not act on the other mobile budgets included in the SIP.

On February 7, 2013 EPA found adequate the 2009 Attainment and 2010 Contingency budgets, requiring their immediate use in air quality conformity analyses. This approval occurred prior to USDOT's approval of the December 19, 2012 air quality conformity analysis of the 2012 CLRP and FY2013-2018 TIP. Consequently the analysis must be amended to include the newly approved mobile budgets.

In order to amend the conformity analysis, staff modified the relevant exhibits from the conformity report to show that mobile emissions in the 2012 CLRP and FY2013-2018 TIP are below the newly approved budgets. The budgets are 66.5 tons/day of Volatile Organic Compounds (VOC) and 146.1 tons/day of Nitrogen Oxides (NOx) for the 2009 Attainment Plan and 144.3 tons/day of NOx for the 2010 Contingency Plan. Exhibit 16 shows that mobile source VOC and NOx emissions for each forecast year are below the mobile budgets. Exhibits 20 and 21 present the same information in a graphical format. The updated exhibits are attached.

This information was released for a required 30-day public comment period on February 14, 2013. The comment period will end on March 16, 2013. The TPB will be asked to approve the amended conformity analysis of the 2012 CLRP and FY2013-2018 TIP at its March 20<sup>th</sup> meeting.

EXHIBIT 16

**AIR QUALITY CONFORMITY UPDATE AMENDMENT**

**Summary Table - 8-Hour Ozone Nonattainment Area**

**Mobile Source Emissions Inventories  
for 2012 CLRP and the FY 2013-2018 TIP  
(Tons/Day)**

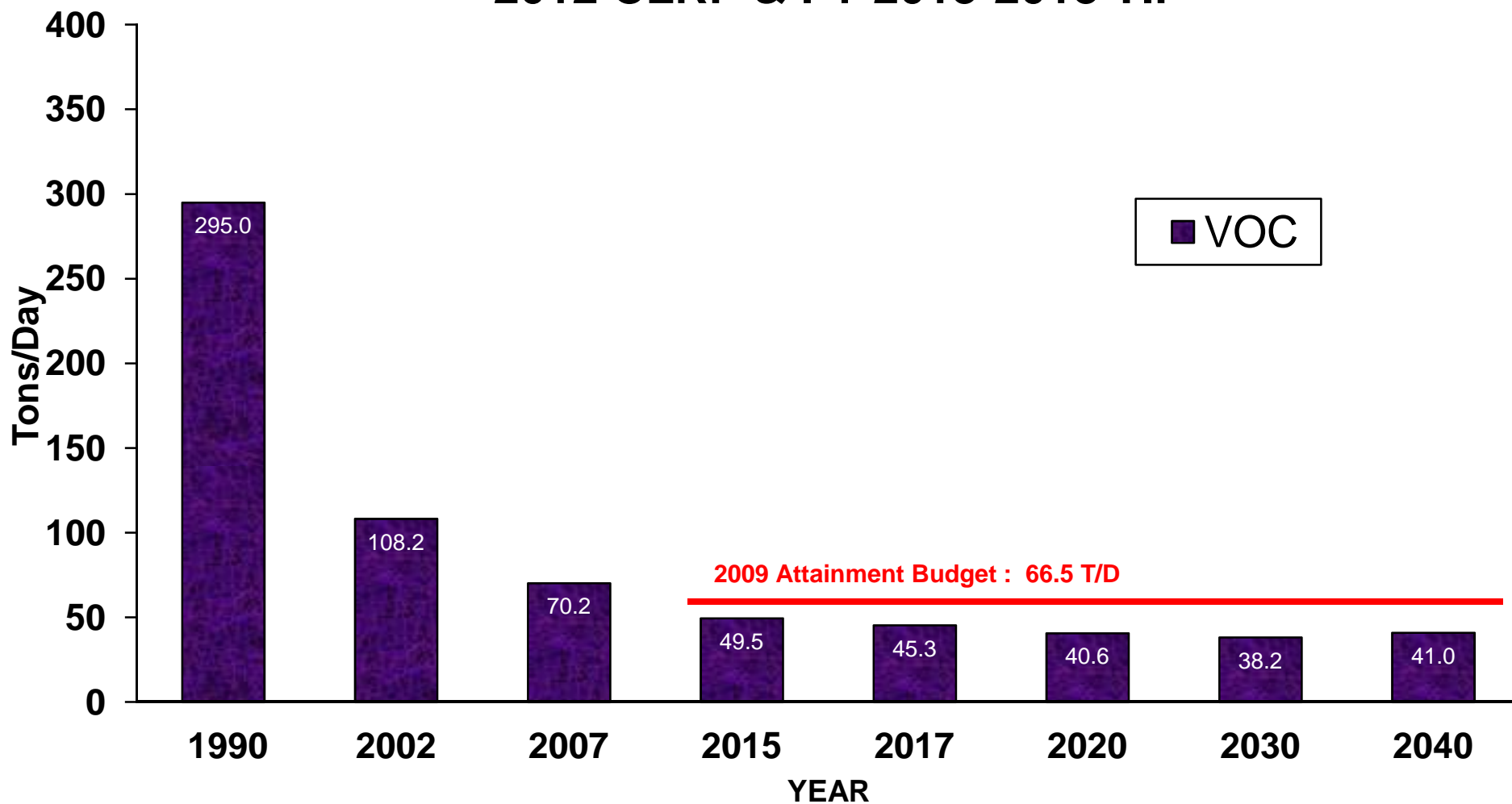
	2002		2007		2015		2017		2020		2030		2040	
	VOC	NOx	VOC	NOx	VOC	NOx	VOC	NOx	VOC	NOx	VOC	NOx	VOC	NOx
<b>I Network</b>														
Start	18.66	9.46	10.47	5.66	6.76	3.98	6.13	3.20	5.49	2.46	5.10	1.89	5.28	1.94
Running	54.72	219.02	33.01	142.85	23.37	73.34	21.88	57.24	20.47	41.88	21.19	29.33	22.90	29.71
Soak	8.53	-----	7.80	-----	6.16	-----	5.53	-----	4.71	-----	3.86	-----	4.07	-----
<b>II Off-Network</b>														
Diurnal	2.36	-----	2.05	-----	1.37	-----	1.21	-----	1.07	-----	0.71	-----	0.80	-----
Resting Loss	11.93	-----	9.43	-----	6.75	-----	5.91	-----	4.52	-----	3.02	-----	3.41	-----
Local Roads	9.91	11.39	5.96	7.89	4.06	4.47	3.78	3.64	3.52	2.87	3.59	2.40	3.79	2.50
School Buses	0.42	5.97	0.43	5.64	0.27	3.10	0.25	2.61	0.22	1.92	0.17	0.63	0.16	0.27
Transit Buses	0.38	6.51	0.25	5.36	0.17	2.46	0.14	1.85	0.13	1.28	0.13	0.44	0.13	0.28
Auto Access	1.29	1.59	0.77	0.94	0.45	0.58	0.52	0.49	0.47	0.41	0.43	0.35	0.45	0.37
<b>Total</b>	108.20	253.93	70.17	168.35	49.45	87.93	45.34	69.02	40.60	50.82	38.20	35.04	40.99	35.05

Mobile Emissions Budgets:	66.50	144.30	66.50	144.30	66.50	144.30	66.50	144.30	66.50	144.30	66.50	144.30	66.50	144.30
Budget Adherence Margin:	17.05	56.37	21.16	75.28	25.90	93.48	28.30	109.26	25.51	109.25				

# EXHIBIT 20

## AIR QUALITY CONFORMITY UPDATE **AMENDMENT**

### Mobile Source VOC Emissions for the 8-Hour Ozone Nonattainment Area 2012 CLRP & FY 2013-2018 TIP



# EXHIBIT 21

## AIR QUALITY CONFORMITY UPDATE AMENDMENT

### Mobile Source NOx Emissions for the 8-Hour Ozone Nonattainment Area 2012 CLRP & FY2013-2018 TIP

